Land Information Memorandum - Standard - Commercial/Industrial

QUEENSTOWN LAKES DISTRICT COUNCIL

Queenstown Lakes District Council - Private Bag 50072 - Queenstown 9348 - Tel 03 441 0499 - www.qldc.govt.nz

APPLICANT

NATASHA JAMIESON		No.	LM261541
C/- COLLIERS WANAKA		Application date	10/09/2026
38 HELWICK STREET		Issue date	18/09/2026
WANAKA 9305		Phone	03 443 4040
natasha.jamieson@colliersotago.com			

PROPERTY

Valuation No.	2906100322
Location	2 SIR TIM WALLIS DRIVE WANAKA 9305
Legal Description	LOT 9 DP 500684 - CT- 766933
Owner	PROJECT ROCKER LIMITED
Area	0.2345 Hectares

RATES

Government Valuation		
Land	$	2,720,000
Capital Value	$	6,640,000
Improvements	$	3,920,000
Current Rates Year 2026 / 2027		
Annual Rates	$	24,142.33
Current Instalment	$	6,035.58
Current Balance – Outstanding Rates	$	18,106.75
Arrears for previous years	$	0.00

Rates are charged in four equal installments for the period commencing 1 July and ending 30 June each year.

Further information regarding rating details may be obtained from Queenstown Lakes District Council Rates Department via email rates@qldc.govt.nz

WARRANT OF FITNESS

The premises has a Compliance Schedule CS1021 and is subject to an annual Building Warrant of Fitness which expires 5 November 2026, copy attached.

PLANNING/RESOURCE MANAGEMENT

Zone: PDP: Business Mixed Use Proposed District Plan - Queenstown Lakes Proposed District Plan

Full details of the zone requirements are found in the Queenstown Lakes District Council District Plan, which should be read together with any relevant plan changes. See attached map for the zone. District Plan details can be found under Appeals (qldc.govt.nz) or if an operative rule Volume One: Operative District Plan (qldc.govt.nz)

The property is subject to the terms and conditions of the following resource consents:

24/05/19 RESOURCE CONSENT RM190418: construct a commercial building with associated carparking, change Conditions 1 and 6 of resource consent RM181090 to change the approved floor layout, copy decision attached.

29/10/18 RESOURCE CONSENT RM181090: construct a commercial building, copy decision attached. Land covenant re stormwater is attached for your information.

14/06/18 RESOURCE CONSENT RM171167: to vary the Three Parks Outline Development Plan, copy decision attached.

25/07/16 RESOURCE CONSENT RM160610: to change Condition 1 of resource consent RM160074 to update the scheme plan to reflect the amended extent of the main road to be vested in Council, copy decision attached.

14/03/16 RESOURCE CONSENT RM160074: subdivision resource consent to create 30 fee simple Lots being proposed Lots 2, 3 and 5-32 with areas of between 1000m² and 3000m², Lot 996 to vest as legal road and to form the main collector road between Ballantyne Road to the Wanaka Sports Facility, copy decision attached. A 224c Certificate was issued 26 September 2017, copy attached.

01/12/15 RESOURCE CONSENT RM140354: Outline Development Plan, copy decision attached.

01/07/15 RESOURCE CONSENT RM150371: to undertake earthworks and subdivision consent to undertake a four lot subdivision with two of the lots to be amalgamated, copy decision attached. A 224c Certificate was issued 30 August 2016, copy attached.

20/10/14 RESOURCE CONSENT RM140706: subdivision consent to create a 5.425ha allotment to vest with Council for the Wanaka Sports Facility, copy decision attached. A 224c Certificate was issued 18 December 2014, copy attached.

19/10/11 RESOURCE CONSENT RM110526: undertake earthworks, copy decision attached.

28/10/10 RESOURCE CONSENT RM100513: to undertake 109,700 cubic metres of earthworks, copy decision attached.

Copy(s) of Consent Notice pursuant to Section 221 of the Resource Management Act 1991 attached.

Designations: 303 Local Purpose Reserve (Beautification)
313 Local Purpose (Drainage)
(refer to District Plan Map attached and link for location details)
Proposed District Plan - Queenstown Lakes Proposed District Plan

Please note that building consents are separate from resource consents. If a Code Compliance Certificate has been issued for a building consent, this does not mean that compliance with any resource consent has been met. Should you require additional information on resource consents, please contact the Duty Planner at dutyplanner@qldc.govt.nz

BUILDING

04/10/19	BUILDING CONSENT AMENDMENT AM190204.01: Addition of extra bay to two storey office bounded by Gridlines E-F and 1-2. The internal wall layout has changed, and stair locations have been changed. A steel bracing frame on Gridline 1 between GL-B & C has changed location.
19/06/19	BUILDING CONSENT BC190204: construction of two storey commercial building, ground floor warehouse, office and mezzanine storage/first floor office. Code Compliance was issued 5 November 2020, including Amendment AM190204.01, copy attached.

If there are building consents on this property which do not have a Code Compliance Certificate, the property owner is responsible for ensuring all the building work is completed, Council inspections are undertaken and a Code Compliance Certificate obtained. The property owner is solely responsible for Council fees and charges. Building enquiries to be directed to the Building Department at Queenstown Lakes District Council building@qldc.govt.nz. It is recommended that Council records are viewed and compared with the actual structure(s) and activities on site to identify any illegal or unauthorised building works or activities.

SERVICES

Water - Connected to the public reticulated water supply. Service plan attached.

Sewer - Connected to the public reticulated sewage scheme. Drainage plan attached.

Stormwater - The property is not serviced by a reticulated Council stormwater system, on-site disposal to an appropriately designed outfall to meet NZBC, E1 VM1 or Engineered Design. Refer to consent notice attached. Drainage plan attached.

Note location of public drainage over the site on the attached services plan map.

TRANSPORT

Vehicle access over a road reserve requires approval before construction. The installation and maintenance of a vehicle crossing is the responsibility of the owner of the land.

Access - Sir Tim Wallis Drive. Refer to consent notice attached.

LAND CLASSIFICATIONS

Otago Regional Council provides guidelines on emission rates permissible for discharge from domestic heating appliances. A flow chart and guide to the rules can be found on their website Air (orc.govt.nz)

SWIMMING AND SMALL HEATED POOLS

No Information located on this property

NATURAL HAZARDS

Information for building code design parameters relating to earthquakes, corrosion, wind, climate and rainfall can be found on the BRANZ Map

The Regional Council has information on natural hazards and some of this information is accessible from the Otago Natural Hazard database. The database contains regional scale information about alluvial fans, earthquakes, flooding, landslides, storm surge, and weather hazards. The database also includes useful website links and access to some technical reports. Please take the time to read the Terms and Conditions and any other summaries or details provided for the technical reporting. If you require more information, you can email your query to naturalhazards@orc.govt.nz.

The attached hazard map is provided for easier understanding of modelling information. The information provided on this map is intended to be general information only. While considerable effort has been made to ensure that the information provided on this map is accurate, current and otherwise adequate in all respects, [the territorial authority] cannot guarantee that it is 100% accurate.

A list of the hazard reports contained in the database is attached. A copy of the report can be requested at LIMinformation@qldc.govt.nz.

Land Stability
The Council has no record of instability of the site. The lack of data should not be interpreted as to the absence of a hazard.

Flooding
The Council has no record of the site flooding.

Seismic
Refer to hazard maps for seismic hazard-faults. These fault rupture hazards have been updated using the most up to date information on the location of the faults from the Institute of Geological and Nuclear Sciences. The inactive faults are not expected to rupture but may represent area of weaker rock and hence may be of use for consideration during land development.

Liquefaction
LIC 1 - Liquefaction Investigation Category 1: Local mapping indicates 'nil to low' liquefaction risk for this property. No further liquefaction assessment required for residential development.

See further information at:
- Queenstown Lakes District 2012 Liquefaction Hazard Assessment Summary Report by Tonkin & Taylor
- Assessment of liquefaction hazards in the Queenstown Lakes, Central Otago, Clutha and Waitaki districts of the Otago Region by GNS Science Consultancy Report June 2019

Ground Conditions Lot 9 DP 500684 from Meyer Cruden Engineering Ltd, copy attached for your information.

The following reports are available on request:
- Fill Certification Report Stage 1B from Meyer Engineering dated August 2017
- Geotechnical/Natural Hazard Assessment Three Parks Land from Opus dated March 2007
- Detailed Site Investigation from E3 Scientific dated September 2017

THIRD PARTY INFORMATION
The information in these documents is based on information QLDC knows about the property, some of which has been provided by third parties. There may be limits on the extent to which reliance can be placed on some of the information because of the way in which a LIM is prepared and/or the reliability of the information itself.

The information provided on this LIM is what is currently known and available to QLDC. What councils know can change over time as the science of natural hazards advances and new knowledge is formed.
At times natural hazard information can conflict with other information due to differences in scope, purpose, methodology, data quality, or a lack of scientific consensus. Local, regional or national studies may not reflect the on-site situation, site specific natural hazard investigations or any hazard mitigation done on an individual property. This does not automatically mean that any of the information is flawed.
Please note that QLDC does not and is not required to analyse or verify natural hazard information that it receives. You should seek independent expert advice to aid understanding of complex or conflicting information.

OTHER HAZARDS

HAIL Register
The Council has no record to suggest this site has been occupied by land use activities associated with hazardous substances.

LICENCES/ENVIRONMENTAL HEALTH

No Information located on this property.

NETWORK UTILITY OPERATORS

Information related to the location and availability of supply authorisations etc., can be obtained from the relevant Network Utility Operator in first instance contact the following:

Power - Powernet
Gas – Rockgas
Communications – Chorus

OTHER INFORMATION

It should be noted that Council holds a number of investigative and engineering reports which have been compiled for general Council purposes and are either in relation to particular areas of Council's control and interest and or in respect of various areas, or parts of the Queenstown-Lakes District Council area.

The applicant is advised that the Otago Regional Council may have other information in relation to this property including, but not limited to:

a) Discharge consents
b) Well permits
c) Consents to take water

NOTES

1. Final inspections on buildings were not mandatory prior to 1 January 1993 therefore no CCC has been issued. Should an evaluation of the building be required an independent qualified person should be consulted.
2. Every care has been taken to ensure that the information supplied by the Council on this form is accurate. Queenstown Lakes District Council relies on information available to it, and will not be held responsible for incomplete or inaccurate information provided, or for any errors or omissions made in good faith.
3. It is in your interests to locate the boundary pegs by discovery or redefinition before purchasing the property.
4. Where the information indicates the existence of some requisition or Council interest in the land, it is the responsibility of the person seeking the information to follow up.
5. Additional plans and specifications (more detail) are available to be viewed on the property file at http://edocs.qldc.govt.nz/.
6. Any enquiry not accompanied by a fee will be invoiced separately. (All prices are GST inclusive.)
7. The information included in this LIM is based on a search of Council records only and there may be other information relating to the land which is unknown to the Council. Please note that other agencies may also have information relevant to the use of the land, for example, the Regional Council, Heritage New Zealand Pouhere Taonga, and Land Information New Zealand. The applicant is solely responsible for undertaking comprehensive due diligence of this property.
8. Council records may not show illegal or unauthorised building or works on the property.
9. This LIM also includes information that identifies natural hazards known to Council. The existence of a natural hazard or potential natural hazard does not equal likelihood of that hazard occurring. The LIM is not a risk assessment and does not quantify risk. The applicant is advised to seek further information to ensure that the land is suitable for a particular purpose.
10. A LIM is only valid at the date of issue as information is based only on information that was known to the Council at the time of that LIM application being made.
11. Property boundaries shown on the attached copies of computer generated plans are based on the Digital Cadastral DataBase (DCDB). Topographical information shown (for example, buildings etc.) is captured by photogrammetric methods. The accuracy of the two methods of data capture is different and the relationship of buildings to boundaries cannot be relied on.
12. If a property is cross-leased or unit titled any building alterations undertaken may affect the lease documents. If this is the case, appropriate resource consents pursuant to the Resource Management Act 1991, and amended Certificates of Title, should be obtained to reflect the correct situation.
13. Any subdivision or other further development on this property which requires a new connection or an increased level of usage of Council provided services may be subject to the Council's development contributions policy, ie additional charges may be payable. Council services may include water supply, sewerage, stormwater drainage, reserves, roading and community infrastructure.
14. Property purchasers should ensure particularly with newly constructed dwellings that the vehicle crossing from the road onto the property is fully formed, in accordance with the Councils' specifications. A check can be made with the Engineering Team, if any damage is noted, or if the crossing is not completed.
15. Territorial Authorities have a wide discretion as to the sort of information that is included in the LIM. Section 44A (3) Local Government Act 1987 provides that a Territorial Authority may provide in the LIM such other information concerning the land as the authority considers, as its discretion, to be relevant.

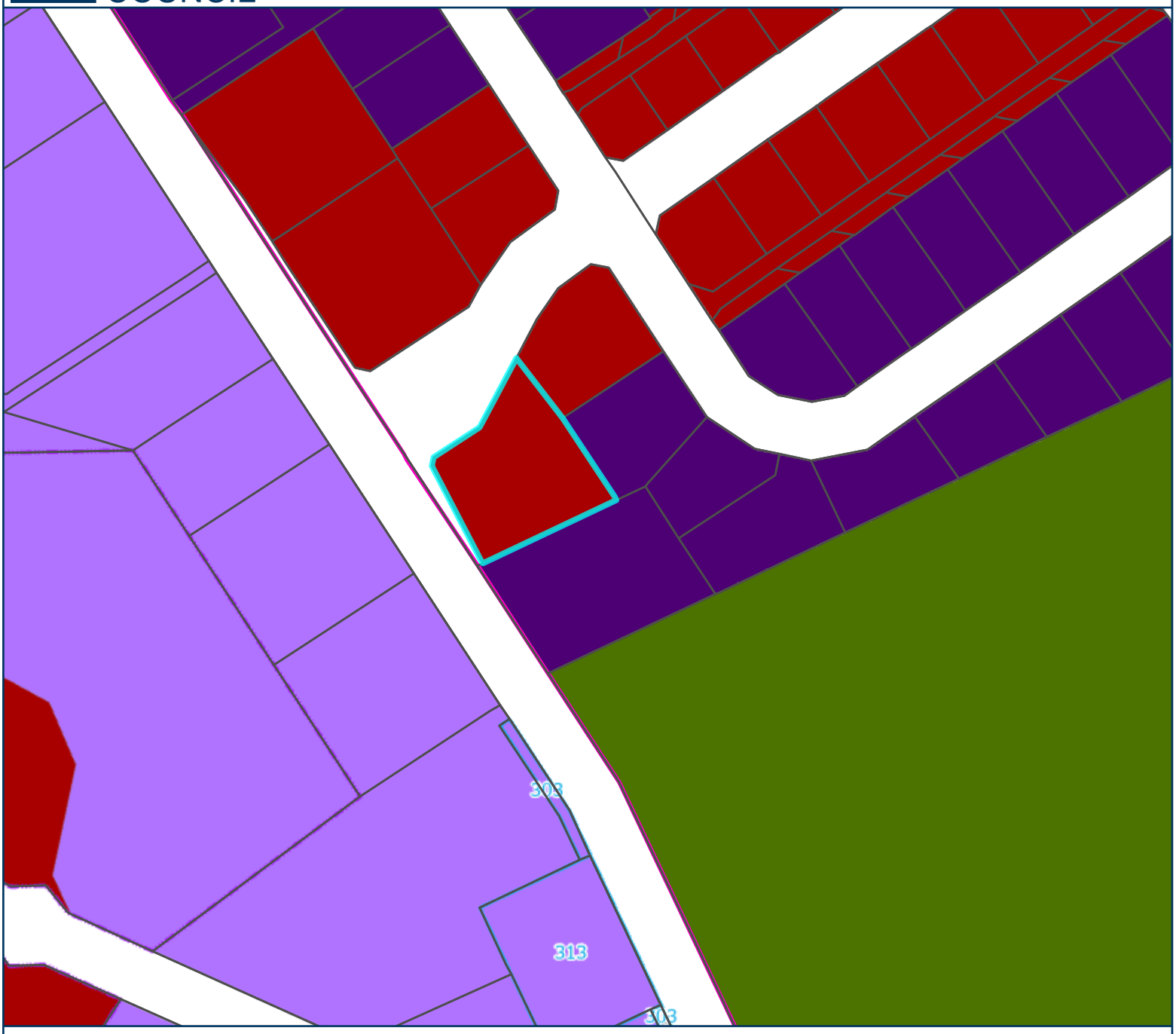


Name:_____ Date: 18 September 2026
Signed on behalf of the Council
BELINDA LANCASTER – SENIOR LIM OFFICER

QUEENSTOWN LAKES DISTRICT COUNCIL

District Plan Map

PRINT DATE: 18/09/2026



Parcels and Properties

PDP Structure Plan Boundaries

Designations

Specific Controls

Control Type

Specific Provisions Apply

Overlay Polygons

OverlayType

Urban Growth Boundary

Zones

Zones

Rural

Business Mixed Use

General Industrial and Service

Active Sports and Recreation

Three Parks Business

Road

Scale: 1:2,000

0 30 60 Meters

The information provided on this map is intended to be general information only. While considerable effort has been made to ensure that the information provided on this map is accurate, current and otherwise adequate in all respects, Queenstown Lakes District Council does not accept any responsibility for content and shall not be responsible for, and excludes all liability, with relation to any claims whatsoever arising from the use of this map and data held within.

QUEENSTOWN LAKES DISTRICT COUNCIL

Hazard Map

PRINT DATE: 18/09/2026



Otago Selected Land Use Sites (HAIL Register)

- Verified HAIL
- Unverified HAIL

Dangerous Goods License

- POTENTIALLY CONTAMINATED SITE

2012 Tonkin & Taylor Local Analysis - Aggregation

- LIC 1 - Nil to Low

New Zealand Hillshade

Scale: 1:2,000

0 30 60 Meters

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QUEENSTOWN LAKES DISTRICT COUNCIL

www.qldc.govt.nz

Form 7 – Building (Forms) Regulations 2004
Section 95, Building Act 2004

Code Compliance Certificate – BC190204

Mailing Address

TUATARA STRUCTURES C/- Greg Dixon

greg.dixon@tuatarastructures.com

The Building

Street address of building:	2 SIR TIM WALLIS DRIVE WANAKA 9305
Legal description of land where building is located:	LOT 9 DP 500684 - 0.234500 Ha CT- 766933
Valuation number:	2906100322
Description of work:	Construction of two storey commercial building. Including AM190204.01: Addition of extra bay to two storey office bounded by Gridlines E-F and 1-2. Changes to internal layout.
Building name:	N/A
Location of building within site/block number:	N/A
Current lawfully established use:	5.0 Commercial
Level/unit number: N/A	Year first constructed: 2020

The Owner

Name of owner:	PROJECT ROCKER LIMITED
Contact person:	Project Rocker Ltd C/- Scottie Mazey
Mailing address:	SCOTTIE@SOLIS.NZ

Building Work

Building consent number: BC190204 Issued by: Queenstown Lakes District Council

This also includes Building Consent Amendment AM190204.01

Code Compliance

The building consent authority named below is satisfied, on reasonable grounds, that —

(a) the building work complies with the building consent

(b) the specified systems in the building are capable of performing to the performance standards set out in the building consent.

Attachment: Compliance Schedule CS1021



Signature

Position: Building Officer

Name: Stewart Geddes

On behalf of: Queenstown Lakes District Council

Date: 05/11/2020

Customer Information

- This Code Compliance Certificate has been issued because the Queenstown Lakes District Council was satisfied, on reasonable grounds, that at the date of its issue, the building work was completed in accordance with the Building Consent.

- Since the date the Building Consent was granted, the Building Code may have been amended. This certificate is not a representation that the building work meets the requirements of any amendments to the Building Code made since the Building Consent was issued.

- This Code Compliance Certificate is not a guarantee that the whole of the work has been completed in accordance with the Building Code or Building Consent, but that the Council was reasonably satisfied.

- The Code Compliance Certificate relates only to the state of the building work at the date of issue, and is not a statement that the building will remain sound throughout its life.

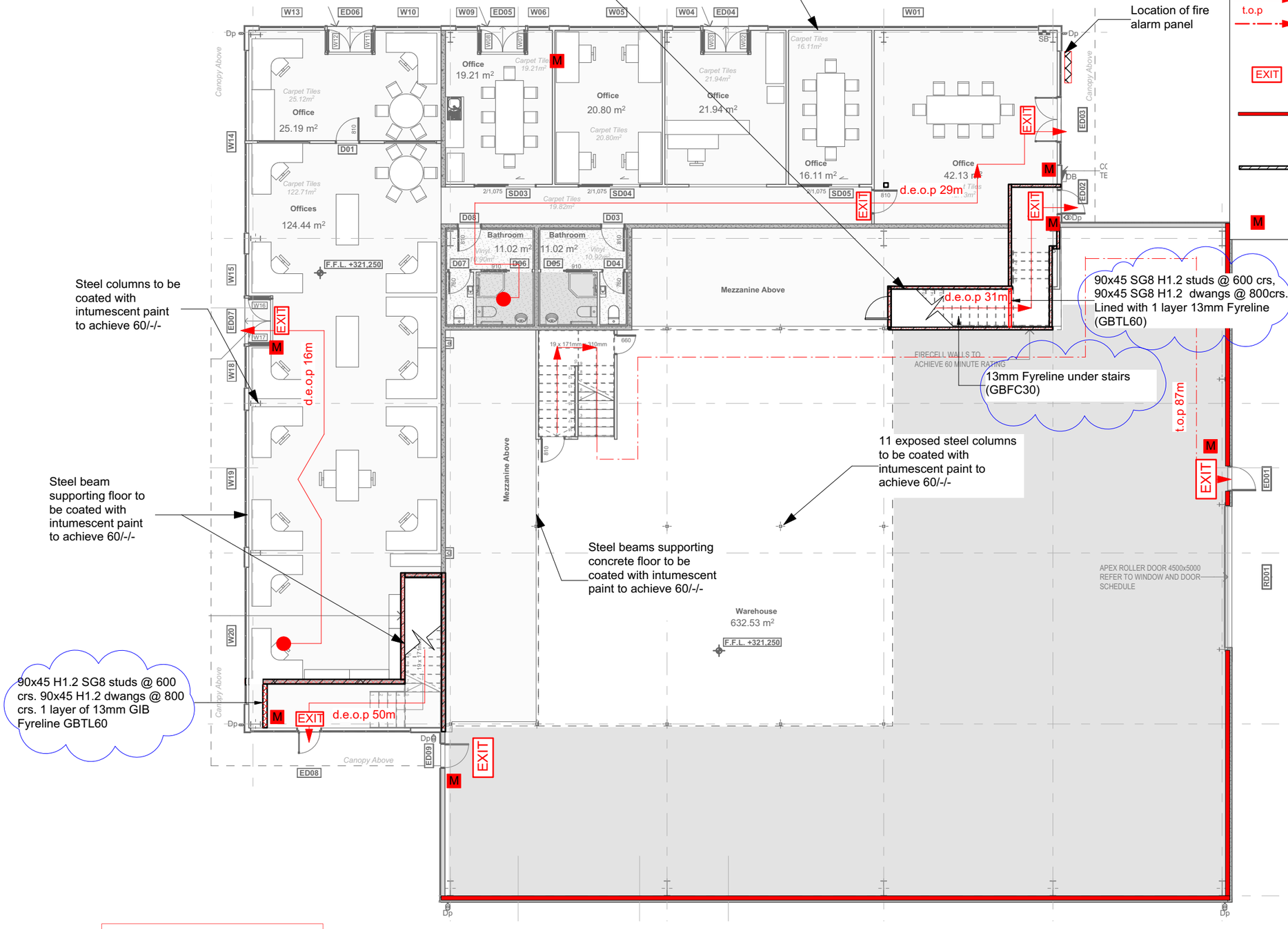
- Various types of building methods and materials do have specific requirements for ongoing inspection, cleaning & maintenance. The owner needs to be familiar with these standard practices, manufacturer's instructions, and warranty conditions which must be complied with in order to maintain the integrity of the building work. All materials and components will deteriorate over time.

- Regular Inspection and maintenance by the building owner is particularly important in the harsh environment and climate experienced in the Queenstown Lakes District. In some cases – complete replacement of building components will be a requirement where they have deteriorated, or have passed their manufacturers warranty period – for example – sealants, waterproofing membranes, paint coatings.

- No representation is made as to the compliance of all items of building work on the specific site to which this Code Compliance Certificate pertains. This certificate relates solely to the building work specifically described in it. It does not relate to any other work. The Queenstown Lakes District Council cannot be held responsible for any other subsequent, or preceding building work, including maintenance, which has been done other than in accordance with an approved building consent.

- Nobody should rely solely upon this Code Compliance Certificate as representing that the building work is weathertight or otherwise sound, fit for its purpose and of acceptable quality. It is a snapshot only, which assesses the Building's compliance with the Building Consent, and Building Code on the date of issue. The soundness of the building will depend, among other things on its subsequent use and the ongoing maintenance performed.

BC190204 - MV3 APPROVED
Queenstown Lakes District Council



KEY:

- d.e.o.p — dead end open path
- t.o.p — total open path
- EXIT — Exit signage to be fitted in accordance with F8/AS1
- concrete tilt panel wall to achieve 180 minutes fire rating
- Firecell wall to achieve 60 minute fire rating
- M — Manual call point location

NOTES

ALL DIMENSIONS TO BE CONFIRMED ON SITE BY CONTRACTOR

This drawing is to be read in conjunction with the fire report.

The building is designed as two fire cells, Firecell 1 includes the ground floor and mezzanine floor; Firecell 2 includes the first floor office.

A Type 3 and a Type 4 fire alarm system shall be installed within the building in accordance with NZS 4512:2010. A direct connection to the fire service is not required if a telephone connection to the building is installed.

Emergency lighting is required where the distance to the closest exit exceeds 20m and in every change of level in accordance with F6/AS1.

The firecells are to be separated with a 60 minute FRR. The first floor is concrete construction which will achieve the required 60 minute fire rating. The supporting walls are a combination of concrete tilt panel which will acheive 60 mintue FRR and steel beams and columns. The steel beams and columns are to be coated in intumescent paint to achieve 60 minutes. The timber framed firecell walls will be lined with 1 layer of 13mm Gib fyreline each side (GBTL 60).

The mezzanine intermediate floor and supporting stairs is to acheive a FRR of 30 minutes. This is to be achieved with 13mm Gib Fyreline on the underside of the joists and stairs (GBSJ 30) and intumescent paint to 60 minutes on the exposed columns.

Issue	Date	Comments	Chkd
8	04.02.02	Floor plan updated	CK
7	21.01.20	Floor plan updated	KdB
6	17.07.19	Floor plan updated	KdB
5	07.03.19	Intumescent paint added	ML
4	14.02.19	Type 3 system added	ML
3	17.01.19	Concrete wall height reduced	ML
2	18.12.18	For Approval	ML
1	30.08.18	For Approval	ML

REDFOX
Structural & Seismic Engineers
210 Hazeldean Road, Addington, Christchurch
P O Box 8373 Christchurch New Zealand
(03) 377 1546 - admin@redfoxengineers.co.nz

Proposed New Building for Tuatara Structures at Corner Ballentyne Rd & Sir Tim Wallis Drive Wanaka

Fire Protection Ground Floor Plan

Scales:	1:150 @ A3		
Designed:	KdB	Drawn:	MG
Checked:	ML	Approved:	
Date:	February 2020		

Project	Drawing	Issue
16228	F100	8

Ground floor firecell area = 1154 m2
Smoke detection area = 808 m2
Heat detection area = 346 m2 (grey)

Document Set ID: 6418577
Version: 1, Version Date: 05/02/2020

BC190204 - MV2 APPROVED
Queenstown Lakes District Council

BUILDING CONSENT



LOCATION PLAN
SCALE: NTS

SITE DESCRIPTION

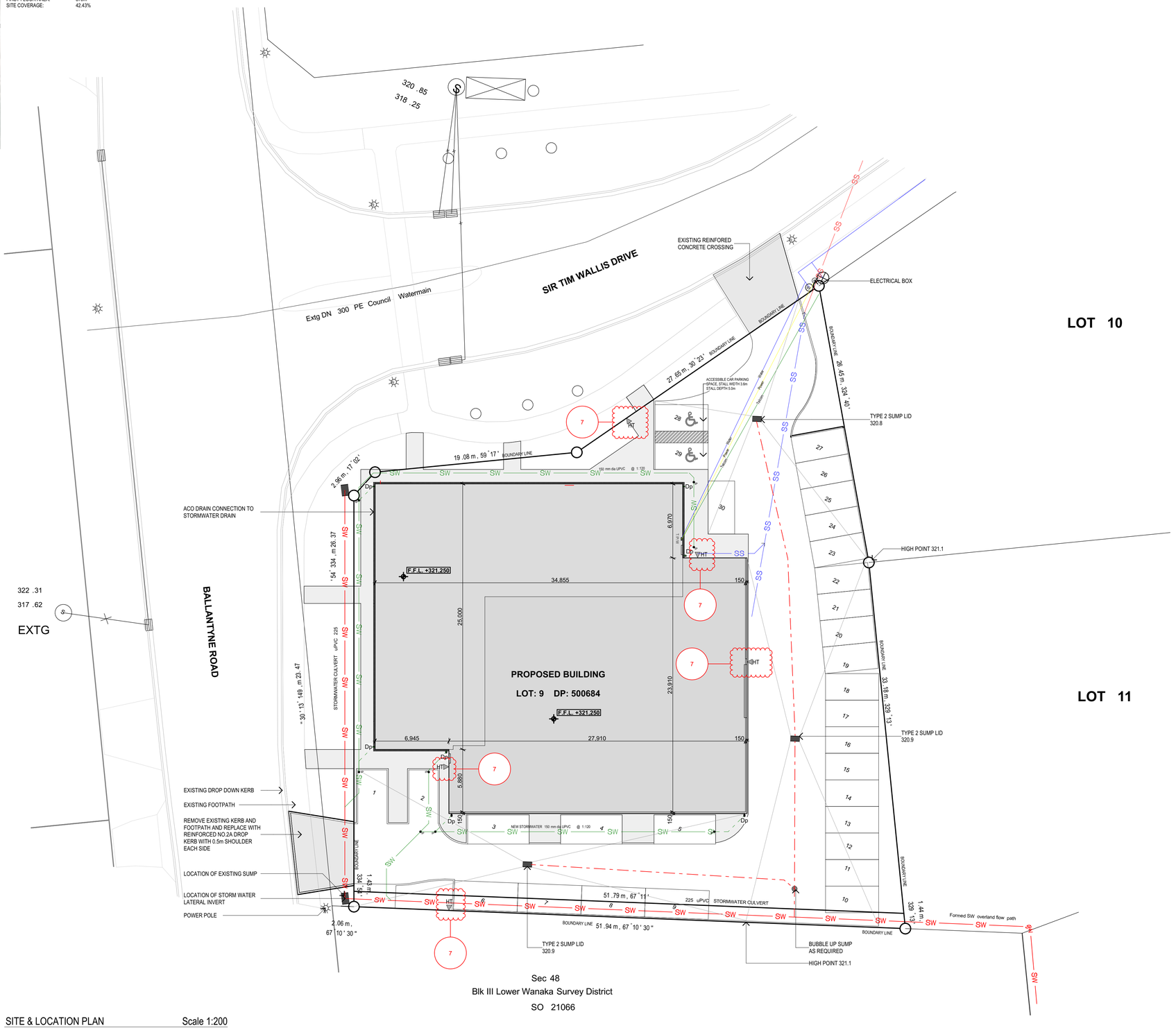
LOT No:	LOT 9	PLANNING ZONE:	THREE PARKS ZONE
DP:	500684	WIND ZONE:	HIGH
SITE AREA:	2344.78m²	EQ ZONE:	3
GROUND FLOOR AREA:	995m²	EXPOSURE ZONE:	B
FIRST FLOOR AREA:	570m²		
SITE COVERAGE:	42.43%		

SCOPE OF WORKS:
- NEW BUILD OF MULTI TENANCY TWO STORY COMMERICAL BUILDING. LOT 9, CORNER OF BALLANTYNE ROAD AND SIR TIM WALLIS DRIVE, WANAKA, NEW ZEALAND.

EROSION AND SEDIMENT CONTROL PLAN:
- MAIN CONTRACTOR TO INSTALL A BIO-SOCKS WHERE REQUIRED TO STOP ANY SILT RUN-OFF THAT MAY OCCUR ON SITE FROM ENTERING STORM WATER OR ANY NEIGHBOURING PROPERTIES.
- LOCATIONS SHOWN FOR BIO SOCKS ARE INDICATIVE ONLY. CONFIRM FINAL LOCATIONS ON SITE PRIOR TO COMMENCING ANY WORK
- ALLOW TO CLEAN BEHIND BIO SOCKS AFTER RAIN OCCURS.
- CONNECT TEMPORARY DOWN PIPES TO SW DRAINS, RENDERING COMPLETE & FUNCTIONAL AS EARLY AS POSSIBLE TO MITIGATE STORM WATER SPILL ONTO SITE
- ANY EXCAVATED FILL CAUSED BY BUILDING WORKS NEEDS TO BE REMOVED FROM SITE IMMEDIATELY TO MITIGATE AGAINST SITE RUN-OFF
- SPRAY DOWN ANY SOIL STOCK PILE OR EXCAVATION REGULARLY TO PREVENT DUST.

SITE KEY:

- PROPOSED NEW BUILDING
- W / T / P — HDPE 50mm PIPE FOR SERVICES. WATER/ POWER/ TELECOMMUNICATIONS
- 85%ile CAR SIZE
- SW — 150mm Ø SURFACE WATER DRAIN LAID TO A FALL OF @ 1:120 MIN. IN ACCORDANCE WITH THE LATEST VERSION OF E1/AS1
- SS — 100mm Ø VENTED MAIN FOUL WATER DRAIN LAID TO A FALL OF 1:60 MIN. IN ACCORDANCE WITH THE LATEST VERSION OF G13/AS2.
- SS — EXISTNG 150mm Ø uPVC COUNCIL SERWEMAIN
- SW — EXISTING 225mm Ø uPVC STORM WATER CULVERT
- F.F.L +321.25 PROPOSED BUILDING LEVEL
- ht — HOSE TAP WITH 25mm VACUUM BREAKER
- (hwc) — HOT WATER CYLINDER
- LINE OF STORMWATER PIPE UNDER SLAB
- DASHED LINES OF FITTINGS PIPES
- 150mm Ø UPVC @ 1:200
- NEW TYPE 2 SUMP
- FFL — FINISHED FLOOR LEVEL
- ORG — OVERFLOW RELIEF GULLY
- GT — GULLY TRAP
- DP — DOWNPIPE
- IP — INSPECTION POINT
- BUBBLE UP SUMP
- ACO DRAIN
- EXISTING SUMP



Sec 48
Blk III Lower Wanaka Survey District
SO 21066

SITE & LOCATION PLAN Scale 1:200

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Series
Type

TUATARA STRUCTURES
built forever

TUATARASTRUCTURES
7 ABROS PLACE
CHRISTCHURCH
0800 600 750
enquiries@tuatarastructures.com

Project: SCOTTIE MAZEY ST MULTI TENANCY COMMERICAL BUILDING - WANAKA
Client: SCOTTIE MAZEY
Address: LOT 9, CORNER OF BALLENTYNE ROAD & SIR TIM WALLIS DRIVE, WANAKA, NEW ZEALAND

Loadings:
Elevation:
Wind: HIGH
Snow:

Drawn By: BB
Drawn Scale: 1:200 @ A1

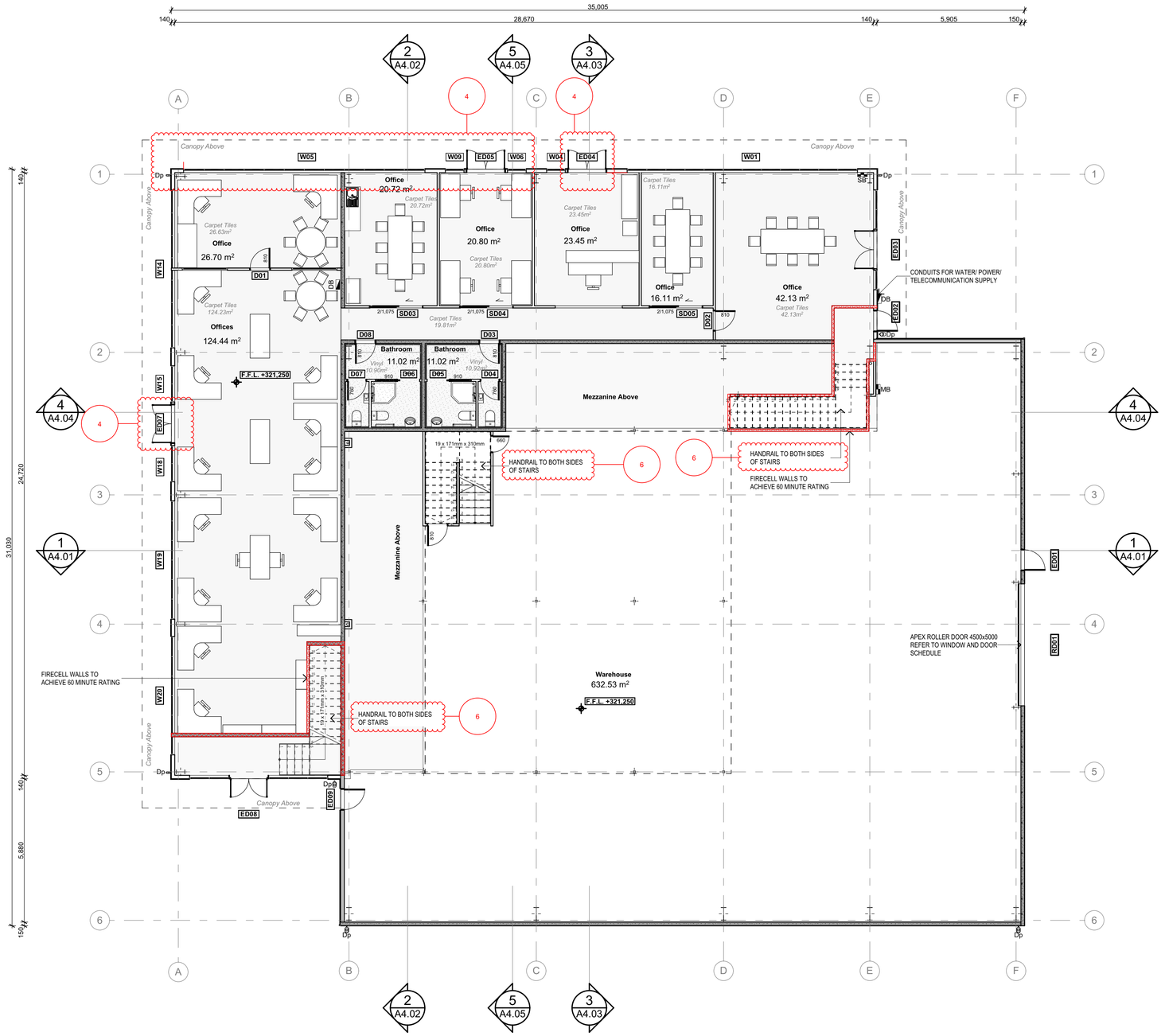
REV	ID	CHANGE NAME	DATE
01			20/09/2019
02	02-1	Hose Tap Added	6/11/2019

Date: 11/11/2019
Rev Date:
Project No. 18-028
Sheet Title: SITE PLAN
Sheet No: A1.01

Document Set ID: 6372001
Version: 1, Version Date: 17/12/2019

BC190204 - MV2 APPROVED
Queenstown Lakes District Council

BUILDING CONSENT



GROUND FLOOR PLAN Scale 1:100

LEGEND

- 150mm PRECAST CONCRETE WALL PANELS - REFER TO STRUCTURAL ENGINEERS DRAWINGS. PLEASE NOTE PANELS ARE REQUIRED TO ACHIEVE FFR OF 60 MINUTES AND FFR 180 MINUTES - READ IN CONJUNCTION WITH REDFOX FIRE ENGINEERS FIRE REPORT & FIRE PROTECTION FLOOR PLANS FOR CLARIFICATION
- TIMBER FRAMED FIRECELL WALL TO ACHIEVE 60 MINUTE FIRE RATING FFR. READ IN CONJUNCTION WITH REDFOX FIRE ENGINEERS FIRE REPORT & FIRE PROTECTION FLOOR PLANS FOR CLARIFICATION
- STEEL GIRTS REFER TO STRUCTURAL ENGINEERS DRAWINGS
- TIMBER FRAMING
- VINYL FLOORING
- DP DOWNPIPE
- DISTRIBUTION BOARD
- SWITCH BOARD
- AAV AIR ADMITTANCE VALVE
- (hwc) HOT WATER CYLINDER
- FFL FINISHED FLOOR LEVEL
- ACCESSIBLE SIGNAGE

WALL MOUNTED WASH HAND BASINS FORM 150mm min. HIGH SPLASHBACK USING HARDIGLAZE OR SIMILAR IMPERVIOUS PRODUCT.

BOTTOM PLATE FIXINGS INTERNAL WALLS: 900 CRS, 150mm FROM PLATE EDGE. M10 X 140 BOWMAC BLUE HEAD AND 50X50X3 WASHER TO COMPLY WITH NZS3604 7.5.12.2

KITCHEN BENCHTOPS TO BE IMPERVIOUS SURFACE THAT IS EASILY CLEANED AND COMPLIES WITH G31/A51. FORM 150mm. HIGH IMPERVIOUS UPSTAND INTEGRAL WITH BENCHTOP

ACCESSIBLE COUNTER HEIGHT FOR RECEPTION DESK IN OFFICE AREA TO BE 675min OR 755mm max ABOVE FINISHED FLOOR LEVEL WITH A WIDTH NO LESS THAN 940mm

PLANS TO BE READ IN CONJUNCTION WITH REDFOX STRUCTURAL & SEISMIC ENGINEERS DRAWINGS

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Series Type

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CHRISTCHURCH
0800 600 750
enquiries@tuatarastructures.com

Project: SCOTTIE MAZEY ST MULTI TENANCY COMMERICAL BUILDING - WANAKA

Client: SCOTTIE MAZEY

Address: LOT 9, CORNER OF BALLENTYNE ROAD & SIR TIM WALLIS DRIVE, WANAKA, NEW ZEALAND

Loadings:
Elevation:
Wind: HIGH
Snow:

Drawn By: BB
Drawn Scale: 1:100, 1:1@ A1

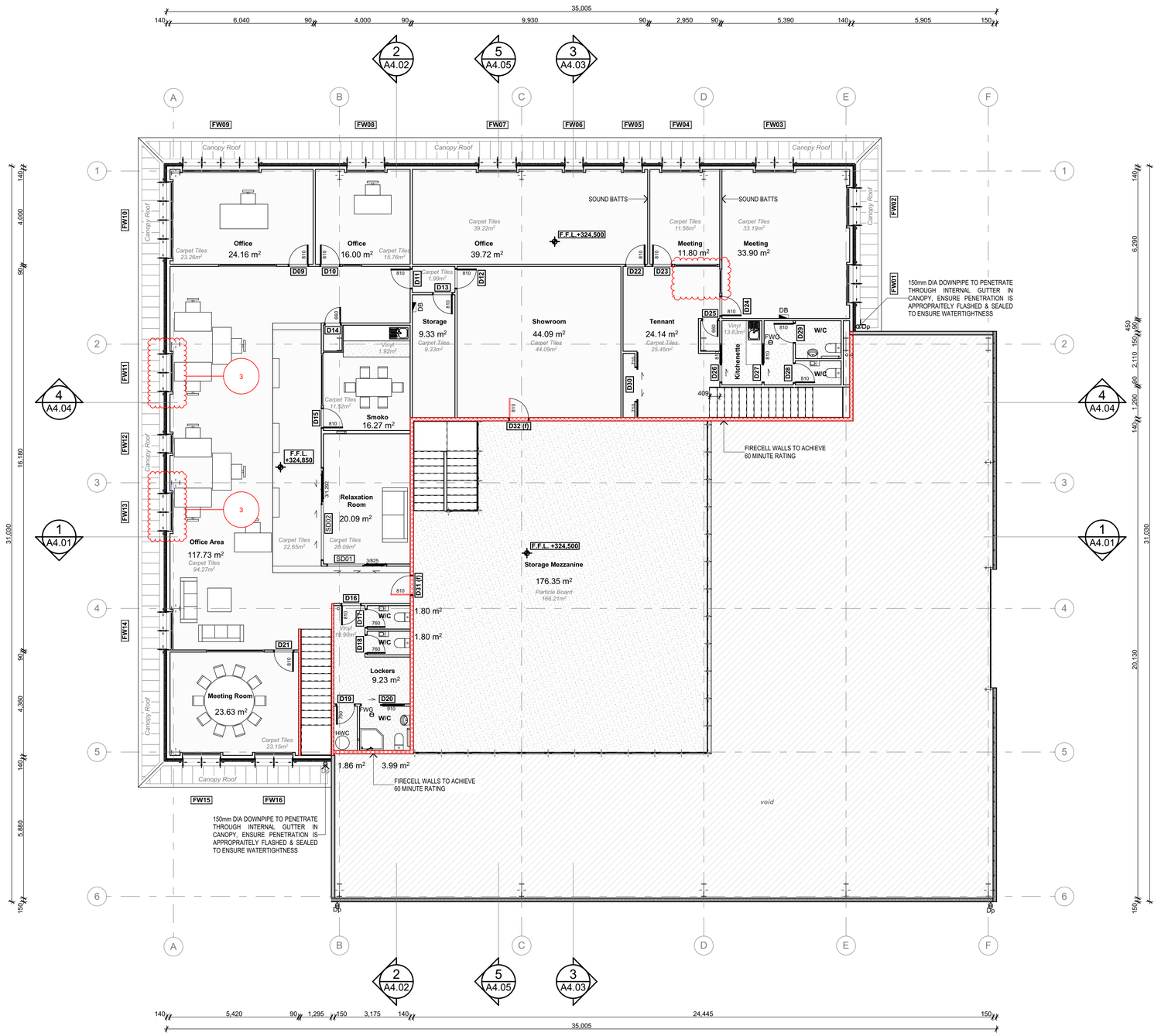
REV	ID	CHANGE NAME	DATE
01			20/09/2019
02	02-1	Door Location	8/11/2019
	02-2	Handrail to both sides of stair	

Date: 11/11/2019
Rev Date:
Project No. 18-028
Sheet Title: GROUND FLOOR PLAN
Sheet No: A2.01

Document Set ID: 6372001
Version: 1, Version Date: 17/12/2019

BC190204 - MV2 APPROVED
Queenstown Lakes District Council

BUILDING CONSENT



LEGEND

- 150mm PRECAST CONCRETE WALL PANELS - REFER TO STRUCTURAL ENGINEERS DRAWINGS. PLEASE NOTE PANELS ARE REQUIRED TO ACHIEVE FFR OF 60 MINUTES AND FFR 180 MINUTES - READ IN CONJUNCTION WITH REDFOX FIRE ENGINEERS FIRE REPORT & FIRE PROTECTION FLOOR PLANS FOR CLARIFICATION.
- TIMBER FRAMED FIRECELL WALL TO ACHIEVE 60 MINUTE FIRE RATING FFR. READ IN CONJUNCTION WITH REDFOX FIRE ENGINEERS FIRE REPORT & FIRE PROTECTION FLOOR PLANS FOR CLARIFICATION
- STEEL GIRTS REFER TO STRUCTURAL ENGINEERS DRAWINGS
- TIMBER FRAMING
- VINYL FLOORING
- PARTICALE BOARD FLOORING
- DP DOWNPIPE
- DISTRIBUTION BOARD
- SWITCH BOARD
- AAV AIR ADMITTANCE VALVE
- (hwc) HOT WATER CYLINDER
- F.F.L FINISHED FLOOR LEVEL

WALL MOUNTED WASH HAND BASINS FORM 150mm min. HIGH SPLASHBACK USING HARDGLAZE OR SIMILAR IMPERVIOUS PRODUCT.

BOTTOM PLATE FIXINGS INTERNAL WALLS: 900 CRS, 150mm FROM PLATE EDGE. M10 X 140 BOWMAC BLUE HEAD AND 50X50X3 WASHER TO COMPLY WITH NZS3604 7.5.12.2

KITCHEN BENCHTOPS TO BE IMPERVIOUS SURFACE THAT IS EASILY CLEANED AND COMPLIES WITH G3/AS1. FORM 150min. HIGH IMPERVIOUS UPSTAND INTEGRAL WITH BENCHTOP

PLANS TO BE READ IN CONJUNCTION WITH REDFOX STRUCTURAL & SEISMIC ENGINEERS DRAWINGS

FIRST FLOOR PLAN Scale 1:100

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Series Type

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CHRISTCHURCH
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Project: SCOTTIE MAZEY ST MULTI TENANCY COMMERICAL BUILDING - WANAKA
Client: SCOTTIE MAZEY
Address: LOT 9, CORNER OF BALLENTYNE ROAD & SIR TIM WALLIS DRIVE, WANAKA, NEW ZEALAND

Loadings:
Elevation:
Wind: HIGH
Snow:

Drawn By: BB
Drawn Scale: 1:100 @ A1

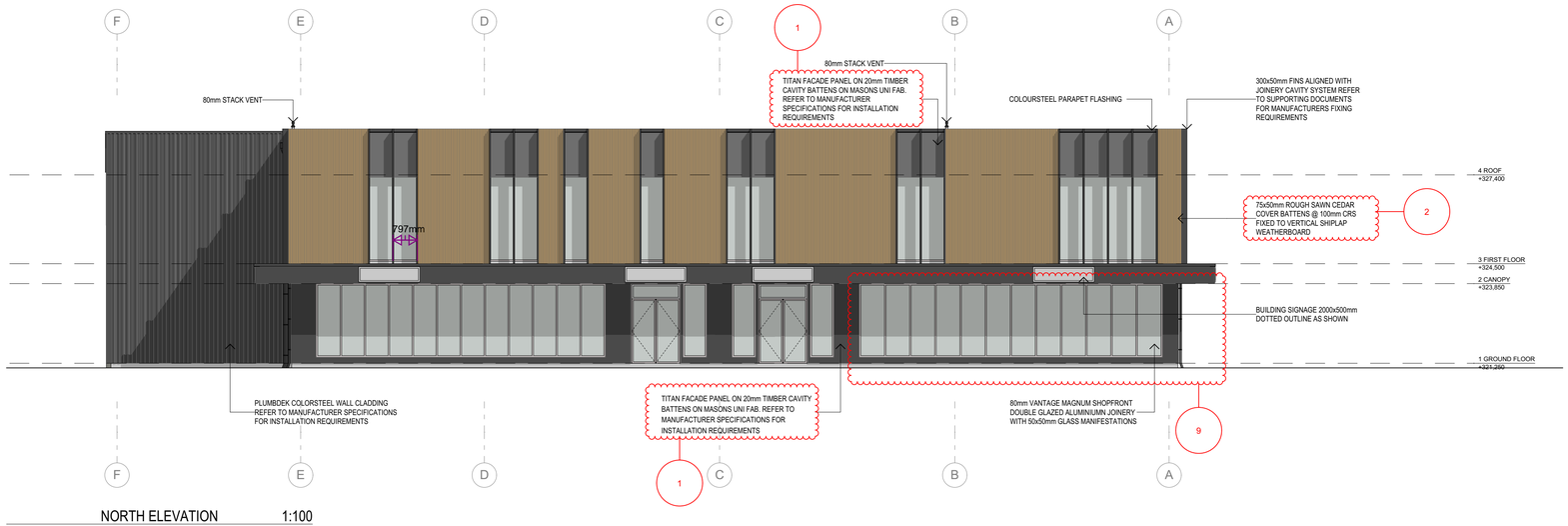
REV	ID	CHANGE NAME	DATE
01			20/09/2019
02	02-1	Window Location	8/11/2019

Date: 11/11/2019
Rev Date:
Project No. 18-028
Sheet Title: FIRST FLOOR PLAN
Sheet No: A2.03

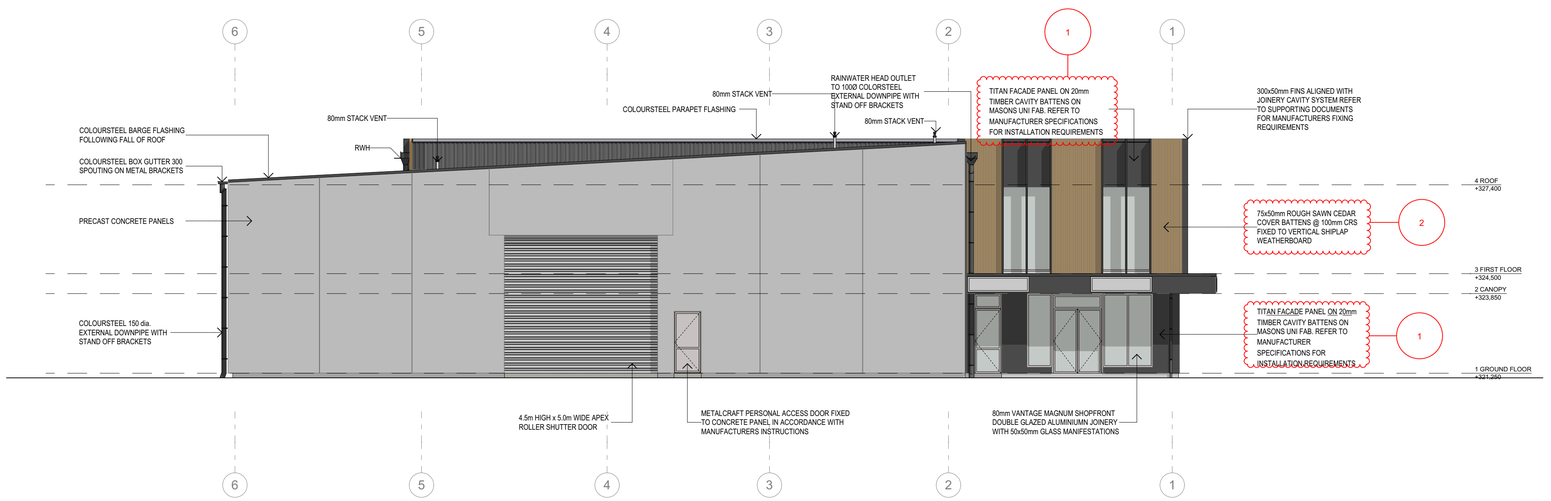
Document Set ID: 6372001
Version: 1, Version Date: 17/12/2019

BC190204 - MV2 APPROVED
Queenstown Lakes District Council

BUILDING CONSENT



NORTH ELEVATION 1:100



EAST ELEVATION 1:100

BUILDING ENVELOPE RISK MATRIX		
NORTH		
Risk Factor	**Risk Severity**	**Risk Score**
Wind zone (per NZS 3604)	High risk	1
Number of storeys	Medium risk	1
Roof/wall intersection design	High risk	3
Eaves width	Very high risk	5
Envelope complexity	High risk	3
Deck design	Low risk	0
Total Risk Score:		**13**

BUILDING ENVELOPE RISK MATRIX		
EAST		
Risk Factor	**Risk Severity**	**Risk Score**
Wind zone (per NZS 3604)	High risk	1
Number of storeys	Medium risk	1
Roof/wall intersection design	High risk	3
Eaves width	Very high risk	5
Envelope complexity	Medium risk	1
Deck design	Low risk	0
Total Risk Score:		**11**

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0800 600 750
enquiries@tuatarastructures.com

Project: SCOTTIE MAZEY ST MULTI TENANCY COMMERICAL BUILDING - WANAKA
Client: SCOTTIE MAZEY
Address: LOT 9, CORNER OF BALLENTYNE ROAD & SIR TIM WALLIS DRIVE, WANAKA, NEW ZEALAND

Loadings:
Elevation:
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Snow:

Drawn By: BB
Drawn Scale: 1:100 @ A1

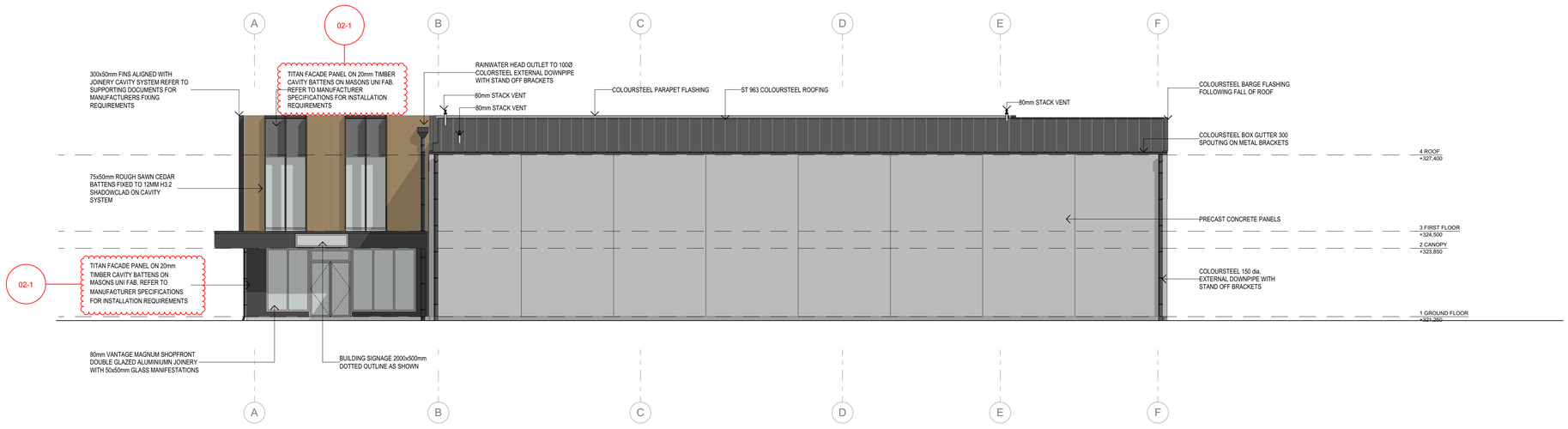
REV	ID	CHANGE NAME	DATE
01			20/09/2019
02	02-1	Alucobond to Titan Board	8/11/2019
	02-2	Plywood to Vertical Shiplap	
	02-3	Window Change	

Date: 11/11/2019
Rev Date:
Project No. 18-028
Sheet Title: ELEVATIONS
Sheet No: A3.01

Document Set ID: 6372001
Version: 1, Version Date: 17/12/2019

BC190204 - MV2 APPROVED
Queenstown Lakes District Council

BUILDING CONSENT



SOUTH ELEVATION 1:100



WEST ELEVATION 1:100

BUILDING ENVELOPE RISK MATRIX		
SOUTH		
Risk Factor	**Risk Severity**	**Risk Score**
Wind zone (per NZS 3604)	High risk	1
Number of storeys	Medium risk	1
Roof/wall intersection design	High risk	3
Eaves width	Very high risk	5
Envelope complexity	Medium risk	1
Deck design	Low risk	0
Total Risk Score:		**11**

BUILDING ENVELOPE RISK MATRIX		
WEST		
Risk Factor	**Risk Severity**	**Risk Score**
Wind zone (per NZS 3604)	High risk	1
Number of storeys	High risk	2
Roof/wall intersection design	High risk	3
Eaves width	Very high risk	5
Envelope complexity	High risk	3
Deck design	Low risk	0
Total Risk Score:		**14**

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Loadings:
Elevation:
Wind: HIGH
Snow:

Drawn By: BB
Drawn Scale: 1:100 @ A1

REV	ID	CHANGE NAME	DATE
01			20/09/2019
02	02-1	Alucobond to Titan Board	8/11/2019

Date: 11/11/2019
Rev Date:
Project No. 18-028
Sheet Title: ELEVATIONS
Sheet No: A3.02

Document Set ID: 6372001
Version: 1, Version Date: 17/12/2019

IN THE MATTER of Lots 2-3, 5-32, 995 and 996 Being a Subdivision of Lots 998 & 999 DP 489349

AND

IN THE MATTER of Consent RM 160074 and RM 160610 Queenstown Lakes District Council.

CONSENT NOTICE PURSUANT TO SECTION 221 OF THE RESOURCE MANAGEMENT ACT 1991

PATERSON PITTS GROUP LTD
REGISTERED SURVEYORS
WANAKA

Document Set ID: [illegible]5
Version: 2, Version Date: 09/08/2024

BACKGROUND

Council has granted consent (RM 160074, varied by RM 160610) for the Subdivision of Lots 998 and 999 DP 489349, known as Three Parks Stage B1B, subject to conditions, which are to be complied with in perpetuity by the owner of the land, being the conditions specified in the Operative Part hereof.

OPERATIVE PART A

The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant to s.221 of the Act.

Lot 2 Deposited Plan 500684 held in computer freehold register 766927
Lot 3 Deposited Plan 500684 held in computer freehold register 766928
Lot 5 Deposited Plan 500684 held in computer freehold register 766929
Lot 6 Deposited Plan 500684 held in computer freehold register 766930
Lot 7 Deposited Plan 500684 held in computer freehold register 766931
Lot 8 Deposited Plan 500684 held in computer freehold register 766932
Lot 9 Deposited Plan 500684 held in computer freehold register 766933
Lot 10 Deposited Plan 500684 held in computer freehold register 766934
Lot 11 Deposited Plan 500684 held in computer freehold register 766935
Lot 12 Deposited Plan 500684 held in computer freehold register 766936
Lot 13 Deposited Plan 500684 held in computer freehold register 766937
Lot 14 Deposited Plan 500684 held in computer freehold register 766938
Lot 15 Deposited Plan 500684 held in computer freehold register 766939
Lot 16 Deposited Plan 500684 held in computer freehold register 766940
Lot 17 Deposited Plan 500684 held in computer freehold register 766941
Lot 18 Deposited Plan 500684 held in computer freehold register 766942
Lot 19 Deposited Plan 500684 held in computer freehold register 766943
Lot 20 Deposited Plan 500684 held in computer freehold register 766944
Lot 21 Deposited Plan 500684 held in computer freehold register 766945
Lot 22 Deposited Plan 500684 held in computer freehold register 766946
Lot 23 Deposited Plan 500684 held in computer freehold register 766947
Lot 24 Deposited Plan 500684 held in computer freehold register 766948
Lot 25 Deposited Plan 500684 held in computer freehold register 766949
Lot 26 Deposited Plan 500684 held in computer freehold register 766950
Lot 27 Deposited Plan 500684 held in computer freehold register 766951
Lot 28 Deposited Plan 500684 held in computer freehold register 766952
Lot 29 Deposited Plan 500684 held in computer freehold register 766953
Lot 30 Deposited Plan 500684 held in computer freehold register 766954
Lot 31 Deposited Plan 500684 held in computer freehold register 766955
Lot 32 Deposited Plan 500684 held in computer freehold register 766982

CONDITIONS

a) At the time a dwelling is constructed on Lots 2-3 and 5-32, the owner for the time being shall engage a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice to design a stormwater disposal system that is to provide stormwater disposal from all impervious areas within the site. The proposed stormwater system shall be subject to the review of the Principal Resource Management

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Version: 1, Version Date: [illegible]

Engineer at Council prior to implementation and shall be installed prior to occupation of the dwelling.

OPERATIVE PART B

The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant to s.221 of the Act.

Lot 2 Deposited Plan 500684 held in computer freehold register 766927
Lot 5 Deposited Plan 500684 held in computer freehold register 766929
Lot 6 Deposited Plan 500684 held in computer freehold register 766930
Lot 7 Deposited Plan 500684 held in computer freehold register 766931
Lot 8 Deposited Plan 500684 held in computer freehold register 766932
Lot 10 Deposited Plan 500684 held in computer freehold register 766934
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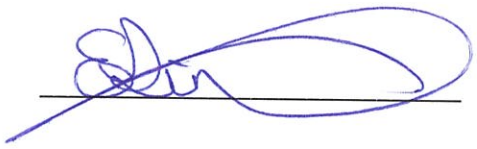
CONDITIONS

b) At the time a dwelling is constructed the owner for the time being shall construct a sealed vehicle crossing to the site to Council's standards. The design of the vehicle crossing shall be subject to approval by Council under a 'Connection to Council Service Application'. The approval should be obtained and construction of the crossing approved by a Council Inspector prior to occupation of the dwelling.

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Version: 2, Version Date: [illegible]

Dated this 21st day of August 2017

SIGNED for and on behalf
Of the **QUEENSTOWN LAKES**
DISTRICT COUNCIL under delegated
Authority by its
Team Leader, Subdivision and Property
Elizabeth Jane Simpson



Document Set ID: 6828885
Version: 1, Version Date: 29/08/2018



QUEENSTOWN LAKES DISTRICT COUNCIL

www.qldc.govt.nz

DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

CHANGE OF CONDITIONS – SECTION 127

NOTIFICATION UNDER s95A AND s95B AND DETERMINATION UNDER s104

OF THE RESOURCE MANAGEMENT ACT 1991

Applicant:	Project Rocker Limited
RM reference:	RM190418
Application:	Application under Section 88 of the Resource Management Act 1991 (RMA) for land use consent to construct a commercial building with associated carparking. Application under Section 127 of the Resource Management Act 1991 (RMA) to change Conditions 1 and 6 of resource consent RM181090 to change the approved floor layout.
Location:	2 Sir Tim Wallis Drive, Wanaka
Legal Description:	Lot 9 Deposited Plan 500684 held in Record of Title 766933
Operative District Plan Zoning:	Three Parks Special Zone (Business Main Street)
Proposed District Plan Zoning:	N/A
Activity Status:	**Discretionary**
Date	**24 May 2019**

SUMMARY OF DECISIONS

1. Pursuant to sections 95A-95F of the Resource Management Act 1991 (**RMA**) the application will be processed on a **non-notified** basis given the findings of Section 3 of this report. This decision is made by Sarah Gathercole, Senior Planner, on 24 May 2019 under delegated authority pursuant to Section 34A of the RMA.

2. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 108 of the RMA. This consent can only be implemented if the conditions in Appendix 1 are complied with by the consent holder.

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Version: 1, Version Date: 24/05/2019

3. Pursuant to Section 104 of the RMA, consent is **GRANTED** subject to the change to conditions outlined in Section 6.6 of this decision. An updated set of conditions of RM181090 is provided in Appendix 2 of this decision. The consent only applies if the conditions outlined are met.

4. The decision to grant consent was considered (including the full and complete records available in Council's electronic file and responses to any queries) by Sarah Gathercole, Senior Planner as delegate for the Council.

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1. SUMMARY OF PROPOSAL AND SITE DESCRIPTION

Consent is sought under section 127 of the RMA to change condition 1 of resource consent RM181090 which was granted on 29 October 2018 to construct a commercial building. It is now proposed to vary the approved plans to increase the floor area of the building. Consent is also sought to change condition 6 in respect to allocated staff car parking and amend advice note 5 in respect to the total number of carparks provided.

The proposal is to change conditions 1 and 6 of RM181090 as follows (changes shown in **bold underline** and ~~strikethrough~~)

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:

    - 'Site Plan' Sheet No. C06, by Tuatara Structures and dated ~~09 August 2018.~~ **18/04/2019.**
    - 'Floor Plan' Sheet No. C07, by Tuatara Structures and dated ~~09 August 2018.~~ **18/04/2019.**
    - 'First Floor' Sheet No. C08, by Tuatara Structures and dated ~~09 August 2018.~~ **18/04/2019.**
    - 'SE & NW Elevations' Sheet No. C09, by Tuatara Structures and dated ~~09 August 2018.~~ **18/04/2019.**
    - 'SW, NE & Section Elevations' Sheet No. C10, by Tuatara Structures and dated ~~09 August 2018.~~ **18/04/2019.**
    - 'Overhead View' Sheet No. C11, by Tuatara Structures and dated ~~09 August 2018.~~ **18/04/2019.**
    - 'Office Callout' Sheet No. C12, by Tuatara Structures and dated ~~09 August 2018.~~ **18/04/2019.**
    - 'Snoworld Proposed Carpark Layout' Sheet No. 1, Revision C, by Southern Land and dated 09 August 2018, **except as amended by 'Site Plan' Sheet No. C06, Rev.16, dated 18/04/2019 by Tuatara Structures.**
    - 'Snoworld Building' (Landscape Plan), Drawing No. L 1.0, Revision A, by Rough & Milne
    - Landscape Architects and dated 14 September 2018, **Rev 24.05.2019**

stamped as approved on ~~29 October 2018~~ **24 May 2019**

and the application as submitted, with the exception of the amendments required by the following conditions of consent.

6. All loading shall be undertaken on site. Car parking spaces 16 – ~~21~~ **23** shall be allocated to staff of the wholesaler use only, to minimise any conflicts with loading trucks.

Advice Notes

*5. Thirty ~~one~~ (3**0**~~1~~) carparking spaces are proposed within this consent for the landuse activity, being a warehousing and offices. If the activities within any of the tenancies change, additional carparking and/or additional resource consents may be required to address any carparking shortfall under the provisions of the District Plan.*

Consent is also sought for the construction of a commercial building, which includes a showroom not located in the front of the building, offices not ancillary to a permitted activity and breaches to the minimum car parking requirements.

The applicant has provided a detailed description of the proposal, the site and locality and the relevant site history in Sections 1 - 4 of the report entitled *"Assessment of Effects on the Environment, variation to resource consent RM181090 relating to floor layout for a commercial building at 2 Sir Tim Wallis Drive – lot 9, Three Parks, Wanaka, For Project Rocker Limited"*, dated May 2019 and prepared by Jo Fyfe of John Edmonds and Associates, and submitted as part of the application (hereon referred to as the applicant's AEE and attached as Appendix 2). This description is considered accurate and is adopted for the purpose of this report with the following additions:

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The applicant's AEE states consent is sought solely for a variation to RM181090. Since the application was first lodged it has been confirmed consent is sought for both a variation to RM181090 and for land use consent in regard to the location of the showroom, construction of offices not ancillary to a permitted activity and a breach to the minimum number of carparks.

2. ACTIVITY STATUS

The proposal requires consent for the following reasons:

2.1 DISTRICT PLAN

OPERATIVE DISTRICT PLAN (ODP)

The subject site is zoned Three Parks Special Zone (Business Main Street) in the ODP and the proposed activity requires resource consent for the following reasons:

- A **controlled** activity resource consent pursuant to Rule 12.26.6.2(23) (Activity Table) for offices (not ancillary to a permitted activity) in the Business (Main Street) subzone. The application proposes three tenancies, two of which comprise of offices within the Business (Main Street) portion of the subject site. As the specific tenants are not yet known for these two tenancies it is unclear at this stage whether the offices will be ancillary to permitted uses.

- A **restricted discretionary** activity resource consent pursuant to Rule 12.26.6.3(1) (Performance Standards) for a showroom not located at the front of the building and not facing the street. The application proposes a showroom on the first floor of the building which does not front the street.

- A **restricted discretionary** activity resource consent pursuant to Rule 14.2.2.3(ii) as the activity does not comply with site standard 14.2.4.1(i) in respect to the minimum number of parking spaces required. A total of 34 carparks are required (1 space per 50m² GFA) and it is proposed to provide 30 spaces.

PROPOSED DISTRICT PLAN - STAGE 1 DECISIONS

Council notified its decisions on Stage 1 of the Proposed District Plan (**Stage 1 Decisions Version 2018**) on 5 May 2018. The subject site is not included in Stage 1 of the PDP review and therefore there are no relevant rules for which consent is required.

PROPOSED DISTRICT PLAN - STAGE 2 DECISIONS

Council notified its decisions on Stage 2 of the Proposed District Plan (**Stage 2 Decisions Version 2019**) on 21 March 2019. The subject site is not included in Stage 1 or Stage 2 of the PDP review and there are no relevant rules for which consent is required.

2.2 RESOURCE MANAGEMENT ACT 1991

The proposed activity requires resource consent for the following reasons:

- A **discretionary** activity consent pursuant to section 127(3)(a) of the RMA, which deems any application to change or cancel consent conditions to be a discretionary activity. It is proposed to change Conditions 1, and 6 of resource consent RM181090 vary the approved plans to increase the floor area of the building.

Overall, the application is considered a **discretionary** activity.

2.3 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Based on the applicant's review of Council records, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply.

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3. SECTION 95A – PUBLIC NOTIFICATION

Section 95A of the RMA requires a decision on whether or not to publicly notify an application. The following steps set out in this section, in the order given, are used to determine whether to publicly notify an application for a resource consent.

3.1 Step 1 – Mandatory public notification

The applicant has not requested public notification of the application (s95A(3)(a)).

Public Notification is not required as a result of a refusal by the applicant to provide further information or refusal of the commissioning of a report under section 92(2)(b) of the RMA (s95A(3)(b)).

The application does not involve exchange to recreation reserve land under section 15AA of the Reserves Act 1977 (s95A(3)(c)).

3.2 Step 2 – Public notification precluded

Public notification is not precluded by any rule or national environmental standard (s95A(5)(a)).

The proposal is not a controlled activity; or a restricted discretionary or discretionary subdivision or residential activity; or a restricted discretionary, discretionary or non-complying boundary activity as defined by section 87AAB; therefore, public notification is not precluded.

The proposal is not a prescribed activity (s95A(5)(b)(i-iv)).

3.3 Step 3 – If not precluded by Step 2, public notification is required in certain circumstances

Public notification is not specifically required under a rule or national environmental standard (s95A(8)(a)).

A consent authority must publicly notify an application if it decides, in accordance with s95D, that the proposed activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(8)(b)).

An assessment in this respect is therefore made in section 3.3.2 below:

3.3.1 Effects that must be disregarded (s95D(a)-(e))

A: Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).

B: An adverse effect of the activity if a rule or national environmental standard permits an activity with that effect (s95D(b), a permitted baseline assessment is undertaken (if applicable) in section 3.3.1.1 below)).

D: Trade competition and the effects of trade competition (s95D(d)).

3.3.1.1 Permitted Baseline (s95D(b))

The consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect. In this case, permitted activities within the Three Parks (Business and Business (Main Street)) subzones include offices ancillary to any permitted use. In terms of transport the permitted baseline for car parking is the provision of 34 spaces.

The above activities regarding the use of the site form a relevant permitted baseline that will be taken into consideration where applicable in the assessment below.

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3.3.2 Assessment: Effects on the Environment

Taking into account sections 3.3.1 and 3.3.1.1 above, the following assessment determines whether the proposed activity will have, or is likely to have, adverse effects on the environment that are more than minor that will require public notification (s95A(8)(b)).

The relevant assessment matters are found in Sections 12.26.6.4(iv) and 14.3.2(iii) of the Operative District Plan and have been considered in the assessment below.

The Assessment of Effects provided at Section 8.0 of the applicant's AEE, is considered to be accurate, however the AEE has only addressed the effects in accordance with Section 127(3)(b) of the Resource Management Act 1991. It is therefore adopted for the purposes of this decision, with the following matters subject to the following additional description:

Offices

Resource consent RM181090 granted approval for three offices that are not ancillary to a permitted use. It is now proposed to reduce this number to two offices and as a result increase the floor space of the office tenancies. The tenancies/specific use of the proposed offices are not yet known therefore it is difficult to assess the adverse effects in terms of reverse sensitivity issues. However, the increase in floor space of the office tenancies is not considered to generate any adverse effects on the environment when considering what was approved under resource consent RM181090 and the surrounding business zoning.

Overall, any adverse effects on the environment as a result of the two offices not ancillary to a permitted use are considered to be less than minor.

Showroom

The change to the floor layout results in the showroom being located internally and not facing the street. The nature of the main activity of the building is a wholesaler business and the applicant has confirmed the showroom will be for the sole use of this business. Given the proposed use of the showroom, it is not considered there will be adverse effects due to the location of the showroom. The office space portion of the building will continue to face the street with a large area of windows and doors along this elevation and therefore the building will still provide for an active and vibrant front to the main street. This change will not be significantly different to that approved through resource consent RM181090 given that the showroom previously only occupied a small portion of the street facing elevation on Ballantyne Road.

Overall, any adverse effects due to the location of the showroom will be less than minor.

Landscaping

The variation to resource consent RM181090 results in a small variation to the approved landscaping plan through the removal of the 8 columnar trees at the north-eastern corner of the building. The applicant has advised these trees were originally proposed to visually mitigate the blank wall of the wholesale warehouse. Given the variation to the floor plan results in additional glazing along this portion of the building it is considered the variation to the approved landscaping plan is minor in nature and will not result in any adverse effects on the environment. It is not deemed necessary to provide any additional landscaping.

Access and Parking

Council's Land Development Engineer Mr Cameron Jones has assessed the proposal to vary resource consent RM181090 to increase the size of the building and make changes to the parking arrangements. Mr Jones adopts his assessment from RM181090 with the exception of the breach to Site Standard 14.2.4.1(v) in respect to the dimensions of the parking spaces. The applicant has provided a Transportation Assessment from Stantec which makes the following comment regarding parking bay dimensions:

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"There are three parking bays, 21-23, where the parking aisle width is less than 7.0m and does not meet the District Plan requirement. However, since the available width does exceed the minimum requirements set out in the national standard NZS2910.1, this is considered acceptable. It is proposed that these spaces are marked for staff use only. It has been noted that a condition of the previous consent required that spaces 16-21 were marked for staff use."

Whilst the Stantec review refers to the corresponding Proposed District Plan rule (29.5.3a) in respect to size of the parking spaces, Mr Jones accepts these comments. An appropriate amendment to Condition 15(a) of RM181090 was recommended to require cark parking spaces 21 – 23 to be allocated for staff use only. However, the proposed amendments to Condition 6 are considered to be adequate for this purpose.

In respect to the shortfall of 4 car parking spaces, the traffic assessment provided by Stantec concludes the shortfall of car parking spaces will not contribute to a demand for on-street parking because the site provides sufficient parking to meet its anticipated demand. This traffic assessment has been based on a maximum of 33 staff working on the site at any one time. The traffic assessment concludes the nature of the primary tenant of the building is such that there is only a small number of visitors to the showroom facility during the week. This is accepted as demonstrating there will be a less than normal incidence of parking.

Provision has been made for cycle parking for both visitors and staff. Although no public or bus transport currently exists within Wanaka the site is located within the mixed-use Three Parks development. Once fully developed the subject site will be located within close proximity to residential areas and walking and cycling will be a viable mode of transport.

Should the use of the building change in the future any activity will be subject to the District Plan parking requirements. As such, any change to the parking demands and potential effects will be assessed on its own merits.

Overall, any adverse effects due to access and parking are considered to be minor.

3.3.3 Decision: Effects On The Environment (s95A(8))

On the basis of the above assessment, overall the proposed activity is not likely to have adverse effects on the environment that are more than minor. Therefore, public notification is not required under Step 3.

3.4 Step 4 – Public Notification in Special Circumstances

There are no special circumstances in relation to this application.

4. LIMITED NOTIFICATION (s95B)

Section 95B(1) requires a decision on whether there are any affected persons (under s95E). The following steps set out in this section, in the order given, are used to determine whether to give limited notification of an application for a resource consent, if the application is not publicly notified under section 95A.

4.1 Step 1: certain affected groups and affected persons must be notified

Limited notification is not required under Step 1 as the proposal does not affect customary rights groups, customary marine title groups nor is it on, adjacent to or may affect land subject to a statutory acknowledgement (s95B(2)-(4)).

4.2 Step 2: if not required by Step 1, limited notification precluded in certain circumstances

Limited notification is not precluded under Step 2 as the proposal is not subject to a rule in the District Plan or is not subject to a NES that precludes notification (s95B(6)(a)).

Limited notification is not precluded under Step 2 as the proposal is not a controlled activity or is not a prescribed activity (s95B(6)(b)).

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4.3 Step 3: if not precluded by step 2, certain other affected persons must be notified

If limited notification is not precluded by step 2, a consent authority must determine, in accordance with section 95E, whether the following are affected persons:

The proposal is not a boundary activity where the owner of an infringed boundary has not provided their approval, and it is not a prescribed activity (s95B(7)).

The proposed activity falls into the 'any other activity' category (s95B(8), and the effects of the proposed activity are to be assessed in accordance with section 95E.

4.3.1 Effects That May Be Disregarded

4.3.1.1 Permitted Baseline (s95E(2)(a))

The consent authority **may** disregard an adverse effect of the activity on a person if a rule or national environmental standard permits an activity with that effect. In this case, the permitted baseline is found within section 3.3.1.1.

4.3.2 Assessment: Effects on Persons

Taking into account the exclusions in section 95E(2) and (3) as set out in section 4.3.1 above, the following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor:

The shortfall in on-site car parking may have an effect on future occupiers of the building. However, as the applicant is also the building owner it is considered APA has been provided. The applicant's traffic assessment states a travel plan will be implemented to encourage and promote active transport. Therefore, it is considered any effects on persons due to the parking can be appropriately managed.

As discussed above, the traffic assessment provided by Stantec concludes the shortfall of car parking spaces will not contribute to a demand for on-street parking because the site provides sufficient parking to meet its anticipated demand. The site also contains provisions for cycle parking and active transport options will be encouraged. It is therefore considered any effects on people within the surrounding tenancies, outside of the subject site, will be less than minor.

Given the nature and scale of the proposed variation to the floor plan and assessment on persons undertaken as part of resource consent RM181090 the proposal is not anticipated to result in adverse effects on persons that are minor or more than minor.

Overall, any adverse effects on persons will be less than minor.

4.3.3 Decision: Effects on Persons (s95B(1))

In terms of section 95E of the RMA, the adverse effects on any persons are considered to be less than minor.

4.4 Step 4 – Further Limited Notification in Special Circumstances (s95B(10))

Special circumstances do not apply that require limited notification.

5. OVERALL NOTIFICATION DETERMINATION

In reliance on the assessment undertaken in sections 3 and 4 above, the application is to be processed on a non-notified basis.

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6. S104 ASSESSMENT

6.1 EFFECTS ON THE ENVIRONMENT (s104(1)(a))

Actual and potential effects on the environment have been outlined in section 3 and 4 of this report. Conditions of consent can be imposed under s108 of the RMA as required to avoid, remedy or mitigate adverse effects.

6.2 RELEVANT DISTRICT PLAN PROVISIONS (s104(1)(b)(vi))

Operative District Plan

The relevant operative objectives and policies are contained within Parts 12 and 14 of the ODP.

The assessment against the relevant objectives and policies of the ODP found in Section 9.1 of the applicants AEE is considered accurate and adopted for the purposes of this report.

Proposed District Plan

There are no relevant objectives and policies within either Stage 1 or Stage 2 of the PDP for which the proposal requires assessment against.

6.3 ANY OTHER MATTERS (s104(1)(c))

Precedence

Given this is one of the first buildings within the Three Parks zone to breach minimum car parking requirements there is the potential for a precedence to be set. Due to the anticipated use of the building with the primary activity being a wholesaler, the shortfall in car parking is deemed acceptable. Any subsequent proposals for activities within this zone that do not meet minimum car parking requirements will be assessed on their own merits. In this case, given the nature and scale of the proposed activity and level of assessment required for each individual development it is considered that granting of this consent is unlikely to result in a precedent effect.

6.4 PART 2 OF THE RMA

The proposed activity is considered to appropriately avoid and mitigate any adverse effects on the environment. Therefore, it is considered the proposal promotes sustainable management and is keeping with the purpose and principles set out in Part 2 of the RMA.

6.5 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA

Consent is **granted** to construct a commercial building subject to the conditions outlined in *Appendix 1* of this decision report imposed pursuant to Section 108.

6.6 DECISION ON VARIATION PURSUANT TO SECTION 127 OF THE RMA

Consent is **granted** to change Condition 1 and Condition 6 of resource consent RM181090, such that:

- Condition 1 of resource consent RM181090 is amended to read as follows (deleted text struck-through, added text **bold underlined**):

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:

    - 'Site Plan' Sheet No. C06, by Tuatara Structures and dated ~~09 August 2018.~~ **18/04/2019.**
    - 'Floor Plan' Sheet No. C07, by Tuatara Structures and dated ~~09 August 2018.~~ **18/04/2019.**
    - 'First Floor' Sheet No. C08, by Tuatara Structures and dated ~~09 August 2018.~~ **18/04/2019.**

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- 'SE & NW Elevations' Sheet No. C09, by Tuatara Structures and dated ~~09 August 2018.~~ **18/04/2019.**
- 'SW, NE & Section Elevations' Sheet No. C10, by Tuatara Structures and dated ~~09 August 2018.~~ **18/04/2019.**
- 'Overhead View' Sheet No. C11, by Tuatara Structures and dated ~~09 August 2018.~~ **18/04/2019.**
- 'Office Callout' Sheet No. C12, by Tuatara Structures and dated ~~09 August 2018.~~ **18/04/2019.**
- 'Snoworld Proposed Carpark Layout' Sheet No. 1, Revision C, by Southern Land and dated 09 August 2018, **except as amended by 'Site Plan' Sheet No. C06, Rev.16, dated 18/04/2019 by Tuatara Structures.**
- 'Snoworld Building' (Landscape Plan), Drawing No. L 1.0, Revision A, by Rough & Milne
- Landscape Architects and dated 14 September 2018 , **Rev 24.05.2019**

stamped as approved on ~~29 October 2018~~ **24 May 2019**

and the application as submitted, with the exception of the amendments required by the following conditions of consent.

- Condition 6 of resource consent RM181090 is amended to read as follows:

6. All loading shall be undertaken on site. Car parking spaces 16 – ~~21~~ **23** shall be allocated to staff of the wholesaler use only, to minimise any conflicts with loading trucks.

Advice Note 5 of resource consent RM181090 is amended to read as follows:

*5. Thirty ~~one~~ (3**0**~~1~~) carparking spaces are proposed within this consent for the landuse activity, being a warehousing and offices. If the activities within any of the tenancies change, additional carparking and/or additional resource consents may be required to address any carparking shortfall under the provisions of the District Plan.*

Advice note

- All other conditions of RM181090 shall continue to apply.

7.0 DEVELOPMENT CONTRIBUTIONS AND ADMINISTRATIVE MATTERS

Local Government Act 2002: Development Contributions

In granting this resource consent, pursuant to the Local Government Act 2002 and the Council's Policy on Development Contributions the Council has identified that a Development Contribution is required. Payment will be due prior to commencement of the consent, except where a Building Consent is required when payment shall be due prior to the issue of the code of compliance certificate.

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or if all conditions have been met.

This resource consent is not a building consent granted under the Building Act 2004. A building consent must be obtained before construction can begin.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of section 125 of the RMA.

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If you have any enquiries please contact Esther Neill on phone (03) 441 0499 or email esther.neill@qldc.govt.nz.

Report prepared by



Esther Neill
PLANNER

Decision made by



Sarah Gathercole
SENIOR PLANNER

APPENDIX 1 – Consent Conditions
APPENDIX 2 – Updated Conditions of RM181090
APPENDIX 3 – Applicant's AEE
APPENDIX 4 – Traffic Assessment

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APPENDIX 1 – CONSENT CONDITIONS

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:

   - 'Site Plan' Sheet No. C06, by Tuatara Structures and dated 18/04/2019.
   - 'Floor Plan' Sheet No. C07, by Tuatara Structures and dated 18/04/2019.
   - 'First Floor' Sheet No. C08, by Tuatara Structures and dated 18/04/2019.
   - 'SE & NW Elevations' Sheet No. C09, by Tuatara Structures and dated 18/04/2019.
   - 'SW, NE & Section Elevations' Sheet No. C10, by Tuatara Structures and dated 18/04/2019.
   - 'Overhead View' Sheet No. C11, by Tuatara Structures and dated 18/04/2019.
   - 'Office Callout' Sheet No. C12, by Tuatara Structures and dated 18/04/2019.
   - 'Snoworld Proposed Carpark Layout' Sheet No. 1, Revision C, by Southern Land and dated 09 August 2018, except as amended by 'Site Plan' Sheet No. C06, Rev.16, dated 18/04/2019 by Tuatara Structures.
   - 'Snoworld Building' (Landscape Plan), Drawing No. L 1.0, Revision A, by Rough & Milne Landscape Architects and dated 14 September 2018, Rev 24.05.2019.

   stamped as approved on 24 May 2019

   and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991.

For Your Information

If your decision requires monitoring, we will be sending an invoice in due course for the deposit referred to in your consent condition. To assist with compliance of your resource consent and to avoid your monitoring deposit being used before your development starts, please complete the "Notice of Works Starting Form" and email to the Monitoring Planner at RCMonitoring@qldc.govt.nz prior to works commencing.

You may also have conditions that require you to apply for Engineering Acceptance. To apply for Engineering Acceptance, please complete the Engineering Acceptance Application form and submit this completed form and an electronic set of documents to engineeringacceptance@qldc.govt.nz with our monitoring planner added to the email at RCMonitoring@qldc.govt.nz.

If your decision requires a development contribution (DC) charge, we will be sending a notice in due course. To answer questions such as what is a DC charge, when a DC charge is triggered and timing of payments, please refer to this link. http://www.qldc.govt.nz/planning/development-contributions/ If you wish to make a DC estimate calculation yourself, please use this link: http://www.qldc.govt.nz/planning/development-contributions/development-contributions-estimate-calculator/ And for full details on current and past policies, please use this link: http://www.qldc.govt.nz/council-online/council-documents/policies/policy-on-development-contributions-and-financial-contributions/

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APPENDIX 2 – UPDATED CONDITIONS OF RM181090

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:

   - 'Site Plan' Sheet No. C06, by Tuatara Structures and dated 18/04/2019.
   - 'Floor Plan' Sheet No. C07, by Tuatara Structures and dated 18/04/2019.
   - 'First Floor' Sheet No. C08, by Tuatara Structures and dated 18/04/2019.
   - 'SE & NW Elevations' Sheet No. C09, by Tuatara Structures and dated 18/04/2019.
   - 'SW, NE & Section Elevations' Sheet No. C10, by Tuatara Structures and dated 18/04/2019.
   - 'Overhead View' Sheet No. C11, by Tuatara Structures and dated 18/04/2019.
   - 'Office Callout' Sheet No. C12, by Tuatara Structures and dated 18/04/2019.
   - 'Snoworld Building' (Landscape Plan), Drawing No. L 1.0, Revision A, by Rough & Milne Landscape Architects and dated 14 September 2018, Rev 24.05.2019.
   - 'Snoworld Proposed Carpark Layout' Sheet No. 1, Revision C, by Southern Land and dated 09 August 2018, except as amended by 'Site Plan' Sheet No. C06, Rev.16, dated 18/04/2019 by Tuatara Structures.

   stamped as approved on 24 May 2019

   and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991.

4. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent.

   Note: The current standards are available on Council's website via the following link: *http://www.qldc.govt.nz*

5. No part of the building shall be used as a residential unit.

6. All loading shall be undertaken on site. Car parking spaces 16 – 23 shall be allocated to staff of the wholesaler use only, to minimise any conflicts with loading trucks.

Landscaping

7. The approved landscaping plan shall be implemented following construction of the building, and the plants shall thereafter be maintained and irrigated in accordance with that plan. If any plant or tree should die or become diseased it shall be replaced within the next available planting season.

Signs

8. Prior to the erection of any sign within a signage platform (including for the free-standing sign) the consent holder/tenant to which the signage relates, shall provide plans and specifications of proposed signs to Council for certification. Signs shall comply with all of the following objectives:

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a) All signs to be erected shall be located within the identified sign platforms within the locations illustrated on the approved plans.

b) All signs shall be dominated by colours that have a light reflectance value of between 5% and 36%, containing content and colours which comply with the Three Parks Design Guidelines.

c) All signs shall be of simple text and logo forms only.

d) The signs shall not include any internal illumination.

Any sign within a signage platform may alter the shape to the extent that the area of the signage platform is not exceeded.

Noise

9. The consent holder shall ensure that activities conducted on the premises shall not exceed the following noise levels (adjusted for special audible characteristics in accordance with NZS 6802:1991) when measured at any point within the boundary of any other site within the Three Parks Special zone (Business Subzone):

- day time (0800 – 2000 hrs) 60dBA L_{10}
- night time (2000 – 0800 hrs) 50 dBA L_{10} and 70 dBA L_{max}

Noise levels shall be measured and assessed in accordance with NZS 6801:1991 and NZS 6802:1991 and shall take into account special audible characteristics.

To be completed prior to the commencement of any works on-site

10. Prior to commencing any work on the site, the condition of the Council stormwater main which runs through the site shall be checked by Closed Circuit Television (CCTV) survey, by a suitably qualified and experienced professional, at the applicant's cost. The results of the CCTV survey (in DVD format), including a full CCTV inspection report outlining pipe condition and distances to any features of note (such as laterals, pipe damage, sediment build-up), shall be forwarded to Council for review and the pipe condition approved as acceptable by Council, prior to any works commencing on-site. The consent holder shall be responsible for rectifying any damage caused to the stormwater pipe following the CCTV survey as a result of works undertaken on-site.

11. Prior to commencing works on-site, the location and depth of Council's stormwater reticulation within Lot 9 DP 500684 #2 Sir Tim Wallis Drive, Wanaka, shall be accurately established. Veolia Water (Council's Maintenance Contractor) shall be given at least 48 hours' notices to enable inspection and acceptance of these mains and proposed footing locations prior to further works being undertaken. [Note: No mains shut downs or other works shall be carried out on Council's infrastructure without specific authorisation from Veolia Water (Phone 03 443 1396/03 450 9240)]

12. Prior to commencing works on site, the consent holder shall obtain and implement a traffic management plan approved by Council if any parking, traffic or safe movement of pedestrians will be disrupted, inconvenienced or delayed, and/or if temporary safety barriers are to be installed within or adjacent to Council's road reserve.

To be monitored throughout the works

13. The permanent ground cover over the existing stormwater main shall comply with the requirements of the Queenstown Lake District Council Land Development and Subdivision Code of Practice.

14. The bicycle rack foundations and all works required over the Council stormwater main shall be undertaken in accordance with Council accepted Drawings (stamped as accepted on 5 October 2018).

To be completed when works finish and before occupation of building

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15. Prior to the occupation of the building, the consent holder shall complete the following:

    a) The construction and sealing of all vehicle manoeuvring and car parking areas to Council's standards. Parking spaces shall be clearly and permanently marked out, including a minimum of one mobility parking space. Provision shall be made for stormwater disposal.

    b) The provision of a sealed vehicle crossing that shall be constructed in the southern corner of the site to the development to Council's standards.

    c) All planting adjacent to Council's stormwater assets shall be undertaken in accordance with Appendix I of QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent. This shall include provision of root barriers to protect Council's stormwater assets. This shall include provision of root barriers to protect the footpath along Ballantyne Road and Sir Tim Wallis Drive.

    d) The stormwater main through the site shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual following construction of the bicycle rack and parking area to confirm if any damage has resulted from the construction. The consent holder shall be responsible for rectifying any damage caused to the stormwater pipes as a result of works undertaken on-site.

    e) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

    f) All earthworked areas shall be top-soiled and revegetated or otherwise permanently stabilised.

16. Prior to the commencement of any building works within the stormwater easement in gross shown as L on DP 500684 on the site the consent holder shall vary the terms and conditions of Easement Instrument 10934085.9 as it relates to the stormwater easement in gross shown as L on DP 500684 to show that:

    a) Council has given consent for the registered owner of Lot 9 DP 500684 to place a structure as agreed to by RM181090 over the existing stormwater easement; and

    b) The registered owner:

        (i) Agrees that the Queenstown Lakes District Council shall have no liability to the registered owner for any claims or damage caused by the presence, maintenance, replacement or upgrade of the stormwater infrastructure, including use of the easement land by maintenance vehicles and construction machinery; and
        (ii) Indemnifies the Queenstown Lakes District Council against any claims or damage to or by third parties caused by the presence of the structure over the existing stormwater easement.
        (iii) Agrees to pay for any costs over and above regular (drains not covered by buildings) costs incurred during maintenance of the stormwater main that result from the structure being located over the stormwater main.
        (iv) The consent holder shall be responsible for costs associated with and rectifying any damage caused to the stormwater main as a result of works undertaken on-site.

        The final wording of the easement variation instrument shall be provided to the Queenstown Lakes District Council's Subdivision Planner for certification prior to registration on the Computer Freehold Register for the site. A copy of the updated Computer Freehold Register showing registration of the approved easement variation document shall then be provided to the Manager – Resource Management Engineering following registration.

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If after using best endeavours to do so the consent holder is unable to obtain the consent of all affected landowners to the variation of stormwater easement L on DP 500684 noted above, then the consent holder shall register an encumbrance instrument or land covenant in gross (at the election of Council) to record the above provisions. The final wording of the encumbrance instrument/land covenant in gross shall be provided to the Queenstown Lakes District Council's Subdivision Planner for certification prior to registration on the Computer Freehold Register for the site. A copy of the updated Computer Freehold Register showing registration of the approved encumbrance instrument/land covenant in gross shall then be provided to the Manager – Resource Management Engineering following registration.

Ongoing Conditions/Covenants

17. Prior to occupation of the building, the consent holder shall register a covenant pursuant to Section 108(2)(d) of the Resource Management Act 1991 on the Computer Freehold Register for Lot 9 DP 500684 providing for the performance of the following conditions on an ongoing basis:

    a) The owner of the lot shall ensure that the hedge along the northern and western boundaries of the site is kept tidy and with a height less than 900mm at all times, including those sections of the hedge within the road reserve.

    b) The owner of the lot shall ensure that the two trees planted in the road reserve of Ballantyne Road as part of the works for RM181090 are maintained at all times, in accordance with Council standards and the requirements of the owner of the overhead power cables on Ballantyne Road.

    Prior to registration of the covenant, Council's solicitors shall confirm the wording is acceptable at the consent holder's expense.

Review

18. Within ten working days of each anniversary of the date of this decision the Council may, in accordance with Sections 128 and 129 of the Resource Management Act 1991, serve notice on the consent holder of its intention to review the conditions of this resource consent for any of the following purposes:

    a) To deal with any adverse effects on the environment relating to potential tenants, specifically activities within the tenancies and associated car parking that may arise from the exercise of the consent which were not foreseen at the time the application was considered and which it is appropriate to deal with at a later stage.

    b) To deal with any adverse effects on the environment which may arise from the exercise of the consent and which could not be properly assessed at the time the application was considered.

    c) To avoid, remedy and mitigate any adverse effects on the environment which may arise from the exercise of the consent and which have been caused by a change in circumstances or which may be more appropriately addressed as a result of a change in circumstances, such that the conditions of this resource consent are no longer appropriate in terms of the purpose of the Resource Management Act 1991.

Advice Notes

1. This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information please contact the DCN Officer at QLDC.

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2. *The fire hydrants installed in the roads around the site were designed for a maximum fire water rating of FW4. The proposed use of the buildings is associated with a fire hazard category of FH3. According to SNZ PAS 4509:2008, this allows a maximum firecell size of 399m2. Any buildings on the lots should either be fitted with a sprinkler system and/or be designed with an appropriate firecell size to meet the requirements of SNZ PAS 4509:2008 for the relevant water supply classification prior to the occupation of any buildings.*

3. *No further signs, such as window signs or sandwich boards, are permitted by this resource consent.*

4. *This site may contain archaeological material. Under the Heritage New Zealand Pouhere Taonga Act 2014, the permission of the Heritage New Zealand Pouhere Taonga must be sought prior to the modification, damage or destruction of any archaeological site, whether the site is unrecorded or has been previously recorded. An archaeological site is described in the Act as a place associated with pre-1900 human activity, which may provide evidence relating to the history of New Zealand. These provisions apply regardless of whether a resource consent or building consent has been granted by Council. Should archaeological material be discovered during site works, any work affecting the material must cease and the Heritage New Zealand Pouhere Taonga must be contacted (Dunedin office phone 03 477 9871).*

5. *Thirty (30) carparking spaces are proposed within this consent for the landuse activity, being a warehousing and offices. If the activities within any of the tenancies change, additional carparking and/or additional resource consents may be required to address any carparking shortfall under the provisions of the District Plan.*

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APPENDIX 3 – APPLICANT'S AEE

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Assessment of Effects on the Environment

Variation to resource consent RM181090 relating to floor layout

For A Commercial Building

At 2 Sir Tim Wallis Drive- Lot 9, Three Parks, Wanaka

For Project Rocker Limited

May 2019

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1.0 INTRODUCTION

This Assessment of Effects on the Environment report (AEE), inclusive of appendices, has been prepared in accordance with Schedule 4 of the Resource Management Act (RMA). Together these documents provide:

- Background information for the site and approved development
- A description of the application site and surrounding environment;
- A description of the proposal; and
- Identification and assessment of relevant RMA statutory provisions.

Project Rocker Limited seeks consent to vary Condition 1 of resource consent RM181090 which relates to the floor layout, and specifically increasing the floor area.

Overall, it is considered that the proposed variation will result in a less than minor effect upon the environment and people and satisfies the objectives and policies of the operative District Plan. Accordingly, it is considered that consent should be granted on a non-notified basis.

2.0 SITE DESCRIPTION AND SURROUNDS

The subject site is legally described as Lot 9 Deposited Plan 500684. A copy of the Record of Title and relevant consent notice and easement documents are attached in **Appendix 1**.

There is consent notice (10934085.8) and easement (10934085.9) of relevance to this application registered on the CFR. The relevant conditions on these instruments include:

a) Stormwater disposal system design and implementation;

b) Right to drain water over easement 'L' in favour of QLDC;

This easement was originally to provide for an overland flow path, however since the easement was created, the overland flow was piped down this easement as approved by the Council, including approval of the as-built.

All of these conditions are being complied with. The stormwater disposal design will be provided with the building consent application. The stormwater easement contains an underground pipe rather than an overland flow path. No changes from RM181090 are proposed on the southern or eastern side of the site which will impede the easement, and as such the assessment and conditions to adhere to within this underlying consent are sufficient in protecting the easement.

The site is 2,345m^2 in size, and is currently vacant. There is a slight slope down to the road boundaries from the rear.

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Figure 1- Approximate Outline of Subject Site, and Surrounding Area

3.0 CONSENT HISTORY

Resource consent RM140354 was granted in December 2015 for the Outline Development Plan (ODP) for the Three Parks area. It is noted the underlying Three Parks Structure Plan identified the north-western part of the site as being within the 'Business (Main Street)', and the south-eastern part of the site as 'Business', whereas the ODP shows the site as being within the 'Business' subzone (see figures 3 and 4 below).

Resource consent RM160074 was granted March 2016 for the subdivision of the first stage of Three Parks, creating Sir Tim Wallis Drive, accessed off Ballantyne Road. This subdivision created the subject site- Lot 9. Titles have been recently issued for this subdivision.

Resource consent RM181090 was granted on 29th October 2018 for a two-storey commercial building on the subject site, with associated signage, landscaping, access and carparking- see **Appendix 2.** The building was purpose-designed for a sporting goods wholesale business, and three other smaller office tenancies. The floor areas were approved as:

Ground Floor:

Activity	Floor Area
Offices	225.5m^2
Wholesale Warehouse	700m^2
Wholesale Showroom	62m^2
Total Ground Floor Area	**987.5m^2**

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First Floor:

Activity	Floor Area
Offices	380m^2
Wholesale Mezzanine Storage	175m^2
Total First Floor Area	**555m^2**

4.0 DESCRIPTION OF THE PROPOSAL

A variation to Condition 1 of resource consent RM181090 is sought to change the approved floor layout and increase the gross floor area by 127.5m^2 in total. The revised floor layout is shown in the plans attached as **Appendix 3**, retain the wholesaler use as the prominent use of the building, as it is purpose designed for them. The revised areas are as follows:

Ground Floor:

Activity	Floor Area
Offices	352m^2
Wholesale Warehouse	700m^2
Total Ground Floor Area	**1,052m^2**

First Floor:

Activity	Floor Area
Offices- Wholesale	251m^2
Offices- Other	131m^2
Wholesale Mezzanine Storage	175m^2
Other Wholesale Storage	10m^2
Wholesale Showroom	50m^2
Total First Floor Area	**617m^2**

The number of tenancies overall have reduced from four to three, and are now apportioned as follows:

<u>Wholesaler Business (owner of building)- primary use:</u>

- Warehouse (ground floor)
- Showroom (first floor floor)
- Office area of 251m^2 (first floor)
- Storage (first floor)

Two other tenancies will be located within the building and are secondary to the wholesale use. They comprise:

- 352m^2 office (ground floor)

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- 131m^2 office (first floor)

The additional floor space is shown on the proposed plans below in blue.

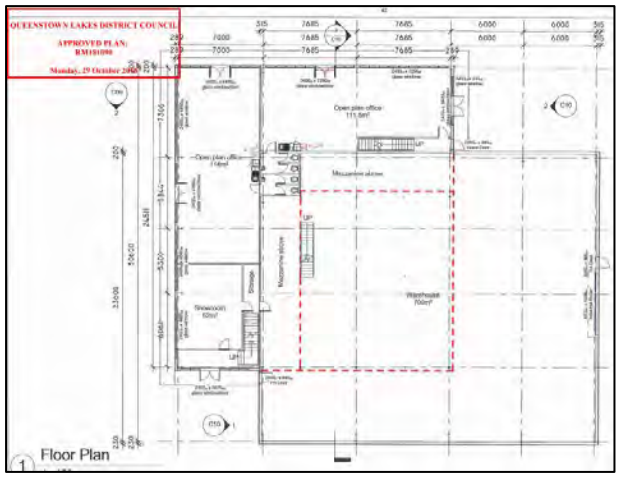


Figure 2- Approved Ground Floor Plan

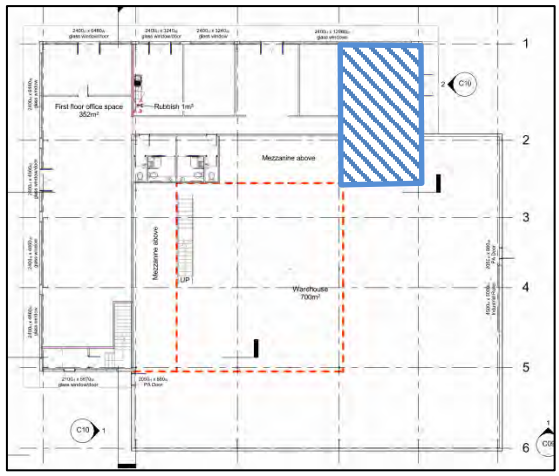


Figure 3- Proposed Ground Floor Plan

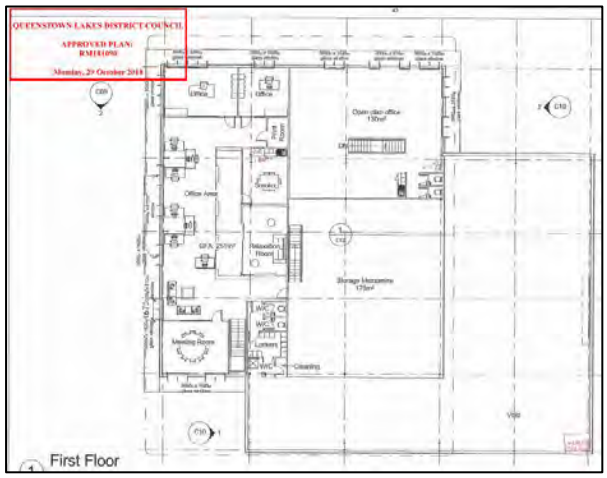


Figure 4- Approved First Floor Plan

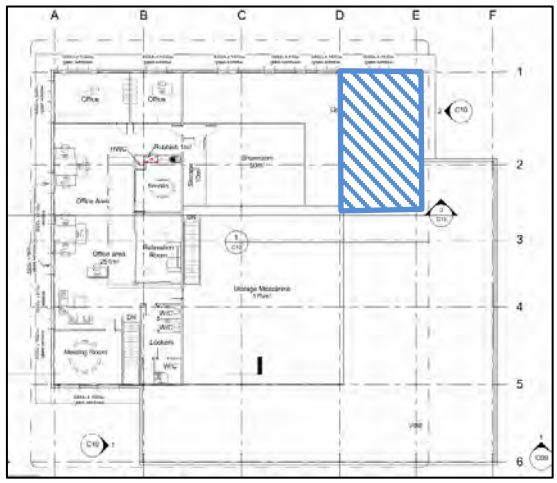


Figure 5- Proposed First Floor Plan

Change to conditions

As a result of the above, it is proposed to amend Condition 1 of RM181090 as follows (additional wording shown underlined and deleted text shown with ~~strikethrough~~):

1. *That the development must be undertaken/carried out in accordance with the plans:*

   - *'Site Plan' Sheet No. C06, Rev.16, by Tuatara Structures and dated ~~09 August 2018~~ 12/04/2019.*
   - *'Floor Plan' Sheet No. C07, Rev.16, by Tuatara Structures and dated ~~09 August 2018.~~ 12/04/2019.*

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- *'First Floor' Sheet No. C08, Rev.16, by Tuatara Structures and dated ~~09 August 2018.~~ 12/04/2019.*
- *'SE & NW Elevations' Sheet No. C09, Rev.16, by Tuatara Structures and dated ~~09 August 2018.~~ 12/04/2019.*
- *'SW, NE & Section Elevations' Sheet No. C10, Rev.16, by Tuatara Structures and dated ~~09 August 2018.~~ 12/04/2019.*
- *'Overhead View' Sheet No. C11, Rev.16, by Tuatara Structures and dated ~~09 August 2018.~~ 12/04/2019.*
- *'Office Callout' Sheet No. C12, Rev.16, by Tuatara Structures and dated ~~09 August 2018.~~. 12/04/2019.*
- *'Snoworld Proposed Carpark Layout' Sheet No. 1, Revision C, by Southern Land and dated 09 August 2018, except as amended by 'Site Plan' Sheet No. C06, Rev.16, dated 12/4/2019 by Tuatara Structures.*

  'Snoworld Building' (Landscape Plan), Drawing No. L 1.0, Revision A, by Rough & Milne Landscape Architects and dated 14 September 2018.

stamped as approved on 29 October 2018 and XXXX

and the application as submitted, with the exception of the amendments required by the following

conditions of consent.

No other changes to the conditions of consent are necessary.

5.0 ACTIVITY STATUS AND ASSESSMENT MATTERS

5.1 Resource Management Act 1991

Consent is sought for the following:

1. Variation:

   A discretionary activity consent pursuant to Section 127(1) of the Resource Management Act to change Condition 1 of resource consent RM181090.

5.2 District Plan- Operative (ODP)

As a result of this change to conditions, there are a number of consequential District Plan breaches, in addition to those already consented, as follows:

2. Offices:

   A controlled activity resource consent pursuant to Rule 12.26.6.2(23) (Activity Table) for offices (not ancillary to a permitted activity) in the Business (Main Street) subzone. The application proposes three tenancies, two of which comprise of offices within the Business (Main Street) portion of the subject site

that are not ancillary to the permitted use of the wholesaler. As the specific tenants are not yet known for these two tenancies it is unclear at this stage whether the offices will be ancillary to permitted uses. The ground floor office tenancy has increased in size from the approved RM181090.

3. Minimum Parking Requirements:

   A restricted discretionary activity resource consent pursuant to Rule 14.2.4.1(i) for the shortfall of 1 car parking space. 34 car parking spaces are required (1 space / 50m^2 GFA), and 30 are provided.

5.3 District Plan- Proposed (PDP)

Since RM181090 was granted, decisions within Stage 2 of the PDP have been released, which include the transport chapter. It is noted however this Chapter has not yet progressed through the appeal process of the District Plan review. It is questionable whether the following rules are triggered as the ODP provisions should apply to the Three Parks zone until it has progressed through the District Plan review. However, for the avoidance of doubt, the following PDP rules would be breached by the proposal:

4. Minimum Parking Requirements:

   A restricted discretionary activity resource consent pursuant to Rule 29.5.1 for the shortfall of 1 car parking space. 34 car parking spaces are required (1 space / 50m^2 GFA), and 30 are provided.

5. Size of Parking Spaces and Layout:

   A restricted discretionary activity resource consent pursuant to Rule 29.5.3(a) which requires all parking spaces and associated manoeuvring areas to be designed and laid out in accordance with the Car Parking Layout requirements. There are three parking bays, 21-23, where the parking aisle width is less than 7.0m and does not meet the District Plan requirement.

6. Number of Vehicle Crossings:

   A restricted discretionary activity resource consent pursuant to Rule 29.5.20 as the site has a frontage of 19-60m with access to a collector road and two vehicle crossings serve the site. This is a technical breach only, as the two vehicle crossings are existing, having been approved by the Council, and are accessed off two different collector roads. Furthermore, the operation of the crossings is a one-way system.

It is noted provision 29.5.10(a) does not identify Three Parks as being one of the zones that requires a loading bay. As such this is not addressed, however there is space within the site for efficient loading without disrupting the parking layout. This is ensured by Condition 6 of RM181090.

5.4 Activity Status and Assessment Matters

The activity status of the application is discretionary.

Sections 104, 104B and 127 set out the relevant assessment matters for resource consent applications carrying the discretionary activity status and applications for changes to conditions of consent:

104 Consideration of applications

(1) When considering an application for a resource consent and any submissions received, the consent authority must, subject to Part 2, have regard to–

a) any actual or potential effects on the environment of allowing the activity; and

b) any relevant provisions of—

(i) a national environmental standard:

(ii) other regulations:

(iii) a national policy statement:

(iv) a New Zealand coastal policy statement:

(v) a regional policy statement or proposed regional policy statement:

(vi) a plan or proposed plan; and

c) any other matter the consent authority considers relevant and reasonably necessary to determine the application

104B Determination of applications for discretionary or non-complying activities

After considering an application for resource consent for a discretionary activity or non-complying activity, a consent authority –

(a) may grant or refuse the application; and

(b) if it grants the application, may impose conditions under section 108.

127 Change or cancellation of consent condition on application by consent holder

(1) The holder of a resource consent may apply to a consent authority for a change or cancellation of a condition of the consent, subject to the following:

(a) the holder of a subdivision consent must apply under this section for a change or cancellation of the consent before the deposit of the survey plan (and must apply under section 221 for a variation or cancellation of a consent notice after the deposit of the survey plan); and

(b) no holder of any consent may apply for a change or cancellation of a condition on the duration of the consent.

…..

(3) Sections 88 to 121 apply, with all necessary modifications, as if –

(a) the application were an application for a resource consent for a discretionary activity; and

(b) the references to a resource consent and to the activity were references only to the change or cancellation of a condition and the effects of the change or cancellation respectively.

…..

(4) For the purposes of determining who is adversely affected by the change or cancellation, the consent authority must consider, in particular, every person who –

(a) made a submission on the original application; and

(b) may be affected by the change or cancellation.

6.0 CONSULTATION

Resource consent RM181090 was granted on a non-notified basis and there are no persons considered to be affected by the proposed change to conditions. Consequently, no consultation has been entered into in relation to this application.

7.0 PERMITTED BASELINE

The permitted baseline provides a clear baseline from which any effect beyond this can be assessed. In this instance, offices ancillary to any permitted use form part of the permitted baseline. Therefore, the assessment should be focused on the effects of offices not being ancillary to the permitted use of the wholesale activity.

In terms of transport, the permitted baseline for car parking numbers is 30 spaces. Therefore, the assessment should be focused on the effects of the 4 space shortfall.

With respect to the PDP, car parking spaces 21-23 are 0.78m short of the 7m parking aisle width required as permitted. The assessment should focus on this 0.78m shortfall from the permitted baseline.

The above activities regarding the use of the site form a relevant permitted baseline that will be taken into consideration where applicable in the assessment below.

8.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

In accordance with Section 127(3)(b) of the Resource Management Act 1991, only the effects of the proposed change to the conditions of consent will be assessed below.

The revised layout of the offices allows for a reduction in tenancies, which in turn provides more certainty of lease to the wholesale operator, who owns the site and building. The effects of the increase in office space that is not ancillary to the wholesale operation will be indiscernible when comparing to those effects if they were ancillary. The increase in office space breaks up the blank wall on the north-western corner, which is the warehouse area and introduces additional glazing that otherwise would not be present.

The external changes have been designed to blend in with the approved design, and overall the proposal achieves a positive, prominent building on the corner of Ballantyne Road and Sir Tim Wallis Drive.

The shortfall of four car parking spaces has been assessed by Chris Rossiter of Stantec- attached as **Appendix 4**. This assessment concludes the shortfall of four spaces will not contribute to a demand for on-street parking because the site provides sufficient parking to meet its anticipated demands.

In addition to this, the nature of the wholesaler use means that the storage and warehouse use do not in themselves create any demand for parking on a daily basis. Anyone who works in the warehouse has a desk in

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their first floor office. So, the warehouse and storage areas are just large voids with sporting goods stored in there, with no additional parking demand. The parking demand comes from the offices, which limits the number of people due to the space.

It is noted the signage allocation on the building differs from that originally applied due to the reduction in tenancies and increase in floor area, however the number and size of signs remain the same, and still comply.

Tenancy	Ground Floor Area (GFA)	Number of Signage Platforms	Total Area of Signs	Percentage of GFA
Total GFA	1,052m^2	10 (0.5m x 2.0m)	10m^2	1%
Tenancy 1- Office	352m^2	8 (0.5m x 2.0m)	8m^2	2.3%
Tenancy 2- Warehouse	700m^2	1 (0.5m x 2.0m)	1m^2	0.14%
Tenancy 3 (upstairs open plan office)	No Ground Floor Area	1 (0.5m x 2.0m)	1m^2	N/A

No other changes are proposed to the entire site, and the proposed changes to the floor layout will not prevent compliance with any of the remaining conditions of consent under RM181090, and they remain applicable.

Overall, the effects of this proposed change are considered to be both positive and less than minor.

9.0 OBJECTIVES AND POLICY ASSESSMENT

9.1 Operative District Plan

The objectives and associated policies relevant to this application are found in Part 12 – Three Parks and Part 14 – Transport. The proposed variation is considered to be consistent with these provisions as the potential adverse effects on the character and amenity of the business main street will barely be altered from that approved under RM181090. The use of the site remains the same, however the internal layout, and a relatively small increase in floor space will result. The revised proposal still seeks to provide a development of high quality, especially for a large commercial building on a large site. Given the prominent corner, it is considered the revised design seeks to establish an exemplar design as the gateway to Three Parks from Ballantyne Road. The change to office space will result in a complementary outcome to the Business zone, and the main street.

The transport objectives and policies seek appropriate car parking, loading and pedestrian/cycle provision for the proposal. As assessed in the Transport Assessment, with the small shortfall of parking, the proposal will be adequately provided for. Cycle and pedestrian provision are also provided for throughout the site and where it connects to the public realm.

The revised proposal remains consistent with the relevant objectives and policies of the ODP.

9.2 Proposed District Plan

The objectives and associated policies relevant to this application are found in Chapter 29 – Transport. The proposed variation is considered to be consistent with these provisions as the proposal will continue to provide a safe and efficient transport network through the car parking layout and one-way system. It will facilitate an increase in walking and cycling through the excess provision of cycle parking and showers and focus on pedestrian and cycle movement through the site and connection with the public realm.

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The proposal is consistent with the relevant objectives and policies of the PDP.

10.0 RESOURCE MANAGEMENT (NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH) REGULATIONS 2011

This matter was assessed as part of resource consent RM181090 and is not considered of relevance to the subject application.

11.0 THE MATTERS IN PART 2 OF THE RESOURCE MANAGEMENT ACT 1991

The proposed variation is considered to give effect to Part 2 of the Act given that it will enable people to provide for their social and economic wellbeing while mitigating any adverse effects and maintaining the quality of the environment.

12.0 CONCLUSION

The proposed variation is considered to result in effects which are less than minor on both the environment and people. The proposal is also consistent with the objectives and policies of the operative and proposed District Plans. Consequently, it is considered that the application can be approved on a non-notified basis.

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APPENDIX 4 – TRAFFIC ASSESSMENT

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Three Parks Lot 9

This report has been prepared for the benefit of Snoworld. No liability is accepted by this company or any employee or sub-consultant of this company with respect to its use by any other person.

Rev. No.	Date	Description	Prepared By	Checked By	Reviewed By	Approved By
1	15/4/2019	Consent Variation	Chris Rossiter		Stacey Lloyd	Chris Rossiter
2	18/4/2019	Consent Variation – amended parking	Chris Rossiter		Stacey Lloyd	Chris Rossiter
3	07/05/2019	Amended parking assessment	Chris Rossiter			Chris Rossiter
4	13/05/2019	Corrected Area Error	Chris Rossiter			Chris Rossiter

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1 Introduction

Snoworld proposes to develop a warehouse and office space on a site (Lot 9) located inside the Three Parks Special Zone in Wanaka. This report provides an assessment of the proposal against the relevant transport rules of the Queenstown Lakes District Plan and has been based on the following resource consent application drawings:

1. Site Plan, Tuatara Structures Drawing 17-316 R16 Sheet CO6
2. Ground Floor Plan, Tuatara Structures Drawing 17-316 R16 Sheet CO7
3. First Floor Plan, Tuatara Structures Drawing 17-316 R16 Sheet CO8

2 Transport Environment

2.1 Site Location

The Three Parks Special Zone is generally bounded by State Highway 84 (SH84), Riverbank Road and Ballantyne Road. Figure **2-1** shows the structure plan for the Three Parks Special Zone with the required road network and activity areas.

The Business subzone is located within the southern area of the special zone and is intended to be developed for light industrial activities, wholesaling, showrooms, trade-related retail, and other retail activities.

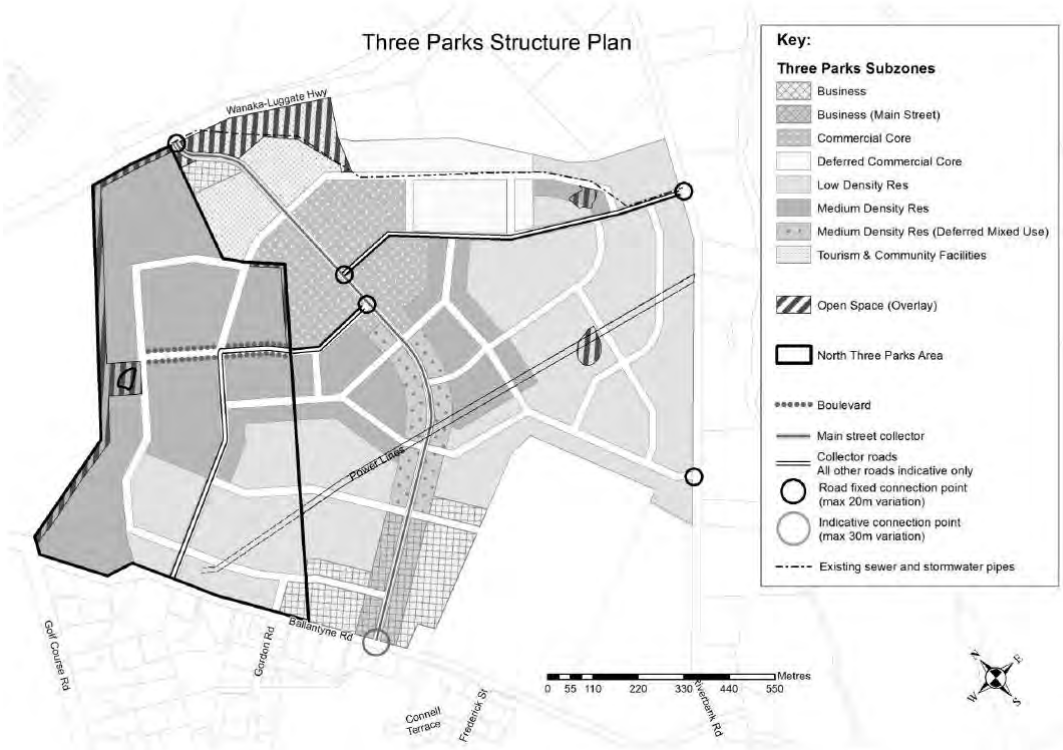


Figure 2-1: Three Parks Structure Plan

2.2 Snoworld Activities

Snoworld proposes to establish a new outlet on a site in the business subzone on the eastern corner of the Sir Tim Wallis Drive (STWD) / Ballantye Road intersection. The site will include a building comprising a warehouse with a Gross Floor Area (GFA) of 700m^2, a 185m^2 mezzanine storage area, 50m^2 showroom and 734m^2 of office space across the ground floor and first floor.

It is understood that the maximum number of staff working on the site at any one time will be 33; 15 in the warehouse / showroom / first floor office and up to 18 in the ground floor office.

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Vehicle access to the site is proposed via an entry driveway on STWD and an exit-only driveway to Ballantyne Road. Parking for 30 vehicles is proposed within the site including two mobility spaces close to the store entrance. Parking bays 19-23 will be marked for staff use only.

Two cycle parking areas are proposed; a visitor parking area at the front of the store with six spaces and a staff parking area at the rear of the store with another six spaces.

3 QLDC Engineering Code of Practice

The QLDC Engineering Code of Practice (COP) sets out detailed requirements for new roads that will be vested with QLDC. This application does not propose any new public roads and no further assessment has been undertaken.

4 Emergency Vehicle Access

Fire and Emergency New Zealand has issued access guidelines that will ensure that emergency vehicles can respond appropriately. This includes a requirement for fire service vehicles to have unobstructed access to within 20m of a building. Carriageways should be wide enough to allow appliances to easily negotiate them and provide sufficient room to allow vehicle crews to work with firefighting equipment around the vehicle.

The proposed entrance driveway from STWD site will be 5.9m wide and provides sufficient space for a fire truck to enter the site. The exit driveway is also 5.9m wide and provides sufficient space for a fire truck. Within the site, the parking aisle has a minimum width of 3.6m which is adequate for a fire truck as it would be travelling in a straight line in that location.

5 QLDC Operative District Plan Transport Standards

The proposed development has been assessed against the QLDC Transport Standards which are set out in Chapter 14 of the Operative District Plan. A summary of that assessment is included in Section 7 of this report. Where relevant, explanation of how compliance has been achieved or an assessment of effects where compliance has not been achieved is provided below.

5.1 Rule 14.2.4.1 i – Car Parking Requirements

Table 5-1 shows the calculation for the District Plan parking requirements for the proposed activities in the Three Parks Business zone. It indicates that, 34 parking spaces are required.

Table 5-1: QLDC District Plan On-site Parking Requirements

Activity	GFA (m^2)	Requirement Rate	Spaces
Office (2 floors)	734	1 space per 50m^2 GFA	15
Warehouse / Showroom	935	1 space per 50m^2 GFA	19
Total			**34**

Since 30 parking spaces are proposed on site, the proposal has a shortfall of four spaces compared with the District Plan requirement.

Based on the information provided by Snoworld in regard to staff numbers, there will be a maximum of 33 staff on site at any one time. It is understood that the site activity will be primarily office based with the warehouse and showrooms being an ancillary activity, that is, the warehouse and showroom space will not generate any staff parking demands that are additional to the office parking demands. A parking demands based assessment has been undertaken the effects of this type of operation on the parking provisions.

If all staff members travelled to the site separately by private motor vehicle, this would generate a parking demand for 33 spaces and there would be a potential overflow of three spaces off the site. In practice, the location of the site with respect to existing residential areas in Wanaka and the proposed residential development in the Three Parks Special Zone means that walking and cycling will be viable modes of transport and the actual staff parking demands are expected to be closer to 25 spaces based on a 25% travel mode share for pedestrians and cyclists. It is understood that Snoworld will also actively promote walking and cycling as a transport mode for staff through implementation of a travel plan. It is also understood that the nature of the Snoworld business means that there are only a small number of visitors to the showroom facility during the

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week, less than five at any one time, and on this basis, the proposed parking provisions will be sufficient to meet the activity parking demands.

The site layout includes provision for both staff and visitor cycle parking which will encourage travel by modes other than private vehicle which will reduce the actual parking demands.

Overall, it has been concluded that the shortfall of four spaces will not contribute to a demand for on-street parking because the site provides sufficient parking to meet the anticipated demands.

5.2 Rule 14.2.4.1 xiii (b) – Loading Area Requirements

Within a Business zone, the District Plan requires loading spaces on sites with office activities or activities of less than 1,500m^2 GFA to be 6m length, 3m wide and 2.6m high. A dedicated loading space has not been proposed for the site because this will be an infrequent event, less than once per day, and will be managed to avoid times of peak activity within the car park.

The main parking aisle provides sufficient width for a truck to stop and still allow a vehicle to pass. However, since the truck will represent a temporary obstruction to the adjacent car parks, the adjacent spaces will be reserved for staff use.

5.3 Rule 14.2.4.2 iv – Minimum Sight Distances

A sight distance of 80m is required by the District Plan for non-residential activities on a road with a 50km/h speed limit. The driveway on STWD is an entry only access and therefore the sight distance requirement is not applicable. The exit-only accessway onto Ballantyne Road provides adequate sight distance in both directions and therefore complies with this rule.

5.4 Rule 14.2.4.2 v – Maximum Number of Vehicle Crossings

For a property with a frontage of 19-60m with access to a collector road, the District Plan states that a maximum of one access is allowed. Since the car park will be a one-way system with an entrance on STWD (Collector) and an exit on Ballantyne Road (Collector), the two accesses will not disrupt the surrounding transport environment.

Although the site layout does not comply with the rule, this is considered to be a minor technical issue because of the one-way operation of the driveways.

5.5 Rule 14.2.4.3 i – Cycle Spaces

Commercial Activities inside Three Parks Zone require two cycle spaces for the first 125m^2 retail GFA and one space for every 125m^2 retail GFA thereafter. Office Activities inside Three Parks Zone require 2 bike spaces for the first 500m^2 GFA and one space for every 500m^2 GFA thereafter. For both activities, one staff bike space per 10 on-site workers must be provided. Under this rule, three cycle parking spaces are required for visitors and three spaces for staff.

The site layout includes provision for six visitor spaces at the front of the building and another six covered and secure spaces at the rear of the building for staff use. This is sufficient to meet the District Plan requirement.

6 Proposed District Plan Transport Standards

The QLDC Transport Standards are set out in Chapter 29 of the Proposed District Plan and were approved by Council on 7 March 2019. Our review indicates that there are a number of areas where the proposed site does not comply with the Proposed District Plan standards. These are considered to be of a technical nature and will not affect the safe operation of the site.

6.1 Rule 29.5.1 Minimum Number of Parking Spaces

See earlier assessment under the Operative District Plan rules.

It has been noted that under the proposed District Plan standards, the parking requirements for Industrial Activity including warehousing will reduce to one space per 100m^2 GFA. If this requirement rate was adopted within the Three Parks Zone, then the minimum parking requirement would reduce to 25 spaces and the proposed parking supply would exceed this minimum requirement.

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6.2 Rule 29.5.3 (a) Parking Bay Dimensions

There are three parking bays, 21-23, where the parking aisle width is less than 7.0m and does not meet the District Plan requirement. However, since the available width does exceed the minimum requirements set out in the national standard NZS2910.1, this is considered acceptable. It is proposed that these spaces are marked for staff use only. It has been noted that a condition of the previous consent required that spaces 16-21 were marked for staff use.

6.3 Rule 29.5.10 (a) – Loading Area Requirements

Within a Business zone, the District Plan requires loading spaces on sites with office activities or activities of less than 1,500m^2 GFA to be 6m length, 3m wide and 2.6m high. A dedicated loading space has not been proposed for the site because this will be an infrequent event, less than once per day, and will be managed to avoid times of peak activity within the car park.

The main parking aisle provides sufficient width for a truck to stop and still allow a vehicle to pass. However, since the truck will represent a temporary obstruction to the adjacent parking bays, it is proposed that these spaces are reserved for staff use.

6.4 Rule 29.5.20 – Maximum Number of Vehicle Crossings

For a property with a frontage of 19-60m with access to a collector road, the District Plan states that a maximum of one access is allowed. Since the car park will be a one-way system with an entrance on STWD (Collector) and an exit on Ballantyne Road (Collector), the two accesses will not disrupt the surrounding transport environment.

Although the site layout does not comply with the rule, this is considered to be a minor technical issue because of the one-way operation of the driveways.

7 Compliance Assessment Tables

7.1 Operative District Plan Transport Rules

Rule	Requirement	Comments	Assessment
14.2.4.1i Table 1	Parking spaces are required as follows: Offices: one space per 50m^2 GFA Warehouse Activities: one visitor space per 50m^2 GFA 34 car parking spaces required.	30 spaces provided	Restricted Discretionary See report
14.2.4.1iv (a)	Any space required by this Plan for off-street parking or loading shall be available for staff and visitors during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods or any other use. Any staff parking required by this rule is to be marked on the space and shall be provided on-site.	No off-street parking or loading required by this plan	Permitted
14.2.4.1iv (b)	All required heavy vehicle parking or loading space shall be located so that its use by those vehicles complies with the relevant noise emission standards for the activity to which the parking relates, and to ensure that no vehicle is required to carry out any reverse manoeuvring onto or from any road other than a service lane.	No reverse manoeuvres required	Permitted
14.2.4.1iv (c)	No parking space required by this Plan shall be located on any access or outdoor living space required by the Plan. Each parking space required by the Plan shall have unobstructed vehicular access to a road or service lane.		Permitted

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Rule	Requirement	Comments	Assessment
14.2.4.1iv (d)	Parking areas and loading areas may be served by a common manoeuvre area which shall remain unobstructed.		Permitted
14.2.4.1iv (e)	Residential and visitor accommodation units may provide some or all of their parking requirement "off-site" or on another site.	No residential activity	Not applicable
14.2.4.1iv (f)	Rooftop car parking shall be a restricted discretionary activity.	No rooftop parking	Not applicable
14.2.4.1v	All required parking spaces other than for residential units, and associated manoeuvring areas are to be designed and laid out in accordance with the requirements in Appendix 7.		Permitted
14.2.4.1vi	All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with the standards contained in NZS4404:2004.		Permitted
14.2.4.1vi	All shared vehicular access serving residential and/or visitor accommodation units in the High and Low Density Residential Zones shall be in accordance with the standards set out in NZS4404:2004.	Three Parks Special Zone	Not applicable
14.2.4.1vi	Where the shared vehicle access adjoins a local distributor or higher road in the hierarchy, including a State Highway, it shall have a 5m formed width and a 6m legal width for a minimum length of 6m as measured from the legal road boundary.	5.9m formed width	Permitted
14.2.4.1vi	Private shared vehicle access shall have legally enforceable arrangements for maintenance put in place at the time they are created.	Access is not shared	Not applicable
14.2.4.1vi	Formed access widths for 1 to 6 units shall provide passing bays at intervals no greater than 25 metres (end of one passing bay to the beginning of the next) along the length of the access way. Passing bays shall be at least 8 metres long and at least 2.5 metres wide, plus any tapers desired.	No residential activity	Not applicable
14.2.4.1vii	Car parking areas shall have a gradient of no more than 1 in 20 in any one direction.	Site is level	Permitted
14.2.4.1viii (a)	Car parking areas shall include spaces for people with disabilities provided at the rate of: 1 to 10 spaces: no requirement 11 to 50 spaces: 1 disabled person's space up to 100 spaces: 2 disabled persons' spaces plus 1 more for every additional 50 spaces One Disabled persons' space required.	One space provided	Permitted
14.2.4.1viii (b)	Car parking for people with disabilities shall be located as close as practicable to the building entrance. The spaces should be on a level surface and clearly marked.	Space is outside entrance	Permitted
14.2.4.1ix	Where off-street manoeuvring facilities are required, a 90th percentile car shall be able to manoeuvre into and out of any required parking spaces with only one reverse manoeuvre.	Adequate manoeuvring space provided	Permitted

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Rule	Requirement	Comments	Assessment
14.2.4.1ix (a)	Off-street maneuvering shall be provided to ensure that no vehicle is required to reverse onto or off a State Highway or arterial road.	Adequate on-site space for manoeuvring	Permitted
14.2.4.1ix (b)	Off-street maneuvering shall be provided to a 90th percentile car to ensure that no car is required to reverse either onto or off any collector road.		Permitted
14.2.4.1ix(c)	Off-street maneuvering shall be provided to a 90th percentile car to ensure that no car is required to reverse either onto or off any local road where: (i) ten or more parking spaces are to be serviced by a single access way (ii) five or more residential units share a single access way	No access to local road	Not applicable
14.2.4.1x(a)	Any residential parking spaces for Class 1 and Class 2 users required by the Plan shall have the following minimum internal dimensions: Width Single 3.1m, Depth 5.5m Width Double 5.6m, Depth 5.6m	Not a residential activity	Not applicable
14.2.4.1x(b)	The minimum width of the entrance to a single garage shall be no less than 2.4 m wide. The manoeuvring area from the property boundary to the garage entrance shall be designed to accommodate a 90 percentile car as set out in Appendix 7.	Not a residential activity	Not applicable
14.2.4.1xi	On-site queuing space shall be provided for all vehicles entering a parking or loading area. The required queuing space length shall be in accordance with Table 2, except that where the parking area has more than one access the required queuing space may be divided between the accesses. A queuing distance of at least 12m is required where there are 21-50 car parking spaces.	12m of queuing space provided	Permitted
14.2.4.1xii	Set Down Areas	Not required	Not applicable
14.2.4.1xiii (b)	Loading Areas Every loading space shall be of the following dimensions: Offices/activities of less than 1,500m^2 GFA; 6m length, 3m wide and 2.6m high.	Unmarked loading area proposed	Restricted Discretionary See report
14.2.4.1xiv	The surface of all parking, loading and associated access areas shall be formed, sealed and otherwise maintained so as not to create a dust or noise nuisance, to avoid water ponding on the surface and to avoid run-off onto adjoining roads.	No reason for non-compliance	Permitted
14.2.4.1xiv	The first 6m of such areas (as measured from the road boundary) shall be formed and surfaced to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.	No reason for non-compliance	Permitted

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Rule	Requirement	Comments	Assessment
14.2.4.1xvi(c)	Where an area contains five or more outdoor car parking spaces as part of a Comprehensive Residential Development in the Low Density Residential Zone, landscaping shall be provided at a rate of 1.5 m² per parking space. Where the parking area is located along a site boundary, the landscaping shall be provided in a strip along the boundary.	Not a residential activity	Not applicable
14.2.4.1xvii	All parking and loading areas, excluding those for residential use which are designed to accommodate 5 or more vehicles and which are used at night, shall be illuminated to a minimum maintained level of 3 lux, with high uniformity, during hours of operation.	No reason for non-compliance	Permitted
14.2.4.2 i (a)	The vehicle crossing lengths for access to a residential activity shall have a minimum length of 3m and a maximum length of 6m.	Not a residential activity	Not applicable
14.2.4.2 i (b)	The length of culverts and crossings shall be the actual length of channel covers or the length of the fully dropped curb.		Permitted
14.2.4.2 ii (a)	The access shall cross the boundary at any an angle of 90 degrees plus or minus 15 degrees.	Entry crosses at 75 degrees	Permitted
14.2.4.2 ii(b)	The vehicle crossing intersects with the carriageway at an angle of between 45 degrees and 90 degrees.	Crossing at 90 degrees	Permitted
14.2.4.2ii(c)	Roading drainage shall be continuous across the length of the crossing.	No reason for non-compliance	Permitted
14.2.4.2ii(d)	All vehicular accessways adjacent to State Highways shall be sealed from the State Highway boundary to the edge of carriageway in accordance with Transit New Zealand's standards.	No access to state highway	Not applicable
14.2.4.2 iii(a)	The maximum gradient for any private way used for vehicle access shall be 1 in 6.	Site is level	Permitted
14.2.4.2 iii(b)	In residential zones where a private way serves no more than 2 residential units the maximum gradient may be increased to 1 in 5 provided.	Not a residential activity	Not applicable
14.2.4.2 iii(c)	Vehicle break-over angles shown in Appendix 7 shall not be exceeded.	Site is level	Permitted
14.2.4.2 iv	Minimum sight distances 80m required for non-residential activities with 50km/h speed limit.	80m sight distance available	Permitted
14.2.4.2 v	Maximum number of crossings For a property with a frontage of 19-60m with access to a collector road, a maximum of one access is allowed.	Two accesses proposed	Restricted Discretionary See report
14.2.4.2 vi	Distances of vehicle crossing from intersections Ballantyne Road is an Arterial and STWD is a Collector. 35m separation required from intersection.	40m separation provided	Permitted

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Rule	Requirement	Comments	Assessment
14.2.4.3 i	Commercial Activities inside Three Parks Zone require two cycle spaces for the first 125m^2 retail GFA and one space for every 125m^2 retail GFA thereafter. Office Activities inside Three Parks Zone require 2 bike spaces for the first 500m^2 GFA and one space for every 500m^2 GFA thereafter. For both activities, one staff bike space per 10 on-site workers must be provided.	12 cycle spaces provided	Permitted

7.2 Proposed District Plan Transport Standards

Rule	Requirement	Comments	Assessment
29.4.11	High Traffic Generating Activities Any new land-use or subdivision activity, including changes in use that exceeds the traffic generation standards or thresholds set out in Table 29.6; except where the associated trip generation and transport effects of the proposed land use or subdivision are the same, similar, or less, in character, intensity and scale, to those identified in an existing resource consent or district plan provisions that were approved on the basis of an Integrated Transport Assessment. Threshold: Office 2,000m^2 GFA	< 2,000m^2 GFA	Permitted
29.5.1	Minimum Parking Requirements The number of parking spaces (other than cycle parking) shall be provided in accordance with the minimum parking requirements specified in Table 29.4, except that where consent is required for a High Traffic Generating Activity pursuant to Rule 29.4.10 no minimum parking is required.	34 spaces required 30 spaces provided	Restricted Discretionary
29.5.2 (a)	Any parking space required by this Plan or loading space shall be available for staff and visitors during the hours of operation and any staff parking required by this rule shall be marked as such.	Staff spacing has not been identified	Restricted Discretionary
29.5.2 (b)	No parking space required by this Plan shall be located on any access or outdoor living space required by the District Plan, such that each parking space required shall have unobstructed vehicular access to a road or service lane, except where tandem parking is specifically provided for by Rule 29.5.8.		Permitted
29.5.2 (c)	Parking spaces and loading spaces may be served by a common manoeuvring area (which may include the installation of vehicle turntables), which shall remain unobstructed.		Permitted

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Rule	Requirement	Comments	Assessment
29.5.2 (d) i	Residential and visitor accommodation units in any High Density Residential Zone, Medium Density Residential Zone, or Business Mixed Use Zone is located within 800m of an established public transport facility or a public transport facility identified on any Council Active Transport Network Plan may provide some or all of their parking requirement "off-site" or on another site.	No residential activity	Not Applicable
29.5.2 (d) ii	Some or all coach parking required by Table 29.4 in relation to visitor accommodation activity may be provided off-site.	No visitor accommodation	Not Applicable
29.5.2 (d) iii	All other residential activity and visitor accommodation activity not captured by 29.5.2(d)(i) may provide up to one-third of the parking spaces required by Table 29.4 off-site.	No residential activity	Not Applicable
29.5.2 (d) iv	All activities other than residential and visitor accommodation activity in the Business Mixed Use Zone may provide all of the car parking required off-site.	No off-site parking proposed	Not applicable
29.5.3 (a)	All required parking spaces and associated manoeuvring areas are to be designed and laid out in accordance with the Car Parking Layout requirements of Table 29.6, Table 29.7, and Diagram 3 (car space layouts) of Schedule 29.2.	Generally complies with District Plan	Restricted Discretionary See report
29.5.4	Car parking areas shall have a gradient of no more than 1 in 20 in any one direction.	Parking gradients are less than 1 in 20	Permitted
29.5.5 (a)	Car parking areas shall include spaces for people with disabilities provided at the rate of: 1 to 10 spaces: 1 disabled person's space 11 to 100 spaces: 2 disabled person's spaces More than 100 spaces: 2 disabled persons' spaces plus 1 more for every additional 50 spaces.	Two accessible parking spaces are provided	Permitted
29.5.5 (b)	Car parking for people with disabilities shall be (i) On a level surface; (ii) Clearly signposted; (iii) Located on the same site as the activity; (iv) Be as close as practicable to the building entrance; and, Be accessible to the building via routes that direct access from the car park to the building.	Accessible parking spaces are located by building entrance	Permitted
29.5.6	Set Down Areas	Not required	Not applicable
29.5.7 (a)	For Day-care, educational or healthcare facilities, where on site manoeuvring area or drop-off / pick-up areas are required, these shall be located and designed to ensure that no vehicle is required to reverse onto or off any road.		Not applicable

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Rule	Requirement	Comments	Assessment
29.5.7 (b)	Where heavy vehicle parking spaces, on-site manoeuvring, and loading areas are required, these shall be designed and located to ensure that no heavy vehicle is required to reverse manoeuvre from (or onto) any site or service lane onto (or from) any road.	Manoeuvring space has been provided	Permitted
29.5.7 (c)	Where a service lane does not meet the definition of a 'road', a heavy vehicle can reverse onto (or from) a site from (or onto) a service lane but this does not enable a heavy vehicle to then reverse from that service lane onto a road.	No service lane proposed	Not applicable
29.5.7 (d)	On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse onto or off any State Highway or arterial road.	No access to state highway or arterial road	Permitted
29.5.7 (e)	On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any collector road where: i) the frontage road speed limit is 80km/h or greater, or ii) six or more parking spaces are to be serviced by a single accessway; or iii) three or more residential units share a single accessway; or the activity is on a rear site.	Adequate on-site manoeuvring space provided	Permitted
29.5.7 (f)	On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any local road where: i) ten or more parking spaces are to be serviced by a single accessway, or ii) five or more residential units share a single accessway; or iii) the activity is on a rear site.	No access to local	Not applicable
29.5.7 (g)	Where on-site manoeuvring areas are required, a B85 vehicle shall be able to manoeuvre in and out of any required parking space other than parallel parking spaces, with only one reverse manoeuvre:	Adequate manoeuvring space provided	Permitted
29.5.8 (a)	The minimum width of the entrance to a single garage shall be no less than 2.4 m.	Non-residential activity	Not applicable
29.5.8 (b)	The minimum length of a garage shall be 5.5m.	Non-residential activity	Not applicable
29.5.8 (c)	Where a car space is proposed between a garage door and the road boundary, the minimum length of this car space shall be 5.5m.	Non-residential activity	Not applicable
29.5.8 (d)	Where onsite manoeuvring is required, the minimum manoeuvring area between the road boundary and the garage entrance shall be designed to accommodate a B85 design vehicle.	Non-residential activity	Not applicable

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Rule	Requirement	Comments	Assessment
29.5.8 (e)	Where two parking spaces are provided for on a site containing only a single visitor accommodation unit or a single residential unit, which may also include a single residential flat, the parking spaces may be provided in tandem.	Non-residential activity	Not applicable
29.5.9 (a)	On-site queuing space shall be provided for all vehicles entering a parking or loading area. The required queuing space length shall be in accordance with Table 29.3, except that where the parking area has more than one access the required queuing space may be divided between the accesses.	12m provided	Permitted
29.5.10 (a)a	Off-street loading shall be provided in accordance with this standard on every site in the Business Mixed Use Zone, the town centre zones and local shopping centre zone.	Three Parks zone	Not applicable
29.5.10 (b)	Every loading space shall be of the following dimensions: All other activities except residential, visitor accommodation, and those listed in Rule 29.5.13(ii)(a): 9m length, 3.5m wide and 3.8m high.	Unmarked loading area	Permitted
29.5.11 (a)	The surface of all parking, loading and associated access areas shall be formed, sealed and otherwise maintained so as to avoid creating a dust or noise nuisance, to avoid water ponding on the surface and to avoid run-off onto adjoining roads.	All vehicle access areas will be sealed	Permitted
29.5.11 (b)	The first 6m of such areas, as measured from the traffic lane, shall be formed and surfaced to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.	All vehicle access areas will be sealed	Permitted
29.5.12	All parking and loading areas and associated pedestrian routes, excluding those for residential use where a parking area provides for 10 or more parking spaces and which are used at night, shall be adequately lit.	No reason for non compliance	Permitted
29.5.13	Bicycle parking, lockers and showers shall be provided in accordance with the minimum requirements of Table 29.7	6 spaces provided for visitors, six spaces for staff	Permitted
29.5.14 (a)	All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with the standards contained in NZS4404:2004.		Permitted
29.5.14 (b)	All shared private vehicular access serving residential and/or visitor accommodation units in the High, Medium and Low Density Residential Zones shall be in accordance with the standards set out in NZS4404:2004.	Non-residential activity	Not applicable

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Rule	Requirement	Comments	Assessment
29.5.14 (b) ii (i)	Where a shared vehicle access for 1 to 6 units adjoins a State Highway, arterial, or collector road, it shall have a formed width of 5.5m - 5.7m and a legal width of at least 6.7m for a minimum length of 6m, as measured from the legal road boundary.	5.9m formed width	Permitted
29.5.14 (b) ii (ii)	Formed access widths for 1 to 6 units shall include widening to not less than 5.5 m over a 15m length at no more than 50 m spacing (measured from the end of one passing bay to the beginning of the next).	5.9m formed width	Permitted
29.4.15 (d)	Private shared vehicle access shall have legally enforceable arrangements for maintenance put in place at the time they are created.	No private shared access proposed	Not applicable
29.5.15 (a)	The following vehicle crossing widths shall apply as measured at the property boundary; for non-residential activity, access shall have a minimum length of 4m and a maximum length of 9m.	5.9m crossing	Permitted
29.5.15 (b) i	The access shall cross the property boundary at any an angle of between 45 degrees and 90 degrees.	Crossing at 75 degrees	Permitted
29.5.15 (b) ii	The vehicle crossing intersects with the carriageway at an angle of between 45 degrees and 90 degrees.	Crosses at 90 degrees	Permitted
29.5.15 (b) iii	Roading drainage shall be continuous across the length of the crossing.	No reason for non compliance	Permitted
29.5.15 (b) iv	All vehicular accessways adjacent to State Highways shall be sealed from the edge of the carriageway to the property boundary.	No access to state highway	Not applicable
29.5.16	Design of vehicle Crossing – rural zones	Three parks zone	Not applicable
29.5.17 (a)	The maximum gradient for any private way used for vehicle access shall be 1 in 6.	Internal road gradient is less than 1 in 6	Permitted
29.5.17 (b)	In residential zones where a private way serves no more than 2 residential units the maximum gradient may be increased to 1 in 5 provided: i) The average gradient over the full length of the private way does not exceed 1 in 6; and ii) The maximum gradient is no more than 1 in 6 within 6m of the road boundary; and The private way is sealed with a non-slip surfacing. For the purpose of this rule gradient (maximum and average) shall be measured on the centreline of the access.	Not a residential activity	Not applicable
29.5.17 (c)	The vehicle break-over angles shown in Diagram 2 of Schedule 29.2 shall not be exceeded over any part of the width of the vehicle access/crossing.	No reason for non compliance	permitted
29.5.18	Minimum sight distances 80m required for non-residential activities with 50km/h speed limit.	80m sight distance is available	Permitted

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Rule	Requirement	Comments	Assessment
29.5.19	Minimum sight distances from vehicle access onto state highways	No direct access to state highway	Not applicable
29.5.20	Maximum number of crossings For a property with a frontage of 19-60m with access to a collector road, a maximum of one access is allowed.	Two crossing proposed, one entry and one exit	Restricted Discretionary
29.5.21	Minimum distance between vehicle crossings onto state highways.	No access to state highway	Permitted
29.5.22	Distances of vehicle crossing from intersections 25m separation required from intersection for a Local frontage road with a speed limit of less than 70 km/hr.	Vehicle crossings are in excess of 25m from an intersection with any road	Permitted
29.5.23	Minimum distance of vehicle crossing from intersection onto state highways.	No crossing to a state highway	Not applicable
29.5.24 (b)	The canopy shall be setback 2m from the road boundary.	Not a service station	Not applicable
29.5.24 (c)	Accessways into Service Stations shall comply with the following minimum separation distances from other driveways. Between driveways for residential activities - 7.5m Between driveways for other activities - 15m.	Not a service station	Not applicable
29.5.24 (d)	The width of any driveway into a Service Station shall comply with the following: One way - 4.5m min and 6.0m max. Two way: - 6.0m min and 9.0m max.	Not a service station	Not applicable
29.5.24 (e)	Any one-way entrance or exit shall be signposted as such.	Not a service station	Not applicable
29.5.24 (f)	The road boundary of the site shall be bordered by a nib wall or other device to control traffic flows and to clearly define entrance and exit points.	Not a service station	Not applicable
29.5.24 (g)	Pumps shall be located a minimum of 4.5m from the road boundary and 12m from the midpoint of any vehicle crossing at the road boundary. All vehicles shall be clear of the footpath and accessways when stopped for refuelling.	Not a service station	Not applicable
29.5.24 (h)	A minimum path width of 4.5m and a minimum inside turning radius of at least 7.5m shall be provided for vehicles through the service station forecourt, except that for pumps which are not proposed to be used by heavy vehicles, the minimum path width required is 3.5m.	Not a service station	Not applicable
29.5.24 (i)	Tanker access to bulk tank filling positions shall ensure tankers drive in and out in a forward direction, without the need for manoeuvring either on the site or adjacent roadways. Where this cannot be achieved tankers shall be able to be manoeuvred so they can drive out in a forward direction.	Not a service station	Not applicable
29.5.24 (j)	Tankers discharging shall not obstruct the footpath.	Not a service station	Not applicable

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- Building location is indicative only, site dimensions/measurements are subject to site

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM190418

Friday, 24 May 2019

N
W E
S

SIR TIM WALLIS DRIVE

BALLANTYNE ROAD

Lot 9
DP 500684
2345m2

Proposed Office

Proposed Warehouse

Crossing 5935

Crossing 5863

Footpath 1908

Covered bike rack

Covered bike rack

LT 500684 (Easement L)
Right to Drain Water

47
27.65
324°40'
26.45
11574
10492
30°23'
8022
3600
3600
2000
5000
1350
29000
7000
6000
6216
6757
7498
24000
2500
2600
2600
2500
329°13'
33.18
59°17'
334°54'
25000
37.26
1350
7000
2700
2714
28000
2800
4559
6100
2800
51.94
1200
1.44
67°10'30"
1.43
3700
3601
28
5000

28	29	30	27	26	25	24	23	22	21	20	19
1	2	3	4	5	6	7	8	9	10	11	12

18	17	16	15	14	13
12	11	10			

1 Site Plan

1 : 400

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Project Scottie Mazey ST Multi tenancy commercial building Concept Plans

Client Scottie Mazey

Address Lot 9, Cnr of Ballentyne Road & Sir Tim Wallis Drive, Wanaka

Loadings
Elevation:
Wind:
Snow:

Drawn Reed Smith

Drawn 1 : 400

REV	DATE	REVISION DETAILS	DRWN
R5-10	16/07/2018	- Amended/added external asthetics, stairs/meeting layout & bay spacings. Removed Stone columns.	RS
R11/12	25/07/2018	- Amended GF window heights, Added FF window.	RS
R13	31/07/2018	- Amended windows/doors & Changed warehouse span from 25m - 24m. Added signage boards.	RS
R14	21/03/2019	- Amended office size. Removed internal walls.	RS
R15	10/04/2019	- Removed internal walls. Added notes on site plan.	RS
R16	12/04/2019	- Added internal walls.	RS

Date: 21/01/2018
Rev 18/04/2019 8:15:51 AM

Project 17-316 R16

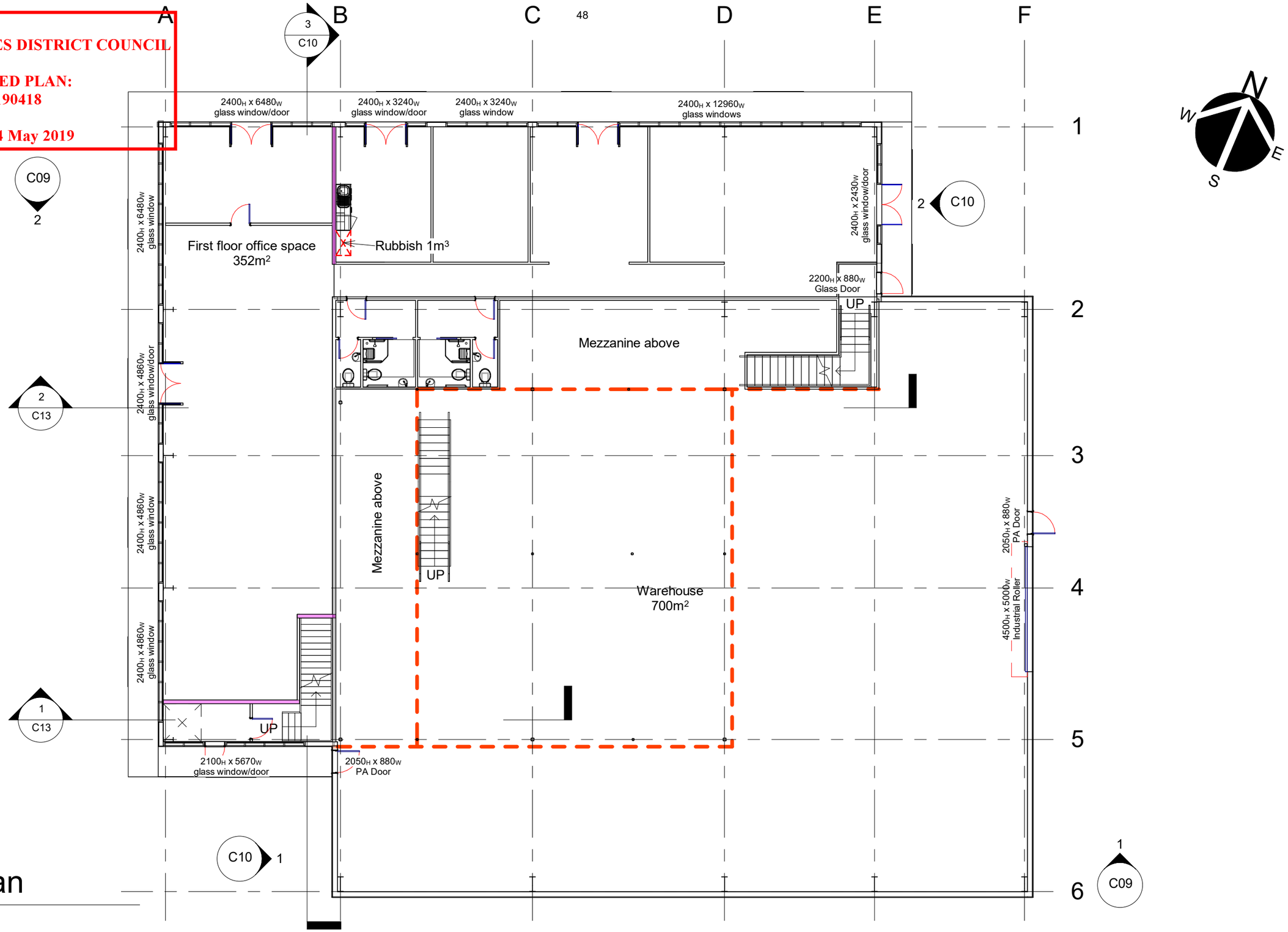
Sheet Site Plan

Sheet C06

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM190418

Friday, 24 May 2019



1 Floor Plan

1 : 150

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Project Scottie Mazey ST Multi tenancy commercial building Concept Plans

Client Scottie Mazey

Address Lot 9, Cnr of Ballentyne Road & Sir Tim Wallis Drive, Wanaka

Loadings
Elevation:
Wind:
Snow:

Drawn Reed Smith
Drawn 1 : 150

REV	DATE	REVISION DETAILS	DRWN
R5-10	16/07/2018	- Amended/added external asthetics, stairs/meeting layout	RS
		& bay spacings. Removed Stone columns.	
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R16	12/04/2019	- Added internal walls.	RS

Date: 21/01/2018
Rev 18/04/2019 8:15:54 AM

Project 17-316 R16

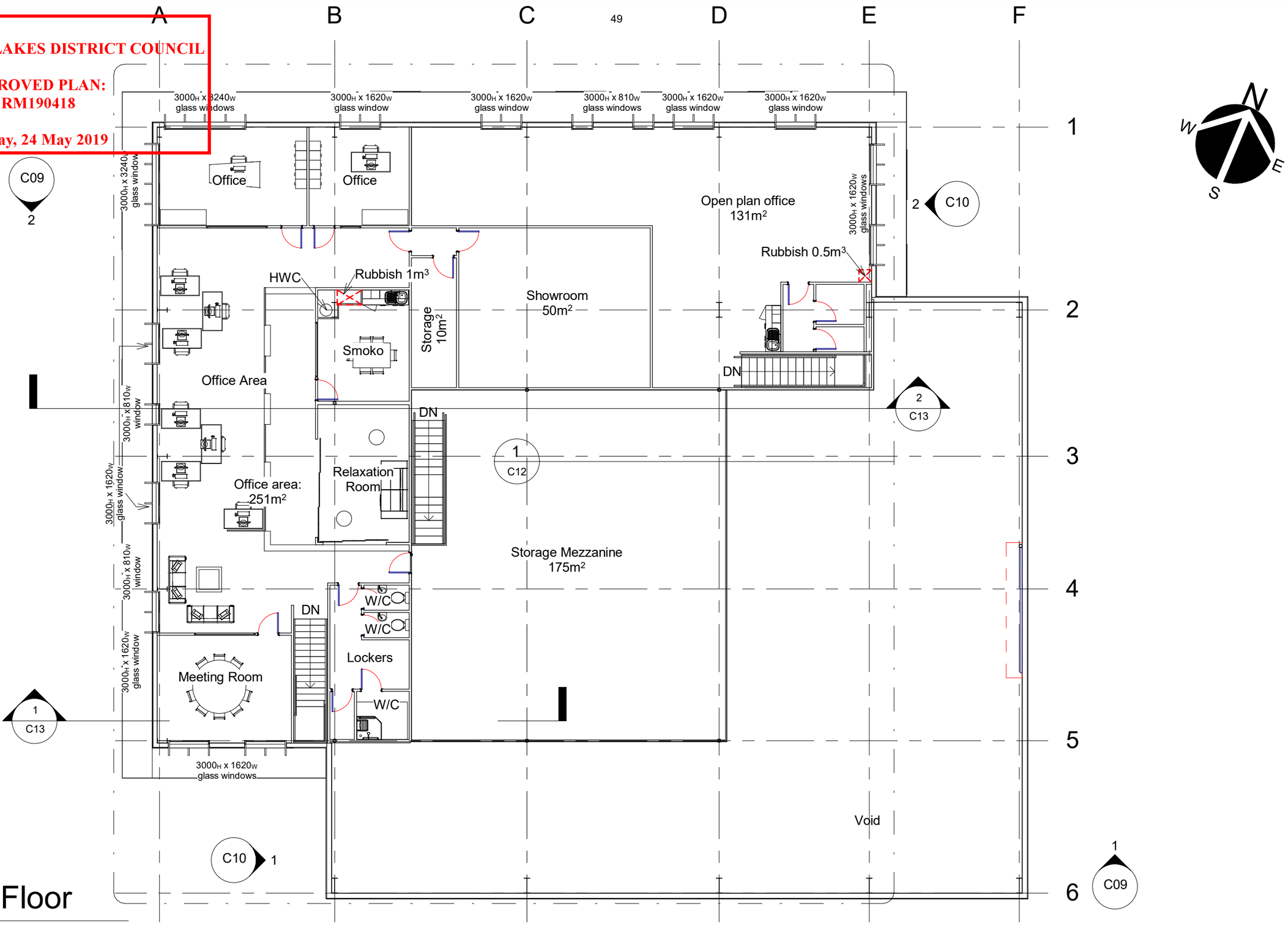
Sheet Floor Plan

Sheet C07

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM190418

Friday, 24 May 2019



First Floor

1 : 150

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Date: 21/01/2018
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Project 17-316 R16

Sheet First Floor

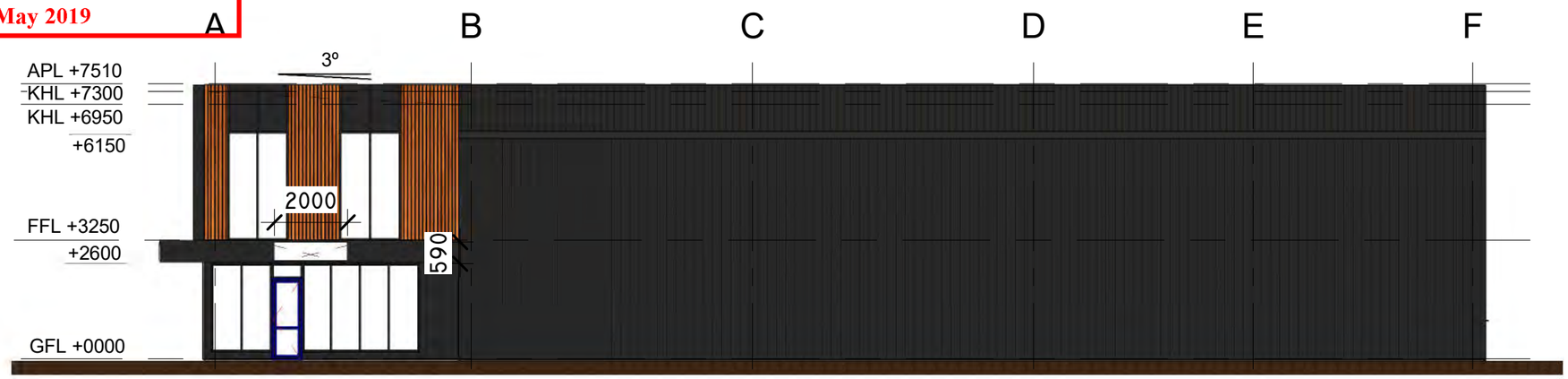
Sheet C08

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Version: 1, Version Date: 24/05/2019

QUEENSTOWN LAKES DISTRICT COUNCIL

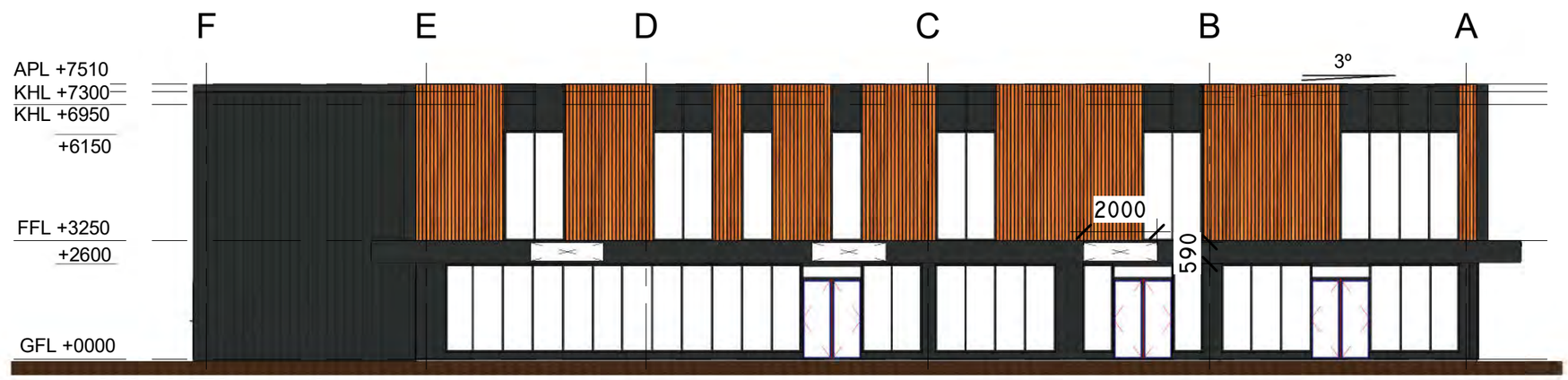
APPROVED PLAN:
RM190418

Friday, 24 May 2019



1 SE Elevation

1 : 150



2 NW Elevation

1 : 150

APL: Apex Level
KHL: Knee Heigh Level
FFL: First Floor Level
GFL: Ground Floor Level
CHL: Ceiling Height Level

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Date: 21/01/2018
Rev 18/04/2019 8:16:08 AM

Project 17-316 R16

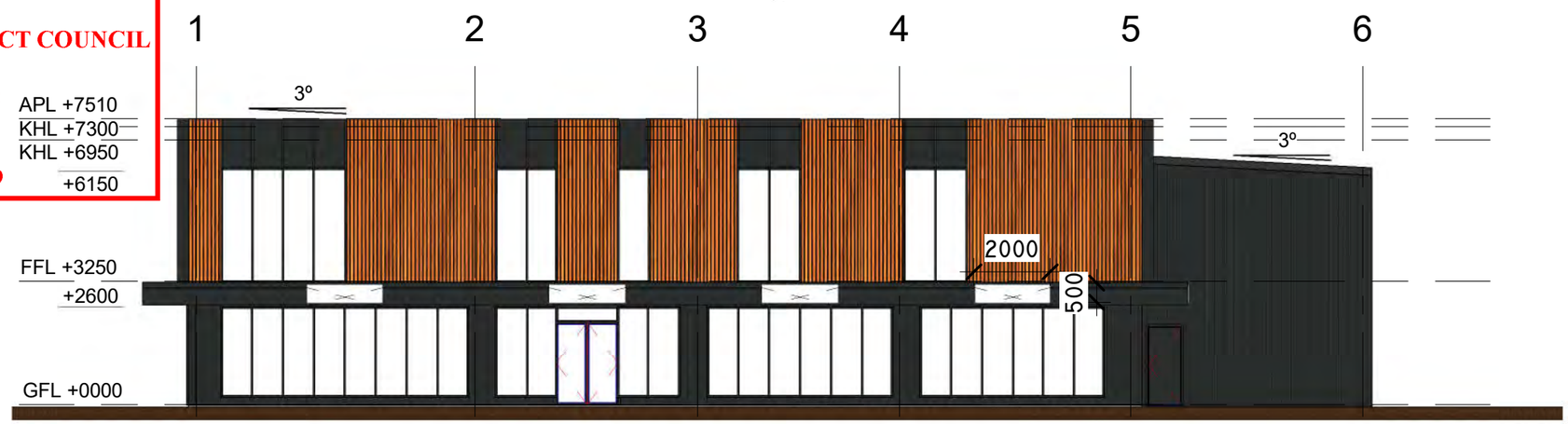
Sheet SE & NW Elevations

Sheet C09

QUEENSTOWN LAKES DISTRICT COUNCIL

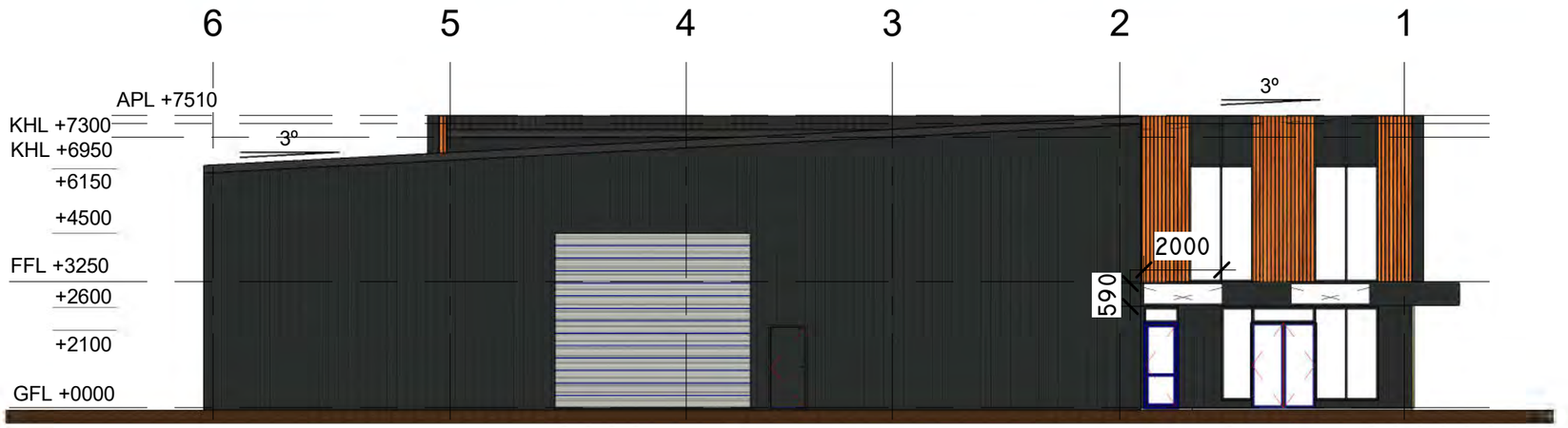
APPROVED PLAN:
RM190418

Friday, 24 May 2019



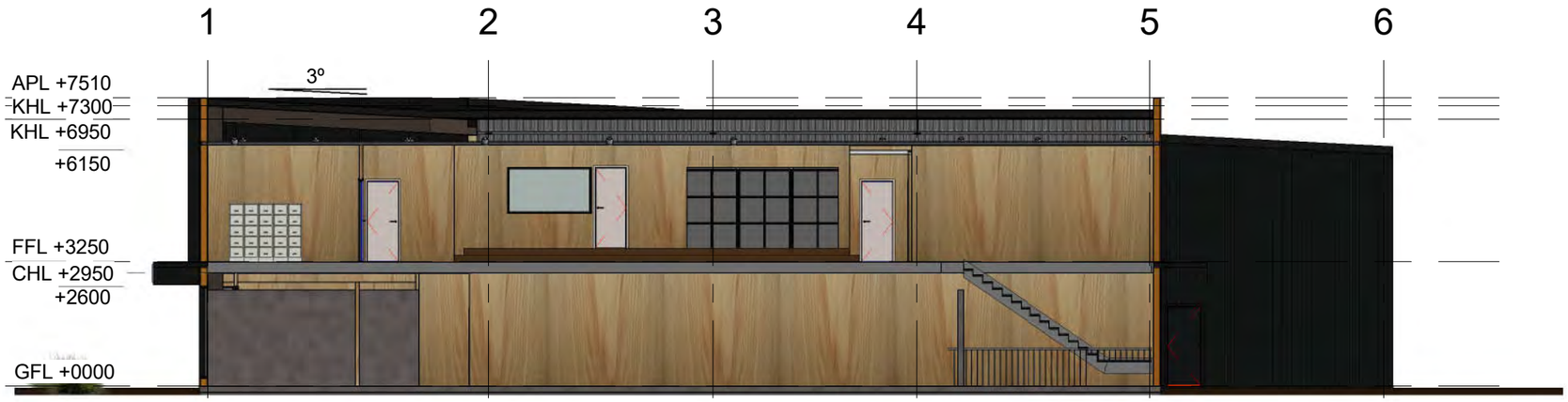
1 SW Elevation

1 : 150



2 NE Elevation

1 : 150



3 Section

1 : 150

APL: Apex Level
KHL: Knee Heigh Level
FFL: First Floor Level
GFL: Ground Floor Level
CHL: Ceiling Height Level

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Loadings
Elevation:
Wind:
Snow:

Drawn Reed Smith

Drawn 1 : 150

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Date: 21/01/2018
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Project 17-316 R16

Sheet SW, NE & Section Elevations

Sheet C10

Version: 1, Version Date: 24/05/2019

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM190418

Friday, 24 May 2019



1 Overhead

1 : 150

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Date: 21/01/2018
Rev 18/04/2019 8:16:25 AM

Project 17-316 R16

Sheet Overhead View

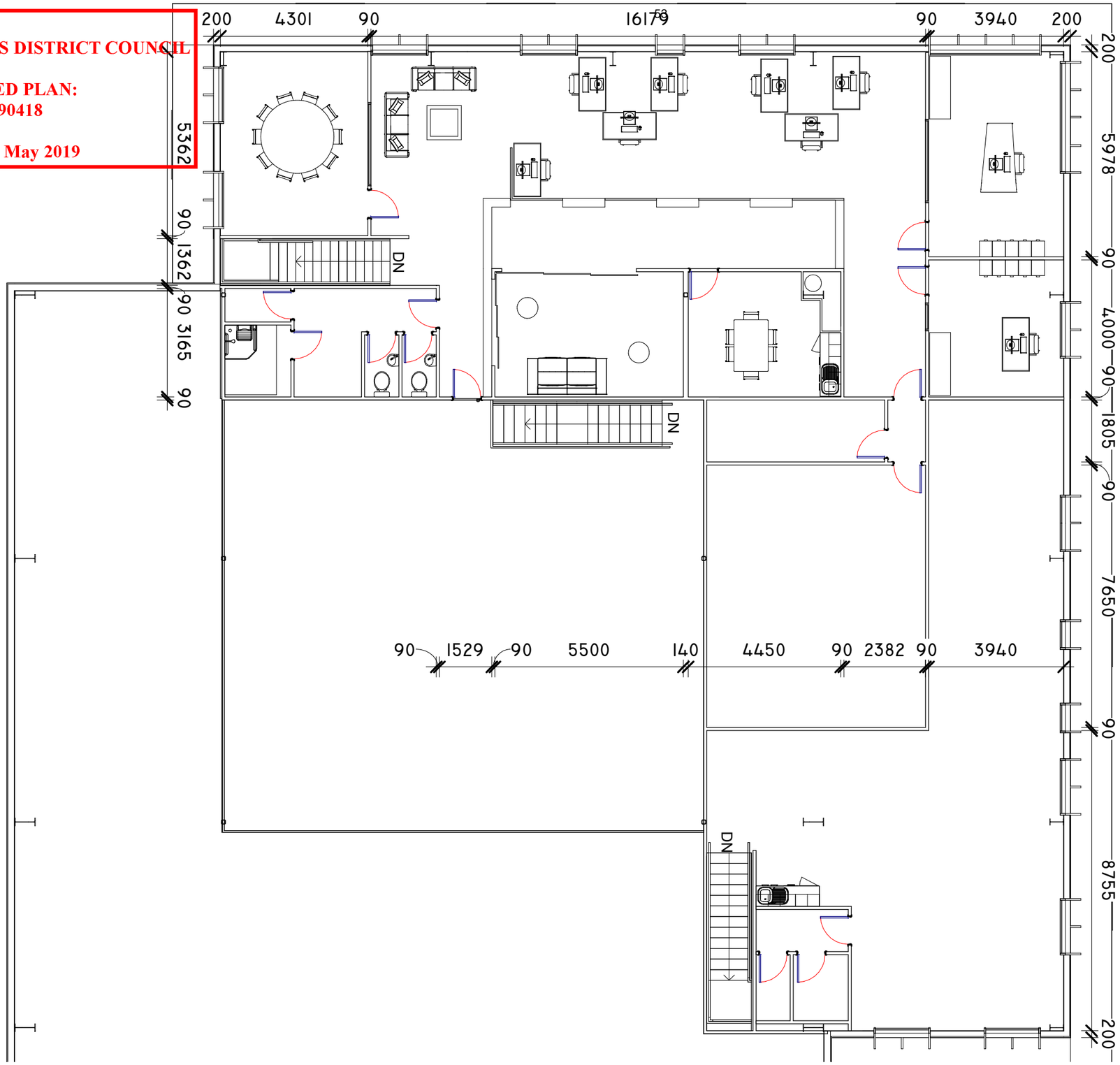
Sheet C11

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM190418

Friday, 24 May 2019

1 First Floor - Callout 1
1 : 125



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Drawn Reed Smith
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Date: 21/01/2018
Rev 18/04/2019 8:16:27 AM

Project 17-316 R16

Sheet Office Callout

Sheet C12

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM190418

Friday, 24 May 2019

ROUGH & MILNE LANDSCAPE ARCHITECTS LIMITED

DO NOT SCALE, ALL DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCING ANY WORK

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ISSUE	DATE	STATUS
A	14/09/2018	FOR RESOURCE CONSENT

SIR TIM WALLIS DRIVE

Cycle access

Bike shelter as per Image A

Simple garden between boundary and footpath (groupings of *Hebe cuppressoides* 'Nana', *Muehlenbeckia astonii* and *Carex buchananii)*

Existing landscaping within road reserve

Griselina hedge, 900mm high

Suggested position for 2 x small trees (such as Magnolia 'Kay Parris') in road reserve, to replace larger Elm trees proposed as part of the Three Parks master plan. Root barrier to be installed between treepit and nearby stormwater drain.

Existing footpath

Building directory

2 x Elm trees at entrance (to match species within road reserve)

Rev. 24.05.2019-8 x columnar trees no longer required. See Architectural Plans for revised building and car park layout

PROPOSED BUILDING

7 x upright trees beside building and along boundary such as *Liriodendron tulipifera* 'Fastigiata'

Existing overhead power lines

BALLANTYNE ROAD

1.43

Bike shelter as per Image A

LT 500684 (Easement L)

Right to Drain Water

320.10

1.44

NORTH



Image A: Example bike shelter - lightweight, open sided structure with four corner posts, to straddle storm water easement

rough & milne landscape architects

24 Dungarvon Street
Level 1, Tekoa House
PO Box 349, Wanaka 9343

Tel +64 3 974 7940
info@roughandmilne.co.nz

SNOWORLD BUILDING
CNR BALLANTYNE RD + SIR TIME WALLIS DR
THREE PARKS
WANAKA

JOB No.	18016
SCALE	1:250@ A3
DATE	14/09/18
DESIGNED	HA
DRAWN	HA
CHECKED	
STATUS	FOR RESOURCE CONSENT
DRAWING No.	REVISION
L 1.0	A

Document Set ID: 6121658
Version: 1, Version Date: 24/05/2019

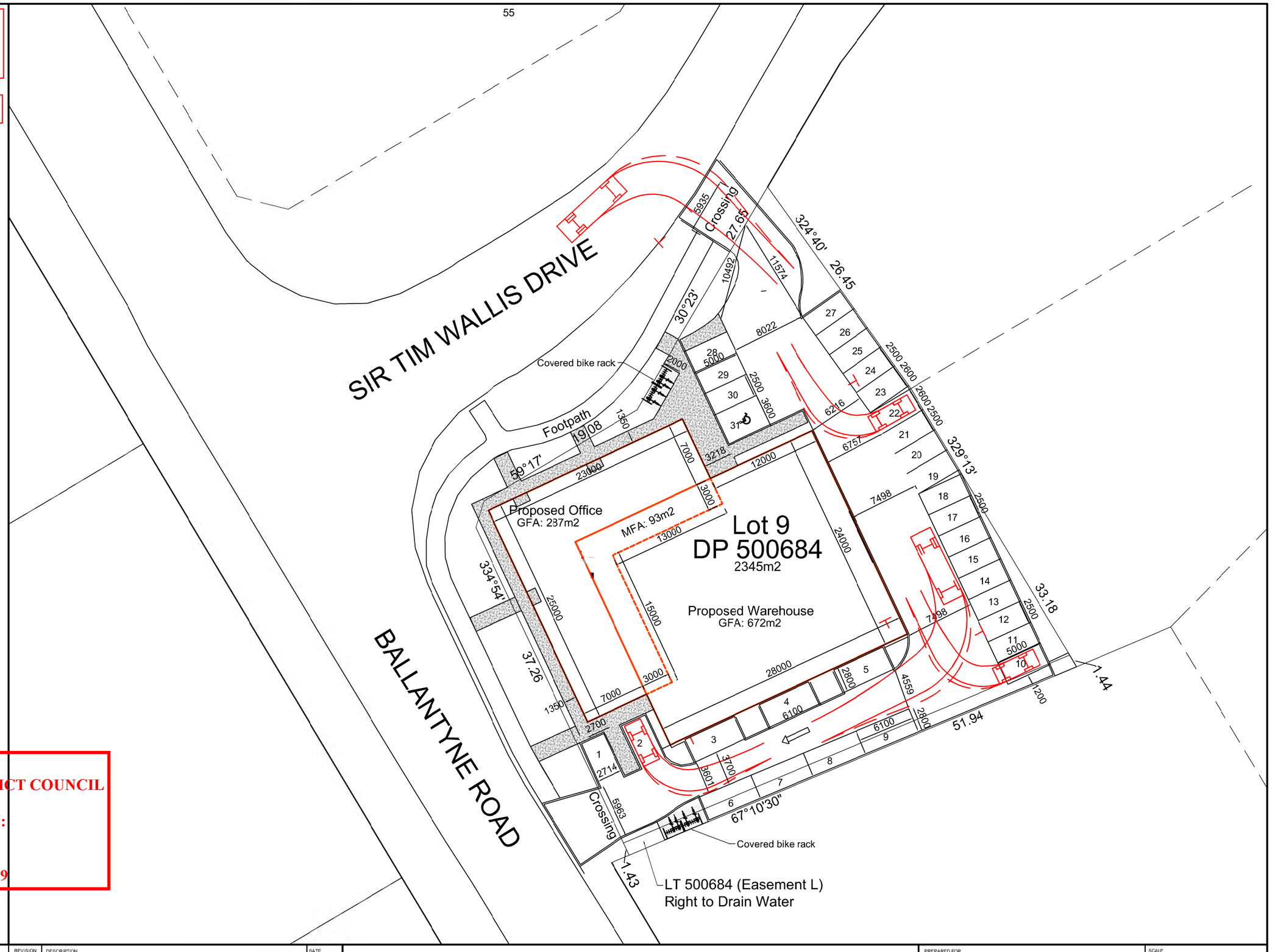
FOR APPROVAL

NOT FOR CONSTRUCTION

Legend

8m truck tracking curve

Std car tracking curve



QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM190418

Friday, 24 May 2019

SOUTHERN LAND

SURVEYING | PLANNING | LAND DEVELOPMENT

Level 2 Brownston House, 21 Brownston St., Wanaka, Ph: (03) 443 5577, E mail: contact@southernland.co.nz, www.southernland.co.nz

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CSNZ THE CONSULTING SURVEYORS OF NEW ZEALAND
A DIVISION OF THE NEW ZEALAND INSTITUTE OF SURVEYORS

REVISION	DESCRIPTION	DATE
A	ORIGINAL ISSUE	27/06/18
B	OPTION 4 ADDED	25/07/18
C	FOR RESOURCE CONSENT	09/09/18

Snoworld Proposed Car Park Layout

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PREPARED FOR: Snoworld Ltd

SCALE: 1:400 @ A3

DATUM & LEVEL: XXXXXXXXXXX
LEVEL IN TERMS OF XXXX
ORIGIN O/T XI DP XXXXX RL = XXX.XX

SURVEYED	DATE	CHECKED	DATE	DRAWING REFERENCE	REVISION
XX	XX/XX/XX	LW	09/08/18	V4074_E1	C
DRAWN	DATE	APPROVED	DATE	SHEET	
LW	09/08/18	LW	09/08/18	1	

Document Set ID: 6121658
Version: 1, Version Date: 24/05/2019



QUEENSTOWN LAKES DISTRICT COUNCIL

www.qldc.govt.nz

DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

NOTIFICATION UNDER s95A AND s95B AND DETERMINATION UNDER s104

OF THE RESOURCE MANAGEMENT ACT 1991

Applicant:	Project Rocker Limited
RM reference:	RM181090
Application:	Application under Section 88 of the Resource Management Act 1991 (RMA) for land use consent to construct a commercial building
Location:	2 Sir Tim Wallis Drive, Wanaka
Legal Description:	Lot 9 Deposited Plan 500684 held in Computer Freehold Register 766933
Operative District Plan Zoning:	Three Parks Special Zone (Business Main Street)
Proposed District Plan Zoning:	N/A
Activity Status:	**Non-Complying**
Date	**29 October 2018**

SUMMARY OF DECISIONS

1. Pursuant to sections 95A-95F of the Resource Management Act 1991 (**RMA**) the application will be processed on a **non-notified** basis given the findings of Section 3 of this report. This decision is made by Erin Stagg, Senior Planner, on 29 October 2018 under delegated authority pursuant to Section 34A of the RMA.

2. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 108 of the RMA. This consent can only be implemented if the conditions in Appendix 1 are complied with by the consent holder. The decision to grant consent was considered (including the full and complete records available in Council's electronic file and responses to any queries) by Erin Stagg, Senior Planner as delegate for the Council.

Document Set ID: 5904690
Version: 1, Version Date: 29/10/2018

1. SUMMARY OF PROPOSAL AND SITE DESCRIPTION

Consent is sought to construct a building to be used for a wholesale warehouse, showroom and offices within four separate tenancies. The applicant has confirmed that the main activity is the wholesaler business, which incorporates:

- Warehouse (ground floor)
- Showroom (ground floor)
- Office area of 251m^2 (first floor)
- Storage mezzanine (first floor)

Three other tenancies will be located within the building, comprising:

- 111.5m^2 office (ground floor)
- 114m^2 office (ground floor)
- 130m^2 office (first floor)

The applicant has confirmed that each office tenancy would have their own rubbish and recycling collection area within the kitchen, and rubbish is to put out on the kerbside on the specified collection day.

The applicant has provided a detailed description of the proposal, the site and locality and the relevant site history in Sections 1.0 – 4.0 of the report entitled *Assessment of Effects on the Environment For A Commercial Building At 2 Sir Tim Wallis Drive- Lot 9, Three Parks, Wanaka For Project Rocker Limited (Snoworld)*, dated September 2018, prepared by Jo Fyfe of John Edmonds and Associates, and submitted as part of the application (hereon referred to as the applicant's AEE and attached as Appendix 2). This description is considered accurate and is adopted for the purpose of this report.

2. ACTIVITY STATUS

The proposal requires consent for the following reasons:

OPERATIVE DISTRICT PLAN (ODP)

The subject site is zoned Three Parks Special Zone (Business Main Street) in the ODP and the proposed activity requires resource consent for the following reasons:

- A **restricted discretionary** activity pursuant to Rule 12.26.6.2(20) (Activity Table) for buildings, except those already approved by a Comprehensive Development Plan in the Business (Main Street) subzone, and a **controlled** activity in the Business subzone. Council's discretion is restricted and controlled to this matter.

- A **non-complying** activity resource consent pursuant to Rule 12.26.6.2(27) (Activity Table) for a commercial activity.

- A **controlled** activity resource consent pursuant to Rule 12.26.6.2(23) (Activity Table) for offices (not ancillary to a permitted activity) in the Business (Main Street) subzone. The application proposes four tenancies, three of which comprise of offices within the Business (Main Street) portion of the subject site. As the specific tenants are not yet known for these three tenancies it is unclear at this stage whether the offices will be ancillary to permitted uses.

- A **restricted discretionary** activity pursuant to Rule 12.26.6.3(3)(i) as the proposal breaches the performance standard in regard to setbacks from roads within the main street precinct. It is proposed to construct the building 1m from the corner of Sir Tim Wallis Drive and Ballantyne Road, which increases to 5.3m from the Sir Tim Wallis Drive boundary in the north eastern corner. Council's discretion is restricted to this matter.

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Version: 1, Version Date: 29/10/2018

- A **restricted discretionary** activity pursuant to Rule 12.26.6.3(8)(i) as the ground floor of the façade facing the main street achieves 61% glazing (54m² over 88m²) rather than the required 80%. Council's discretion is restricted to this matter.

- A **restricted discretionary** activity pursuant to Rule 12.26.6.3(8)(ii) as the proposal breaches the performance standard in regard to additional design standards for buildings within the Mainstreet precinct. The building facing the main street will not provide a continuous canopy projecting over the road boundary a minimum of 3.5m. Council's discretion is restricted to this matter.

- A **non-complying** activity resource consent pursuant to Rule 12.26.3.1(10) (Performance Standards) for an activity which is not in accordance with the Three Parks Structure Plan. The Three Parks Structure Plan identifies most of the subject site as being within the Business (Main Street subzone), however the approved ODP identifies the subject site as being within the 'Business' subzone. Therefore, the activity is not in accordance with the Structure Plan given that the site is technically no longer within the Main Street subzone.

- A **controlled** activity pursuant to Rule 18.2.4 for signage platforms at ground floor which comply with the size requirements. Ten signage platforms on the facia are proposed, all 0.4m high x 2.0m wide. These will serve both the ground floor and first floor tenancies as follows:

Tenancy	Ground Floor Area (GFA)	Number of Signage Platforms	Total Area of Signs	Percentage of GFA
Tenancy 1	762m²	2 (0.5m x 2.0m)	2m²	0.26%
Tenancy 2	114m²	4 (0.5m x 2.0m)	4m²	3.5%
Tenancy 3	111.5m²	3 (0.5m x 2.0m)	3m²	2.6%
Tenancy 4 (upstairs open plan office)	No Ground Floor Area	1 (0.5m x 2.0m)	1m²	N/A
Total GFA	987.5m²	10 (0.5m x 2.0m)	10m²	1%

- A **discretionary** activity pursuant to Rule 18.2.5 for Table 1 and Table 4 for one standalone way-finding signage platform (one sided) at the entrance to the site, 1.8m wide x 3.5m high (identified as the 'Building Directory' on the Landscape Plan).

- A **restricted discretionary** activity resource consent pursuant to Rule 14.2.2.3ii as the proposal breaches site standard 14.2.4.2(v) given that the site has a frontage of 19-60m with access to a collector road and two vehicle crossings serve the site. The two vehicle crossings are existing, having been approved by the Council off two different collector roads.

- A **restricted discretionary** activity resource consent pursuant to Rule 14.2.2.3ii as the proposal breaches site standard 14.2.4.1v relating to the size of parking spaces. Specifically, the proposed carparking spaces do not comply with the requirements in Appendix 7 for unfamiliar users.

PROPOSED DISTRICT PLAN - STAGE 1 DECISIONS

Council notified its decisions on Stage 1 of the Proposed District Plan (**Stage 1 Decisions Version 2018**) on 5 May 2018. The subject site is not included in Stage 1 of the PDP review and no consents are required.

PROPOSED DISTRICT PLAN - STAGE 2 NOTIFIED VERSION

Council notified Stage 2 of the Proposed District Plan (Stage 2 Notified Version 2017) on 23 November 2017. The subject site is not included in Stage 2 of the PDP review and no consents are required.

Overall, the application is considered to be a **non-complying** activity under the ODP.

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Version: 1, Version Date: 29/10/2018

2.2 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Based on the applicant's review of Council records, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply.

3. SECTION 95A – PUBLIC NOTIFICATION

Section 95A of the RMA requires a decision on whether or not to publicly notify an application. The following steps set out in this section, in the order given, are used to determine whether to publicly notify an application for a resource consent.

3.1 Step 1 – Mandatory public notification

The applicant has not requested public notification of the application (s95A(3)(a)).

Public Notification is not required as a result of a refusal by the applicant to provide further information or refusal of the commissioning of a report under section 92(2)(b) of the RMA (s95A(3)(b)).

The application does not involve exchange to recreation reserve land under section 15AA of the Reserves Act 1977 (s95A(3)(c)).

3.2 Step 2 – Public notification precluded

Public notification is not precluded by any rule or national environmental standard (s95A(5)(a)).

The proposal is not a controlled activity; or a restricted discretionary or discretionary subdivision or residential activity; or a restricted discretionary, discretionary or non-complying boundary activity as defined by section 87AAB; therefore, public notification is not precluded.

The proposal is not a prescribed activity (s95A(5)(b)(i-iv)).

Therefore, public notification is not precluded by Step 2.

3.3 Step 3 – If not precluded by Step 2, public notification is required in certain circumstances

Public notification is not specifically required under a rule or national environmental standard (s95A(8)(a)).

A consent authority must publicly notify an application if it decides, in accordance with s95D, that the proposed activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(8)(b)).

An assessment in this respect is therefore made in section 3.3.1 - 3.3.3 below:

3.3.1 Effects that must be disregarded (s95D(a)-(e))

A: Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).

B: An adverse effect of the activity if a rule or national environmental standard permits an activity with that effect (s95D(b), a permitted baseline assessment is undertaken (if applicable) in section 3.3.3 below)).

C: Trade competition and the effects of trade competition (s95D(d)).

3.3.2 Permitted Baseline (s95D(b))

The consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect. In this case permitted activities within the Three Parks (Business and Business (Main Street)) subzones include:

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Version: 1, Version Date: 29/10/2018

- The display and retailing of goods produced, processed, or stored on the site up to 20% of the net floor area (NFA) on the site used to produce, process, or store those goods, or 100m², whichever is the lesser
- Automotive and marine suppliers
- Building suppliers
- Catering equipment suppliers
- Garden and patio suppliers
- Hire services
- Industrial clothing and safety equipment suppliers
- Office furniture, equipment, and systems suppliers
- Second hand goods outlets
- Service stations, including ancillary retail
- Industrial activities
- Service activity
- Wholesaling
- Offices ancillary to any permitted use

Except that the construction of any buildings, besides those already approved by a Comprehensive Development Plan require resource consent as a restricted discretionary activity.

In this case, the above activities regarding the use of the site form a relevant permitted baseline that will be taken into consideration where applicable in the assessment below.

3.3.3 Assessment: Effects On The Environment

Taking into account sections 3.3.1 and 3.3.2 above, the following assessment determines whether the proposed activity will have, or is likely to have, adverse effects on the environment that are more than minor that will require public notification (s95A(8)(b)).

The relevant assessment matters are found in Sections 12.26.6.4i, 12.26.6.4ii, 12.26.6.4iv, 12.26.6.5i, 12.26.6.5ii, 12.26.6.6i, 14.3.2 and 18.3.1 of the Operative District Plan and have been considered in the assessment below.

The Assessment of Effects provided at section 7.0 of the applicant's AEE, is generally comprehensive and is considered accurate. It is therefore adopted for the purposes of this report with the following additional comments.

Built form and signage

The proposed building will have a varied setback, ranging from 1m to 5.3m with landscape planting proposed between the building and the footpath. Due to the deviation in the road and subsequent lot boundary angle it is considered that it would be difficult to construct a building to the edge of the road. Whilst the subject site is located adjacent to Sir Tim Wallis Drive, due to the road alignment it was excluded from the main street precinct in the approved Outline Development Plan and therefore it is agreed that the area on this side of the intersection will have a different character to that within the main street precinct. Whilst not constructed to the boundary of the main street, the building will maintain an interaction with the street frontage along Sir Tim Wallis Drive. The proposed building design was reviewed by the Council's Consultant Senior Urban Designer, Edward Jolly through pre-application meeting discussions. The proposed building design submitted with the application subsequently reflects the comments of Mr Jolly though that process.

Overall, although the building does not meet a number of the urban design provisions for the main street precinct, it is accepted that the subject site is effectively different in character from the main street precinct area to the north of the 'Road 21' intersection, and that to some degree the urban design provisions are not practical for this site. It is considered that the building and associated landscaping will have an adequately attractive frontage and will not significantly detract from the streetscape of Sir Tim Wallis Drive. Given the unique characteristics of the subject site within the zone and precinct, the adverse effects of the proposal in relation to built form are considered to be no more than minor.

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The signage platforms are proposed to be integrated into the architectural features of the building, except for the proposed free-standing design at the entrance to the site. A condition has been proposed and accepted by the applicant to ensure that the final design of any signs within the platforms are sympathetic to the surrounding environment and comply with the Three Parks design guidelines.

Overall, adverse effects arising from the proposed built form and signage will be less than minor.

Commercial and office activities

The proposed use in the main tenancy of the building comprises a warehouse (ground floor), showroom (ground floor), office area of 251m^2 (first floor) and a storage mezzanine (first floor), being part of a 'commercial activity' which is not specifically provided for within the sub-zone. The purpose of the subzone is outlined in 12.26.6.1:

*The **Business subzone** provides for light industrial activities, wholesaling, showrooms, trade-related retail, and those retail activities which are inappropriate in the Commercial Core or can locate in the Business subzone of the Three Parks Zone without detracting significantly from the Town Centre or the Commercial Core within the Three Parks Zone. The intention is to ensure that mainstreet retail aimed at the general public does not 'leak' into this area and undermine the Wanaka Town Centre or the Commercial Core and cause competition in the Business subzone between business uses and retail. Where the mainstreet precinct exists, activities and building types will be required to provide an attractive, active street frontage. Conversely, it is accepted that buildings and activities in the remainder of the business area will not necessarily always provide an attractive street frontage or be of such high quality design.*

Whilst the activity is commercial, it differs from a standard retail activity i.e. it is not a typical retail store selling goods and services generally found within a commercial centre. The applicant has advised that the showroom is part of the wholesale use and is generally utilised for showing customers (retailers) a small selection of the on-season products. Whilst the activity is not specifically anticipated within the zone, it is considered that it will not adversely affect the character of the Business zone which provides for a range of activities generally not found within a commercial core/retail environment i.e. light industrial activities, wholesaling, showrooms, trade-related retail.

The offices contained within the three other tenancies are not ancillary to a permitted use. The applicant has advised that at this stage the tenants are not yet known for these three tenancies. Given that the offices are proposed within the Mainstreet portion of the subject site they are provided for within the subzone. It is difficult to consider adverse effects given that the specific use is not yet known, however given the Business zoning it is considered that the adverse effects associated with the use of the building for office purposes will not result in adverse effects which are more than minor.

Overall, adverse effects associated with the use of the building for commercial and office activities will be less than minor.

Access and parking

The proposal has been assessed by the Council's Land Development Engineer, Cameron Jones. Mr Jones notes that many of the parking spaces do not comply with the requirements in Appendix 7 for unfamiliar users. However Mr Jones is satisfied that all parking spaces comply with the requirements in AS/NZS2890.1 (Parking facilities – Off-street car parking) for unfamiliar users, and therefore the parking design is appropriate in this instance. Conditions of consent relating to the parking areas have been proposed and accepted by the applicant.

The applicant has provided a Transportation Design Statement from Stantec, which makes the following comment regarding loading areas:

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"*Within a Business zone, the District Plan requires loading spaces on sites with office activities or activities of less than 1,500m2 GFA to be 6m length, 3m wide and 2.6m high. A dedicated loading space has not been proposed for the site because this will be an infrequent event, less than once per day, and will be managed to avoid times of peak demand within the car park. The main parking aisle provides sufficient width for a truck to stop and still allow a vehicle to pass. However, since the truck will represent a temporary obstruction to the adjacent car parks, it is suggested that these spaces are reserved for staff use*." Mr Jones accepts this assessment, and considers that the requirements for a loading zone can be adequately managed in this manner. A condition of consent has been proposed to ensure that conflicts do not arise when loading/unloading which has been accepted by the applicant.

The Stantec report also states that 12m of queuing space is provided, however, when a vehicle reverses from any of carparks 27 – 29, the available queuing space will reduce to approximately 5m. Given the infrequency of this occurring and the one-way access through the site, Mr Jones is satisfied that this will not result in any adverse traffic safety or efficiency effects.

The applicant proposes a one-way lane through the parking area from a vehicle crossing on Sir Tim Wallis Drive to the other on Ballantyne Road. Mr Jones is satisfied that the proposed vehicle crossing on Ballantyne Road complies with Council requirements for sight distances and minimum set-back from the Sir Tim Wallis Drive intersections.

Any adverse effects of the proposal relating to access and parking will be less than minor.

Earthworks

Earthworks required for the proposal will be minimal, being a site scrape to remove top-soil. Any adverse effects resulting from the proposed earthworks will be less than minor.

Services

The site was provided with services at the time of the underlying subdivision.

The applicant is proposing to construct an open-sided bike shelter near the southern boundary of the site, over an existing Council stormwater main. Council approval has been given for this, subject to a number of conditions, which the applicant has volunteered for this consent.

The applicant is proposing to plant two small trees within the road reserve and a hedge along the boundary and partially within the road reserve. As there is a Council stormwater main near these locations, the applicant is proposing to install root barriers in order to protect the Council main. Comments have been received from the Council's Parks department who do not have any concerns regarding the hedge within the road reserve, on the proviso that a covenant is registered against the lot's title to ensure that the lot owner maintains this hedge.

Overall, adverse effects in relation to servicing will be less than minor.

3.3.4 Decision: Effects On The Environment (s95A(8))

On the basis of the above assessment, overall the proposed activity will not have adverse effects on the environment that are more than minor. Therefore, public notification is not required under Step 3.

3.4 Step 4 – Public Notification in Special Circumstances

There are no special circumstances in relation to this application.

4. LIMITED NOTIFICATION (s95B)

Section 95B(1) requires a decision on whether there are any affected persons (under s95E). The following steps set out in this section, in the order given, are used to determine whether to give limited notification of an application for a resource consent, if the application is not publicly notified under section 95A.

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4.1 Step 1: certain affected groups and affected persons must be notified

Limited notification is not required under Step 1 as the proposal does not affect customary rights groups, customary marine title groups nor is it on, adjacent to or may affect land subject to a statutory acknowledgement (s95B(2)-(4)).

4.2 Step 2: if not required by Step 1, limited notification precluded in certain circumstances

Limited notification is not precluded under Step 2 as the proposal is not subject to a rule in the District Plan or is not subject to a NES that precludes notification (s95B(6)(a)).

Limited notification is not precluded under Step 2 as the proposal is not a controlled activity or is not a prescribed activity (s95B(6)(b)).

4.3 Step 3: if not precluded by step 2, certain other affected persons must be notified

If limited notification is not precluded by step 2, a consent authority must determine, in accordance with section 95E, whether the following are affected persons:

Boundary activity / Prescribed activity

The proposal is not a boundary activity where the owner of an infringed boundary has provided their approval, and it is not a prescribed activity (s95B(7)).

Any other activity

If not a boundary activity or prescribed activity, the proposed activity falls into the 'any other activity' category (s95B(8), and the effects of the proposed activity are to be assessed in accordance with section 95E (see the assessment below in section 4.3.3).

4.3.1 Assessment Of Effects On Persons (s95E)

Effects That May Be Disregarded

4.3.2 Permitted Baseline (s95E(2)(a))

The consent authority **may** disregard an adverse effect of the activity on a person if a rule or national environmental standard permits an activity with that effect. In this case the permitted baseline is found within section 3.3.2 above.

4.3.3 Assessment: Effects on Persons

Taking into account the exclusions in section 95E(2) and (3) and 3.3.2 (Permitted Baseline) above, the following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor:

The location of the subject site is identified below:

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Image 1: Location of subject site

As discussed above, the land surrounding the subject site is generally within the Three Parks Special zone (Business Subzone) which generally allows for a range of "*light industrial activities, wholesaling, showrooms, trade-related retail, and those retail activities which are inappropriate in the Commercial Core or can locate in the Business subzone of the Three Parks Zone without detracting significantly from the Town Centre or the Commercial Core within the Three Parks Zone"* (12.26.6.1 Purpose).

The land on the opposite side of Ballantyne Road is zoned as 'Industrial A' and therefore allows for similar uses as those of the Business sub-zone, being industrial in nature.

Given the scale and nature of the proposed activity, whilst not specifically provided for within the zone, is not anticipated to result in adverse effects on persons that are minor or more than minor. The activity is not considered to result in any reverse sensitivity effects given that it is an activity that can fit in with the surrounding industrial/light industrial activities.

Adverse effects on persons are considered to be less than minor.

4.3.4 Decision: Effects on Persons (s95B(1))

In terms of section 95E of the RMA, no person is considered to be adversely affected.

4.4 Step 4 – Further Limited Notification in Special Circumstances (s95B(10))

Special circumstances do not apply that require limited notification.

5. OVERALL NOTIFICATION DETERMINATION

In reliance on the assessment undertaken in sections 3 and 4 above, the application is to be processed on a non-notified basis.

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6. S104 ASSESSMENT

6.1 EFFECTS ON THE ENVIRONMENT (s104(1)(a))

Actual and potential effects on the environment have been outlined in section 3 and 4 of this report. Conditions of consent can be imposed under s108 of the RMA as required to avoid, remedy or mitigate adverse effects.

6.2 RELEVANT DISTRICT PLAN PROVISIONS (s104(1)(b)(vi))

The assessment of objectives and policies provided at section 8.0 of the applicant's AEE, is comprehensive and is considered accurate. It is therefore adopted for the purposes of this report. The proposal is considered to be consistent with and not contrary to the objectives and policies of the Operative District Plan. There are no relevant objectives and policies in the Proposed District Plan.

6.3 PARTICULAR RESTRICTIONS FOR NON-COMPLYING ACTIVITIES (s104(D))

With respect to the assessment above, the first gateway test for a non-complying activity required under section 104D(1)(a) has been met in that the application will not have an adverse effect on the environment which is more than minor.

With respect to the second gateway test under section 104D(1)(b), the application is considered to be not contrary to the relevant policies and objectives of the Operative District Plan or the Proposed District Plan.

Accordingly, as the application has passed both of the gateway tests in s104D, consent can be granted for this non-complying activity.

6.4 PRECEDENT

In this instance, given that this is one of the first buildings proposed within the Three Parks zone there is potential for a precedent to be set. The proposal is not unusual in nature, but it will infringe a number of the design controls for the precinct. Due to the location and deviation in the road and subsequent lot boundary angle it is considered that it would be difficult to construct a building to the edge of the road. Whilst the subject site is located adjacent to Sir Tim Wallis Drive, due to the road alignment it was excluded from the main street precinct in the approved Outline Development Plan and therefore it is agreed that the area on this side of the intersection will have a different character to that within the main street precinct. The applicant has proposed glazing on the frontage of the building and landscaping to help create an attractive edge to the development.

In this case, given the location of the subject site and the scale and nature of the proposed building and landscaping, it is considered that granting consent will not result in a precedent.

6.5 PART 2 OF THE RMA

The application as proposed is considered to be consistent with the purpose and principals set out in Part 2 of the RMA, being the sustainable management of natural and physical resources, whilst also protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment. The proposal is considered to be an efficient use of a physical and natural resource whilst minimising adverse effects on the environment. Overall, it is considered the proposal will promote the purpose of the Act.

6.6 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA

Consent is **granted** to construct a commercial building subject to the conditions outlined in *Appendix 1* of this decision report imposed pursuant to Section 108 of the RMA.

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7.0 DEVELOPMENT CONTRIBUTIONS AND ADMINISTRATIVE MATTERS

Local Government Act 2002: Development Contributions

In granting this resource consent, pursuant to the Local Government Act 2002 and the Council's Policy on Development Contributions the Council has identified that a Development Contribution is required. Payment will be due prior to commencement of the consent, except where a Building Consent is required when payment shall be due prior to the issue of the code of compliance certificate.

Please contact the Council if you require a Development Contribution Estimate.

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or if all conditions have been met.

This resource consent is not a building consent granted under the Building Act 2004. A building consent must be obtained before construction can begin.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of section 125 of the RMA.

If you have any enquiries please contact Sarah Gathercole on phone (03) 441 0465 or email sarah.gathercole@qldc.govt.nz.

Report prepared by



Sarah Gathercole
SENIOR PLANNER

Decision made by



Erin Stagg
SENIOR PLANNER

APPENDIX 1 – Consent Conditions
APPENDIX 2 – Applicant's AEE

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APPENDIX 1 – CONSENT CONDITIONS

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:

   - 'Site Plan' Sheet No. C06, by Tuatara Structures and dated 09 August 2018.
   - 'Floor Plan' Sheet No. C07, by Tuatara Structures and dated 09 August 2018.
   - 'First Floor' Sheet No. C08, by Tuatara Structures and dated 09 August 2018.
   - 'SE & NW Elevations' Sheet No. C09, by Tuatara Structures and dated 09 August 2018.
   - 'SW, NE & Section Elevations' Sheet No. C10, by Tuatara Structures and dated 09 August 2018.
   - 'Overhead View' Sheet No. C11, by Tuatara Structures and dated 09 August 2018.
   - 'Office Callout' Sheet No. C12, by Tuatara Structures and dated 09 August 2018.
   - 'Snoworld Proposed Carpark Layout' Sheet No. 1, Revision C, by Southern Land and dated 09 August 2018.
   - 'Snoworld Building' (Landscape Plan), Drawing No. L 1.0, Revision A, by Rough & Milne Landscape Architects and dated 14 September 2018.

   stamped as approved on 29 October 2018

   and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991.

4. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent.

   Note: The current standards are available on Council's website via the following link: *http://www.qldc.govt.nz*

5. No part of the building shall be used as a residential unit.

6. All loading shall be undertaken on site. Car parking spaces 16 – 21 shall be allocated to staff of the wholesaler use only, to minimise any conflicts with loading trucks.

Landscaping

7. The approved landscaping plan shall be implemented following construction of the building, and the plants shall thereafter be maintained and irrigated in accordance with that plan. If any plant or tree should die or become diseased it shall be replaced within the next available planting season.

Signs

8. Prior to the erection of any sign within a signage platform (including for the free-standing sign) the consent holder/tenant to which the signage relates, shall provide plans and specifications of proposed signs to Council for certification. Signs shall comply with all of the following objectives:

   a) All signs to be erected shall be located within the identified sign platforms within the locations illustrated on the approved plans.

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b) All signs shall be dominated by colours that have a light reflectance value of between 5% and 36%, containing content and colours which comply with the Three Parks Design Guidelines.

c) All signs shall be of simple text and logo forms only.

d) The signs shall not include any internal illumination.

Any sign within a signage platform may alter the shape to the extent that the area of the signage platform is not exceeded.

Noise

9. The consent holder shall ensure that activities conducted on the premises shall not exceed the following noise levels (adjusted for special audible characteristics in accordance with NZS 6802:1991) when measured at any point within the boundary of any other site within the Three Parks Special zone (Business Subzone):

- day time (0800 – 2000 hrs) 60dBA L_{10}
- night time (2000 – 0800 hrs) 50 dBA L_{10} and 70 dBA L_{max}

Noise levels shall be measured and assessed in accordance with NZS 6801:1991 and NZS 6802:1991 and shall take into account special audible characteristics.

To be completed prior to the commencement of any works on-site

10. Prior to commencing any work on the site, the condition of the Council stormwater main which runs through the site shall be checked by Closed Circuit Television (CCTV) survey, by a suitably qualified and experienced professional, at the applicant's cost. The results of the CCTV survey (in DVD format), including a full CCTV inspection report outlining pipe condition and distances to any features of note (such as laterals, pipe damage, sediment build-up), shall be forwarded to Council for review and the pipe condition approved as acceptable by Council, prior to any works commencing on-site. The consent holder shall be responsible for rectifying any damage caused to the stormwater pipe following the CCTV survey as a result of works undertaken on-site.

11. Prior to commencing works on-site, the location and depth of Council's stormwater reticulation within Lot 9 DP 500684 #2 Sir Tim Wallis Drive, Wanaka, shall be accurately established. Veolia Water (Council's Maintenance Contractor) shall be given at least 48 hours' notices to enable inspection and acceptance of these mains and proposed footing locations prior to further works being undertaken. [Note: No mains shut downs or other works shall be carried out on Council's infrastructure without specific authorisation from Veolia Water (Phone 03 443 1396/03 450 9240)]

12. Prior to commencing works on site, the consent holder shall obtain and implement a traffic management plan approved by Council if any parking, traffic or safe movement of pedestrians will be disrupted, inconvenienced or delayed, and/or if temporary safety barriers are to be installed within or adjacent to Council's road reserve.

To be monitored throughout the works

13. The permanent ground cover over the existing stormwater main shall comply with the requirements of the Queenstown Lake District Council Land Development and Subdivision Code of Practice.

14. The bicycle rack foundations and all works required over the Council stormwater main shall be undertaken in accordance with Council accepted Drawings (stamped as accepted on 5 October 2018).

To be completed when works finish and before occupation of building

15. Prior to the occupation of the building, the consent holder shall complete the following:

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a) The construction and sealing of all vehicle manoeuvring and car parking areas to Council's standards. Parking spaces shall be clearly and permanently marked out, including a minimum of one mobility parking space. Provision shall be made for stormwater disposal.

b) The provision of a sealed vehicle crossing that shall be constructed in the southern corner of the site to the development to Council's standards.

c) All planting adjacent to Council's stormwater assets shall be undertaken in accordance with Appendix I of QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent. This shall include provision of root barriers to protect Council's stormwater assets. This shall include provision of root barriers to protect the footpath along Ballantyne Road and Sir Tim Wallis Drive.

d) The stormwater main through the site shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual following construction of the bicycle rack and parking area to confirm if any damage has resulted from the construction. The consent holder shall be responsible for rectifying any damage caused to the stormwater pipes as a result of works undertaken on-site.

e) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

f) All earthworked areas shall be top-soiled and revegetated or otherwise permanently stabilised.

16. Prior to the commencement of any building works within the stormwater easement in gross shown as L on DP 500684 on the site the consent holder shall vary the terms and conditions of Easement Instrument 10934085.9 as it relates to the stormwater easement in gross shown as L on DP 500684 to show that:

a) Council has given consent for the registered owner of Lot 9 DP 500684 to place a structure as agreed to by RM181090 over the existing stormwater easement; and

b) The registered owner:

(i) Agrees that the Queenstown Lakes District Council shall have no liability to the registered owner for any claims or damage caused by the presence, maintenance, replacement or upgrade of the stormwater infrastructure, including use of the easement land by maintenance vehicles and construction machinery; and
(ii) Indemnifies the Queenstown Lakes District Council against any claims or damage to or by third parties caused by the presence of the structure over the existing stormwater easement.
(iii) Agrees to pay for any costs over and above regular (drains not covered by buildings) costs incurred during maintenance of the stormwater main that result from the structure being located over the stormwater main.
(iv) The consent holder shall be responsible for costs associated with and rectifying any damage caused to the stormwater main as a result of works undertaken on-site.

The final wording of the easement variation instrument shall be provided to the Queenstown Lakes District Council's Subdivision Planner for certification prior to registration on the Computer Freehold Register for the site. A copy of the updated Computer Freehold Register showing registration of the approved easement variation document shall then be provided to the Manager – Resource Management Engineering following registration.

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If after using best endeavours to do so the consent holder is unable to obtain the consent of all affected landowners to the variation of stormwater easement L on DP 500684 noted above, then the consent holder shall register an encumbrance instrument or land covenant in gross (at the election of Council) to record the above provisions. The final wording of the encumbrance instrument/land covenant in gross shall be provided to the Queenstown Lakes District Council's Subdivision Planner for certification prior to registration on the Computer Freehold Register for the site. A copy of the updated Computer Freehold Register showing registration of the approved encumbrance instrument/land covenant in gross shall then be provided to the Manager – Resource Management Engineering following registration.

Ongoing Conditions/Covenants

17. Prior to occupation of the building, the consent holder shall register a covenant pursuant to Section 108(2)(d) of the Resource Management Act 1991 on the Computer Freehold Register for Lot 9 DP 500684 providing for the performance of the following conditions on an ongoing basis:

    a) The owner of the lot shall ensure that the hedge along the northern and western boundaries of the site is kept tidy and with a height less than 900mm at all times, including those sections of the hedge within the road reserve.

    b) The owner of the lot shall ensure that the two trees planted in the road reserve of Ballantyne Road as part of the works for RM181090 are maintained at all times, in accordance with Council standards and the requirements of the owner of the overhead power cables on Ballantyne Road.

    Prior to registration of the covenant, Council's solicitors shall confirm the wording is acceptable at the consent holder's expense.

Review

18. Within ten working days of each anniversary of the date of this decision the Council may, in accordance with Sections 128 and 129 of the Resource Management Act 1991, serve notice on the consent holder of its intention to review the conditions of this resource consent for any of the following purposes:

    a) To deal with any adverse effects on the environment relating to potential tenants, specifically activities within the tenancies and associated car parking that may arise from the exercise of the consent which were not foreseen at the time the application was considered and which it is appropriate to deal with at a later stage.

    b) To deal with any adverse effects on the environment which may arise from the exercise of the consent and which could not be properly assessed at the time the application was considered.

    c) To avoid, remedy and mitigate any adverse effects on the environment which may arise from the exercise of the consent and which have been caused by a change in circumstances or which may be more appropriately addressed as a result of a change in circumstances, such that the conditions of this resource consent are no longer appropriate in terms of the purpose of the Resource Management Act 1991.

Advice Notes

1. This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information please contact the DCN Officer at QLDC.

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2. *The fire hydrants installed in the roads around the site were designed for a maximum fire water rating of FW4. The proposed use of the buildings is associated with a fire hazard category of FH3. According to SNZ PAS 4509:2008, this allows a maximum firecell size of 399m2. Any buildings on the lots should either be fitted with a sprinkler system and/or be designed with an appropriate firecell size to meet the requirements of SNZ PAS 4509:2008 for the relevant water supply classification prior to the occupation of any buildings.*

3. *No further signs, such as window signs or sandwich boards, are permitted by this resource consent.*

4. *This site may contain archaeological material. Under the Heritage New Zealand Pouhere Taonga Act 2014, the permission of the Heritage New Zealand Pouhere Taonga must be sought prior to the modification, damage or destruction of any archaeological site, whether the site is unrecorded or has been previously recorded. An archaeological site is described in the Act as a place associated with pre-1900 human activity, which may provide evidence relating to the history of New Zealand. These provisions apply regardless of whether a resource consent or building consent has been granted by Council. Should archaeological material be discovered during site works, any work affecting the material must cease and the Heritage New Zealand Pouhere Taonga must be contacted (Dunedin office phone 03 477 9871).*

5. *Thirty one (31) carparking spaces are proposed within this consent for the landuse activity, being a warehousing and offices. If the activities within any of the tenancies change, additional carparking and/or additional resource consents may be required to address any carparking shortfall under the provisions of the District Plan.*

For Your Information

If your decision requires monitoring, we will be sending an invoice in due course for the deposit referred to in your consent condition. To assist with compliance of your resource consent and to avoid your monitoring deposit being used before your development starts, please complete the "Notice of Works Starting Form" and email to the Monitoring Planner at RCMonitoring@qldc.govt.nz prior to works commencing.

You may also have conditions that require you to apply for Engineering Acceptance. To apply for Engineering Acceptance, please complete the Engineering Acceptance Application form and submit this completed form and an electronic set of documents to engineeringacceptance@qldc.govt.nz with our monitoring planner added to the email at RCMonitoring@qldc.govt.nz.

If your decision requires a development contribution (DC) charge, we will be sending a notice in due course. To answer questions such as what is a DC charge, when a DC charge is triggered and timing of payments, please refer to this link. http://www.qldc.govt.nz/planning/development-contributions/ If you wish to make a DC estimate calculation yourself, please use this link: http://www.qldc.govt.nz/planning/development-contributions/development-contributions-estimate-calculator/ And for full details on current and past policies, please use this link: http://www.qldc.govt.nz/council-online/council-documents/policies/policy-on-development-contributions-and-financial-contributions/

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APPENDIX 2 – APPLIANT'S AEE

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Assessment of Effects on the Environment

For A Commercial Building

At 2 Sir Tim Wallis Drive- Lot 9, Three Parks, Wanaka

For Project Rocker Limited (Snoworld)

September 2018

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Appendix 7 Approval from Council's Parks and Reserves team

1.0 INTRODUCTION

This Assessment of Effects on the Environment report (AEE), inclusive of appendices, has been prepared in accordance with Schedule 4 of the Resource Management Act (RMA). Together these documents provide:

- A description of the application site and surrounding environment;
- A description of the proposal;
- Identification and assessment of relevant RMA statutory provisions; and
- A conclusion.

The applicant seeks consent to construct a commercial building incorporating a wholesale warehouse for sporting goods, a small ancillary showroom, and offices at 2 Sir Tim Wallis Drive, Three Parks, Wanaka. The subject site is shown in yellow in Figure 1 below.

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Figure 1- Approximate Outline of Subject Site, and Surrounding Area

Overall, it is considered that the proposal will result in a less than minor effect upon the adjoining properties and is consistent with the strategic direction provided for in both the operative and proposed District Plan. As such, it is considered that the application can be approved on a non-notified basis.

2.0 SITE DESCRIPTION AND SURROUNDS

The subject site is legally described as Lot 9 Deposited Plan 500684. A copy of the Computer Freehold Register (CFR), and relevant consent notice and easement documents are attached in **Appendix 1**.

There is consent notice (10934085.8) and easement (10934085.9) of relevance to this application registered on the CFR. The relevant conditions on these instruments include:

a) Stormwater disposal system design and implementation;

b) Right to drain water over easement 'L' in favour of QLDC;

This easement was originally to provide for an overland flow path, however since the easement was created, the overland flow was piped down this easement as approved by the Council, including approval of the as-built.

All of these conditions are being complied with. The stormwater disposal design is underway by Meyer Cruden Engineering, and will be provided with the building consent application. The stormwater easement contains an underground pipe, and car parking is proposed within the easement. This surface will be designed and formed to allow for unimpeded overland flow down this easement, when necessary. These details will be provided with the building consent. Furthermore, the surfacing for the car park within this easement will ensure protection of the pipe beneath through design and bridging of the pipe if necessary. Details of this protection can be provided by way of condition once details are known.

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The site is 2,345m^2 in size, and is currently vacant. There is a slight slope down to the road boundaries from the rear.

There is a building restriction covering the majority of the site which relates to the decommissioned effluent ponds to the south east of the site, as shown below. This building restriction is now void as the ponds are no longer in use and the area has been redeveloped. There is no consent notice relating to the building restriction that needs to be varied as part of this application.

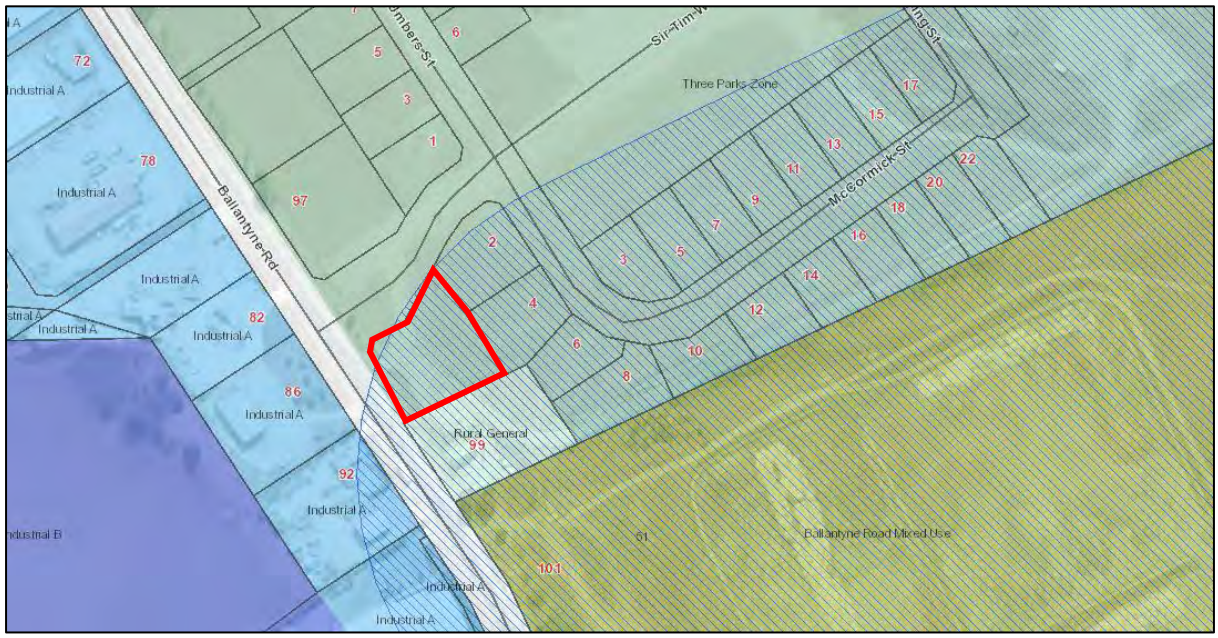


Figure 2- QLDC Operative District Plan Map Showing Building Restriction (blue hatch)

The Council's Hazards Register identifies a liquefaction hazard risk of 'nil to low' over the subject site.

3.0 SITE HISTORY

Resource consent RM140354 was granted in December 2015 for the Outline Development Plan (ODP) for the Three Parks area. It is noted the underlying Three Parks Structure Plan identified the north-western part of the site as being within the 'Business (Main Street)', and the south-eastern part of the site as 'Business', whereas the ODP shows the site as being within the 'Business' subzone (see figures 3 and 4 below).

Resource consent RM160074 was granted March 2016 for the subdivision of the first stage of Three Parks, creating Sir Tim Wallis Drive, accessed off Ballantyne Road. This subdivision created the subject site- Lot 9. Titles have been recently issued for this subdivision.

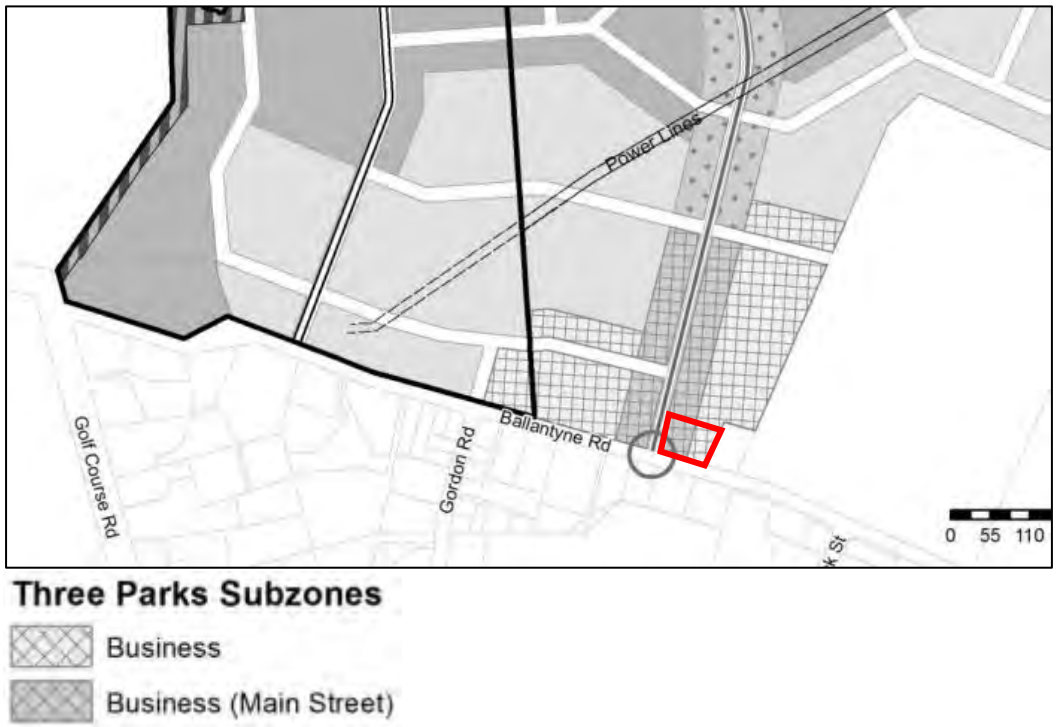


Figure 3- Three Parks Structure Plan and legend. The subject site is outlined in red, although it is noted the main street (Sir Tim Wallis Drive) was realigned in the ODP and subdivision.



Figure 4- Approved ODP Plan. The subject site is outlined in red.

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4.0 DESCRIPTION OF THE PROPOSAL

Activity

A commercial building is proposed on this corner site, with a Gross Floor Area of 1,542.5m^2, which incorporates the following:

Ground Floor:

Activity	Floor Area
Offices	225.5m^2
Wholesale Warehouse	700m^2
Wholesale Showroom	62m^2
Total Ground Floor Area	987.5m^2

First Floor:

Activity	Floor Area
Offices	380m^2
Wholesale Mezzanine Storage	175m^2
Total First Floor Area	555m^2

It is noted all the offices are within the Business (Mainstreet) part of the site.

Building:

The building has been sensitively designed to respond to the prominent corner site and incorporates external cladding of a mix of cedar, alpine tray and dark steel. All external materials are recessive in colour. To mitigate sunstrike into the offices, a solid facia overhang has been incorporated above the ground floor tenancies. At first floor, sun louvres are incorporated into the design.



Figure 5- Artist impression of building from the south-western corner. Note the landscape treatment shown in the foreground is not reflective of actual design.

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Landscape Treatment:

A landscape plan has been designed to soften the warehouse component of the building in which windows are not necessary or efficient, and to integrate the corner building into the street scene. There is a large berm on both sides of the frontage, which has been incorporated into the design to create an integrated response to the corner. Two street trees were approved on the subdivision plan when the site was created, however these were never planted. A more appropriate location has been identified for these trees and will be planted and maintained by the owner of the site.

Transport:

Two vehicle crossings have been approved through the subdivision and engineering approval for this site. No changes are proposed to these crossings.

Car Parking:

Based on 1,542.5m^2 gross floor area, 31 spaces are required for 1 space / 50m^2. 31 spaces are provided.

Bicycle Provision:

- Service activity (warehouse) requirement: 1 cycle space / 10 workers = 2 spaces required.
- Offices:
  - 2 cycle spaces required / 500m^2 GFA, and 1 space / 500m^2 GFA thereafter = 3 spaces required
  - 1 space / 10 workers = 4 spaces required
  - Offices total: 7 spaces required.

Overall, 18 covered, secure cycle spaces will be provided. 9 spaces at the Sir Tim Wallis Drive entrance to the building, and 9 spaces at the Ballantyne entrance to the building.

Infrastructure:

Services were provided to the boundary of the site during the recent underlying subdivision. These will be extended into the site to service the proposed development. On-site stormwater disposal via soak pit is required as part of the consent notice. These details will be designed for building consent.

Earthworks:

The site will be scraped to enable the development. All earthworks will be less than 100m^3 and will comply with the permitted activities provisions of Chapter 22 of the Operative District Plan.

5.0 DISTRICT PLAN PROVISIONS

5.1 Operative District Plan (ODP)

The site is zoned Three Parks Special Zone under the ODP. In the structure plan the site is zoned Business, with the western part facing Sir Tim Wallis Drive, being Business (Main Street). The proposed activity requires consent for the following:

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1. Buildings:
   A restricted discretionary activity resource consent pursuant to Rule 12.26.6.2(20) (Activity Table) for buildings, except those already approved by a Comprehensive Development Plan in the Business (Main Street) subzone, and a controlled activity in the Business subzone. Council's discretion is restricted and controlled to this matter.

2. Commercial Activity:
   A non-complying activity resource consent pursuant to Rule 12.26.6.2(27) (Activity Table) for a commercial activity. The proposal involves a 62m^2 showroom at ground floor (defined as 'Commercial Activity), connected to the warehouse wholesale use behind. The other activities proposed (office, wholesaler) are permitted.

3. Building Setback from Roads:
   A restricted discretionary activity pursuant to Rule 12.26.6.3(3)(i) as the proposal breaches the performance standard in regard to setbacks from roads within the main street precinct. It is proposed to construct the building 1m from the corner of Sir Tim Wallis Drive and Ballantyne Road, which increases to 5.3m from the Sir Tim Wallis Drive boundary in the north eastern corner. Council's discretion is restricted to this matter.

4. Ground Floor Glazing:

   A restricted discretionary activity pursuant to Rule 12.26.6.3(8)(i) as the ground floor of the façade facing the main street achieves 61% glazing (54m^2 over 88m^2) rather than the required 80%. Council's discretion is restricted to this matter.

5. Continuous Canopy:
   A restricted discretionary activity pursuant to Rule 12.26.6.3(8)(ii) as the proposal breaches the performance standard in regard to additional design standards for buildings within the Mainstreet precinct. The building facing the main street will not provide a continuous canopy projecting over the road boundary a minimum of 3.5m. Council's discretion is restricted to this matter.

6. Structure Plan:
   A non-complying activity resource consent pursuant to Rule 12.26.3.1(10) Performance Standards) for an activity which is not in accordance with the Three Parks Structure Plan. The Three Parks Structure Plan identifies most of the subject site as being within the Business (Main Street subzone), however the approved ODP identifies the subject site as being within the 'Business' subzone. Therefore, the activity is not in accordance with the Structure Plan given that the site is technically no longer within the Main Street subzone. This is a technical breach only.

7. Signage:
   a) A controlled activity pursuant to Rule 18.2.4 for signage platforms at ground floor which comply with the size requirements. Ten signage platforms on the facia are proposed, all 0.4m high x 2.0m wide. These will serve both the ground floor and first floor tenancies. For the avoidance of doubt:

Tenancy	Ground Floor Area (GFA)	Number of Signage Platforms	Total Area of Signs	Percentage of GFA
Total GFA	987.5m^2	10 (0.5m x 2.0m)	10m^2	1%
Tenancy 1	762m^2	2 (0.5m x 2.0m)	2m^2	0.26%
Tenancy 2	114m^2	4 (0.5m x 2.0m)	4m^2	3.5%

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Tenancy 3	111.5m^2	3 (0.5m x 2.0m)	3m^2	2.6%
Tenancy 4 (upstairs open plan office)	No Ground Floor Area	1 (0.5m x 2.0m)	1m^2	N/A

b) A discretionary activity pursuant to Rule 18.2.5 for Table 1 and Table 4 for one standalone way-finding signage platform (one sided) at the entrance to the site, 1.8m wide x 3.5m high to advise visitors in their cars where to enter the building for each tenant.

Transport:

8. Number of Vehicle Crossings
A restricted discretionary activity resource consent pursuant to Rule 14.2.4.2(v) as the site has a frontage of 19-60m with access to a collector road and two vehicle crossings serve the site. This is a technical breach only, as the two vehicle crossings are existing, having been approved by the Council, and are accessed off two different collector roads. Furthermore, the operation of the crossings is a one-way system.

It is noted provision 14.2.4.1(xiii)(b) does not identify Three Parks as being one of the zones that requires a loading bay. As such this is not addressed, however there is space within the site for efficient loading without disrupting the parking layout.

5.2 Proposed District Plan (PDP)

On the 5th May decisions on Stage 1 of the PDP were released. Stage 2 was notified on 12th April 2018. There are no rules with immediate legal effect that are triggered by the proposal.

5.3 Activity Status and Assessment Matters

Overall, the development is a non-complying activity.

Section 104 and 104B and 104D of the Resource Management Act (RMA) set out the relevant assessment matters for resource consent applications carrying the non-complying activity status.

104 Consideration of applications

(1) When considering an application for a resource consent and any submissions received, the consent authority must, subject to Part 2, have regard to–

a) any actual or potential effects on the environment of allowing the activity; and

b) any relevant provisions of—

(i) a national environmental standard:

(ii) other regulations:

(iii) a national policy statement:

(iv) a New Zealand coastal policy statement:

(v) a regional policy statement or proposed regional policy statement:

(vi) a plan or proposed plan; and

c) any other matter the consent authority considers relevant and reasonably necessary to determine the application

104B Determination of applications for discretionary or non-complying activities

After considering an application for a resource consent for a discretionary activity or non-complying activity, a consent authority –

(a) may grant or refuse the application; and

(b) if it grants the application, may impose conditions under section 108.

104D Particular restrictions for non-complying activities

(1) Despite any decision made for the purpose of section 95A(2)(a) in relation to adverse effects, a consent authority may grant a resource consent for a non-complying activity only if it is satisfied that either—

(a) the adverse effects of the activity on the environment (other than any effect to which section 104(3)(a)(ii)applies) will be minor; or

(b) the application is for an activity that will not be contrary to the objectives and policies of—

(i) the relevant plan, if there is a plan but no proposed plan in respect of the activity; or

(ii) the relevant proposed plan, if there is a proposed plan but no relevant plan in respect of the activity; or

(iii) both the relevant plan and the relevant proposed plan, if there is both a plan and a proposed plan in respect of the activity.

(2) To avoid doubt, section 104(2) applies to the determination of an application for a non-complying activity.

6.0 PERMITTED BASELINE

The permitted baseline provides a clear baseline from which any effect beyond this can be assessed. In this instance, the following is relevant as permitted activities:

- Buildings approved by a Comprehensive Development Plan (CDP) used for:
  - Display and retailing of goods produced, processed or stored on the site up to 20% of the net floor area
  - Offices
  - Automotive and marine suppliers
  - Building suppliers
  - Catering equipment suppliers garden and patio suppliers

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- Hire services
- Industrial clothing and safety equipment suppliers
- Office furniture, equipment, and systems suppliers
- Second hand goods outlets
- Service stations, including ancillary retail
- Industrial activities
- Service activity
- Wholesaling
- Offices ancillary to any permitted use
- Food and beverage outlet

- Earthworks not exceeding 100m^3 per site, and 200m^2 where the average depth is greater than 0.5m.

In this case there is no CDP, only an ODP, in which no specific buildings are approved, and therefore all buildings require resource consent. As such, there is no appropriate permitted baseline with regards to a building, however the use of the offices and wholesaling activity provide a permitted baseline for activity.

7.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

7.1 Buildings

For the assessment matters relating to buildings and breaches of design standards in the Mainstreet precinct, and setback from roads can be found in 12.26.6.4(ii), 12.26.6.5(ii) and 12.26.6.5(v). These relevant matters are below:

In considering whether or not to impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

(a) External appearance (including the colour of the building and, in particular, the extent of corporate colours used, lighting, signage and the provision of signage platforms), to avoid or mitigate adverse effects on:

(i) street scene;

(ii) adjoining or surrounding buildings, particularly those in residential subzones

(iii) privacy of adjoining residential properties

(iv) The visual approach into Wanaka, along Ballantyne Road.

(b) Whether the landscaping will be effective at substantially improving the visual appearance of the site and buildings and mitigating adverse effects of outdoor storage and carparking areas, taking account of:

(i) The nature of planting or materials to be used,

(ii) The ease of maintenance, and

(iii) The size of the plants and/ or the time it will take for the plants to mature.

(c) Whether and to what extent initiatives are proposed, which help reduce private car use and encourage alternative modes of transport (i.e. Demand Management). The Council would normally expect the following to have been provided:

(i) Cycle and motorcycle parking in a manner which encourages people to travel by these modes. Depending on the development, mobility scooter parking may also be appropriate.

(ii) Shower and locker facilities for work places, so employees who choose to walk, run, cycle to work can shower and store clothing.

(iii) Effective lighting and signage aimed at assisting someone entering the site or building by foot or bike.

The building provides an exemplar design on a corner site through the size, bulk, use of materials, and landscape design fronting the building, and interconnecting the building to the street frontage. The site is the first to see on the visual approach to Wanaka along Ballantyne Road, and the building responds to this opportunity on the prominent corner, whilst at the same time providing for recessive building materials and colours. The building is one of the first buildings proposed at Three Parks and is designed to complement many different forms of buildings that may result in the surrounding area. The design introduces a modern aspect, however is in a form and materials that is timeless. Whilst a 'business' building, it does not reflect the commercial nature, and as such has achieved a well-designed building in this context that can be utilised for different activities in the future, if necessary.

There are no residential properties in the vicinity, and as such privacy is not a consideration. There is no proposed use of corporate colours, and the signage platforms are sensitively sized and located on the facia of the ground floor.

The landscape treatment has been designed by a well-respected landscape architect- Hannah Ayres of Rough and Milne, which creates an additional attractive element when viewing the site from the outside. The design softens the existence of a commercial building on the corner and connects the site with the street frontage through the use of plants and walkways. The landscape plan identifies pedestrian connections between the internal pathway and the public footpath all around the building, ensuring there is thorough connection for pedestrians and cyclists around the entire corner. There are two street trees (Elms) approved in the underlying subdivision that were never planted on the corner. The applicant proposes to plant these trees along Ballantyne Road in more appropriate areas where they will be provided more space to successfully grow, and in locations that complement the building. Council's Parks and Reserves team have been consulted on planting within the road reserve and are supportive of the plan, provided the applicant maintain this planting in perpetuity. The applicant offers a covenant on the title to maintain the road reserve planting subject to this landscape plan in perpetuity, to ensure the additional maintenance does not fall onto the Council.

The Elm trees have been introduced into the site through two additional trees of the same species at the Sir Tim Wallis Road entrance. A number of narrower trees are introduced through the car park area to both soften the building and the car park from outside the site. The warehouse part of the building does not require windows given the activity, so to soften this blank wall as viewed from outside the site, specifically placed and selected species will be located along these walls. Overall, the landscape design compliments the building and the layout, and creates an interaction between the site and the street frontage.

Cycle parking and end of trip facilities are designed in accordance with the Three Parks requirements, and a surplus of cycle parks will be provided. These will be provided at each main entrance to the building, and will be secure facilities, likely with an electric-bike charging station also. A condition of consent is offered for Council approval of the final appearance of the covered bike parks, once detailed design is known. Easy cycle access has been provided from the road into each cycle park area, which are within 10m of the building entry on each road frontage.

(b) The building's contribution to the creation of an active street frontage. The Council normally expects:

(i) Pedestrian amenity and opportunities for pedestrian movement to be maximised along the main street through the provision of footpaths, verandas, interesting façade design (which should include the main pedestrian entrance into the building), minimal vehicle crossings, and the avoidance, where possible, of any deliveries or servicing from the main street.

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(ii) Vehicle access from the main street to be minimised and avoided where possible, through the provision of a rear lane which provides vehicular access to both service areas and to carparking or through vehicle crossings being shared between properties wherever possible.

Pedestrian movement has been encompassed into the design of the development through multiple connections from the public footpath onto the internal footpath around the building frontage. Due to the unusual shape of the front boundary on Sir Tim Wallis Drive, a canopy over the footpath was not the best practicable or design outcome. Instead, the ground floor facia extends out past the frontage of the building to provide a canopy for pedestrians, and shading to the offices below from the sun. The connections from the footpath into the site lead directly into the tenancy doors, so there is no ambiguity over direction as a pedestrian.

Vehicles access the site to the side/rear of the building, drive and park around the rear of the building, and continue on the one-way system out onto Ballantyne Road. Any deliveries will be undertaken at the rear of the warehouse building, where a van can temporarily stop to the side of the access, deliver goods, and continue on along the one-way system without causing obstruction to vehicles, pedestrians or cyclists.

It is considered the proposed building will have less than minor adverse effects on the environment, and in fact the building is an exemplar design which is designed to this prominent corner site, which has been integrated with the road reserve through landscape design, resulting in a positive feature in the streetscape.

7.2 Commercial Activity

The use of the site is for the most part permitted, as a wholesale/warehouse activity, and offices. An ancillary part of the wholesale use is a relatively small area of the building, incorporating a showroom ($62m^2$), and is not a 'showroom' in the typical commercial sense. This showroom is wholly part of the wholesale use and is generally utilised for showing customers (retailers) a small selection of the on-season products within normal working hours. At other times the room will be utilised as a stock room or sample room, which becomes a 'service activity'- a permitted activity in this zone. Notwithstanding, the use of this room is small in nature, with no adverse effects associated with it, over that anticipated by a permitted activity. Overall, although $62m^2$ of this building will be commercial as defined, it fits within the character of the building and the area, which allows for a range of business activities as listed in the permitted baseline above; and will have no adverse effects resulting from the use.

7.3 Signage

Controlled Activity – Signage platforms in all zones

(a) Incorporates colours and materials that complement the external appearance of the building and/or surrounding buildings.

(b) Incorporates colours and materials that are sympathetic to the surrounding landscape.

(c) Design, including lighting, is consistent with and sympathetic to the surrounding environment.

(e) When considering signage platforms, the extent that the signage platforms have been considered within the overall design of the building and specifically the architectural features of the building.

(f) Has been located to integrate with the design of the building and does not obscure the architectural features of the building.

(g) The requirements of multiple tenants within a building have been provided for.

(h) Adversely affects public pedestrian access through inappropriate location, design or type of sign.

(i) The level of compliance with any relevant specific zone design guidelines

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The proposal involves sympathetically sized signage platforms to the building, wholly contained within the ground floor facia, and thus integrated into the architectural feature of the building. They comply with the size anticipated on a business building in the zone. As they are platforms, the colours, materials, design and content are not yet known. The owner who is also the main tenant of the building will have the final approval of the signs within the platform and will ensure the design and content is sympathetic with the design ethos of the building and site. The signage platforms on the building are not proposed to be lit. With the multiple smaller signage platforms, the various tenants have been provided for, and the platforms are strategically placed to direct people beneath the platforms into the tenancies without affecting the pedestrian access. The Three Parks design guidelines have been taken into account, and the developer's support gained for the development as a private agreement.

It is considered the proposed signage platforms on the facia of the building will have less than minor adverse effects on the environment.

Discretionary Activity – Signs within Commercial Areas (Activity Table 1 and Table 4)

(a) The extent to which:

> *(i) The size of the signage is visually compatible with the scale and character of the building to which it relates and the surrounding environment.*
>
> *(ii) The design, location and size of the proposed signage complements the surrounding built environment and does not dominate built form;*
>
> *(iii) The design is consistent with other signs in the vicinity; (iv) The size, colour and location do not adversely affect traffic and/or pedestrian safety;*

(b) Whether the cumulative effects of the proposed signage (and all that which can be anticipated to be established on the same building) will adversely affect the streetscape and visual amenity of the surrounding environment.

(b) Whether the size of the sign and/or number of signs are compatible with the size of the site on which they are located.

(c) The extent to which the proposed signage is compatible with the character of the surrounding environment.

The standalone way-finding sign at the Sir Tim Wallis Road entrance (shown on the Landscape Plan) is purely functional to ensure drivers entering the site are aware of the direction to park their vehicles and enter the building. If lighting is necessary for this use, it will be down-lighting only, and a lux in compliance with the District Plan provisions. The actual design of the sign within the platform is not yet known as the tenants have yet to be allocated, however the applicant offers a condition of consent for Council's approval once known. The sign will be designed to not detract driver's or pedestrian attention, but instead assist in their prompt way-finding to eliminate queuing at the entrance to the site. The height of the sign is such to achieve appropriate eye-level information for direction for drivers and pedestrians. The sign will be nestled into a landscaped area, with a specimen tree directly behind it. This will act as a buffer to soften the sign and ensure it is not overly obtrusive from outside the site. Considering the standalone sign is for functional way-finding purposes only, it is not considered to result in a cumulative effect with the other signs on the building, as they will be viewed in a different context, and for different purposes. This standalone sign is considered appropriate within this site and its context.

It is considered the standalone sign will have less than minor effects on the environment.

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7.4 Transport and Access

Both vehicle crossings to the site are existing, and have been previously assessed for their location, with the knowledge there were two crossings accessing one site. As such, no further assessment is required in this regard.

Chris Rossiter from Traffic Design Group has input into the site layout to ensure compliance and the best practicable outcome for car parking, cyclists and pedestrians. With the exception of the two crossings, the development complies with the District Plan provisions. It is noted in the TDG report the loading bay breach has been identified, however this is not applicable to the Three Parks zone, as noted in the rule. Mr Rossiter provides a brief assessment showing his support to the proposal and layout. The traffic effects resulting from this development are considered to be less than minor.

7.5 Infrastructure

All services have been approved and connected to the boundary of the site in the underlying subdivision. These services will be extended to the building.

As mentioned in Section 2.0 above, the overland flow path along the south-eastern side of the site will be kept permanently unobstructed, and the design of the car park will accommodate this flow through the design of the ground levels. The pipe beneath will be protected from pressure above it through detailed design and a condition of consent is offered to ensure this. A soak pit design will be undertaken by Meyer Cruden at building consent stage to manage the stormwater from the site.

No adverse effects will result on the existing infrastructure or the surrounding area as a result of the proposal.

7.6 Other Effects

The site is zoned for business development. There will be no adverse effect to any ecosystems, disturbance of habitats or any effect to natural / physical resources.

7.7 Summary of Assessment of Effects

Overall the proposed activity is not likely to have adverse effects on the environment or persons that are minor or more than minor.

8.0 OBJECTIVES AND POLICY ASSESSMENT

8.1 Operative District Plan

The objectives and associated policies relevant to this application are found in Chapter 12.25- Three Parks Special Zone, Chapter 14- Transport, and Chapter 18- Signs.

<u>Chapter 12.25- Three Parks:</u>

Objective 1- A layout and design of development that demonstrates best practice in terms of achieving environmental sustainability

Policies:

1.1 To ensure, through well-planned layouts, that buildings and open spaces are located and orientated in a way that achieves good solar access

1.2 To encourage energy efficiency in the design, location, and orientation of buildings.

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1.3 To require development and subdivision to demonstrate best practice in regard to managing the quantity and quality of stormwater runoff.

The offices achieve north and west orientation, which will achieve good solar gains. There is a balance to be had with achieving solar access and ensuring the occupants are not affected by direct sunlight into the tenancies such that blinds are pulled to block it out. In this case the sun protection has been designed into the building through the overhanging ground floor facia which extends out 1.2m from the façade of the building, to provide a canopy for sun protection. At first floor level, the windows are a purposeful height, and set back into the building from the front façade, and fins are introduced on the exterior of the windows to provide relief from the direct sun.

These design elements are sympathetically introduced into the fabric of the building to ensure overlooking of the street and activation of the street frontage without the tenants requiring blinds to block out the world.

The stormwater soakage pit will be designed for the building consent. There are some permeable landscaped areas within the site, and the remainder of the impermeable spaces will be adequately mitigated through this stormwater design.

Objective 8 Establishment of a high quality, functional business area which provides for a wide range of light industrial, service and trade related activities whilst protecting it from residential and inappropriate retail uses.

Policies:

8.2 Offices (other than ancillary to an on-site use) shall be allowed to occur in the business (main street precinct) subzone or adjoining the residential subzone but shall be avoided in the remainder of the subzone.

8.4 The design of buildings and site developments is of a high quality, particularly within the main street precinct, where smaller buildings with more attractive frontages are expected.

The site provides for 605.5m^2 of office space within the business main street precinct. This is appropriately located, and adequate parking is provided to service this space. The building is not broken up into smaller buildings, however the main street façade provides for a change in character across the building through the use of materials and defined tenancies for the offices. The wholesale tenancy is set back from the frontage and is clad in a different material, which further assists in this definition and change of character.

Objective 11 High quality and well-designed buildings that reflect and contribute to the evolving character for the area.

Policies:

11.1 To require a high standard of building design, including:

11.1.1 Diverse and well-articulated built forms, which avoid excessive repetition of the same or similar unit forms and the creation of homogeneous neighbourhoods.

11.1.2 Interesting roofscapes, and some variation in form and scale (including the height) of buildings in all subzones.

As assessed in Section 7.1 above, the building is an exemplar design which responds appropriately and attractively to the prominent corner of Three Parks development. Given this building is one of the first within the development, it will ensure the bar is high for future developments within the business main street and continuing on into the development.

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The roofscape is varied somewhat, with the warehouse section at the rear sloping down to the rear, and the main part of the building fronting the street is flat and strong.

Chapter 14- Transport

Objective 5 - Parking and Loading - General

Sufficient accessible parking and loading facilities to cater for the anticipated demands of activities while controlling adverse effects.

Policies:

5.1 To set minimum parking requirements for each activity based on parking demand for each land use while not necessarily accommodating peak parking requirements.

5.2 To ensure business uses have provision for suitable areas for loading vehicles on-site.

5.3 To ensure car parking is available, convenient and accessible to users including people with disabilities.

5.4 To require all off-street parking areas to be designed and landscaped in a manner which will mitigate any adverse visual effect on neighbours, including outlook and privacy.

5.5 To require the design of parking areas to ensure the safety of pedestrians as well as vehicles.

5.6 To set areas aside for staff car parking in business and industrial zones.

The proposal complies with all aspects of parking and loading and provides a sensible design layout where vehicles enter from Sir Tim Wallis Drive, circulate and park at the rear of the building, and exit from the other side of the site, onto Ballantyne Road. Loading vehicles will also follow this path and can be loading while the car park continues to operate. Pedestrian and cycle paths have been incorporated into the development, to ensure safe access and circulation. Staff will be encouraged to cycle to work when possible, and an excess of cycle parks with end-of-trip facilities have been provided to accommodate this use. The car parking area will be well-landscaped, with sufficient space for each planting area to achieve successful growth.

Objective 6 - Pedestrian and Cycle Transport Recognise, encourage and provide for the safe movement of cyclists and pedestrians in a pleasant environment within the District.

Policies:

6.1 To develop and support the development of pedestrian and cycling links in both urban and rural areas.

6.2 To require the inclusion of safe pedestrian and cycle links where appropriate in new subdivisions and developments.

6.3. To provide convenient and safe cycle parking in public areas.

As mentioned above, the development incorporates an excess of secure cycle parks and end-of-trip facilities, to encourage this method of transport where possible. The cycle path from the road to the parks is clearly demarcated, and out of the way of vehicles. Pedestrians have their own connections into the site from the footpath, which are also clearly demarcated, and enter the site onto an internal pathway, connecting the entire building frontage. Pedestrian and cycle access are safely provided for.

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Chapter 18- Signs:

Objective 1 –Signs

Signs which convey necessary information and assist in creating a sustainable and vibrant community, while avoiding or mitigating any adverse effects on public safety, convenience and access and on the District's important landscape, streetscape, cultural heritage and water area visual amenity values.

Policies:

1 To ensure the number, size, location and design of signs in different areas are compatible with the character and amenity of those areas.

2 When located on buildings, to ensure the design and display of signs is consistent with and complementary to the overall design of the building through attention to:

- *lettering design*
- *location on the building*
- *relationship to the architectural features of the building and any adjacent buildings*
- *the number, area and height of signs*
- *ensuring signs are designed in a way that is compatible with and sympathetic to the amenity, visual, heritage and streetscape values of the surrounding area*
- *the effect of illumination on adjoining properties and public places.*

3 To ensure the design and display of signs does not adversely affect traffic safety by causing confusion or distraction to, or obstructing the views of, motorists or pedestrians.

4 To ensure all signs are constructed and located in a manner that does not pose a danger to property and/or obstruction to pedestrians.

6 To enable a diversity of sign types within commercial areas that provide for effective communication of business information and enable commercial individuality whilst maintaining public safety, access needs and the overall character of the area.

7 To ensure signs relating to a particular activity and/or the use of land or buildings are located on the site of that activity, land or building.

10 To promote the identification of signage platforms so that signage is considered at the time of building design and to streamline changes in signs associated with changing tenants through the life of a building.

13 To manage the extent of signage on windows to promote passive surveillance of streets and encourage visual interest for pedestrians.

The size and number of signage platforms comply with the provisions in relation to their tenancies. The content and design of any future sign is not yet known, however it is in the best interest of the owner of the site to ensure the signs are sensitively designed and placed within the specifically located platforms, so not to detract from the attractiveness of the building. The signage platforms on the building will not be illuminated. All the proposed signs are designed and located such that traffic, pedestrian and cyclist safety will not be impaired; whilst achieving effective communication of business information, and not detracting from the character of the area.

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In summary, the proposal would be consistent, and not contrary to the objectives and policies in the Operative District Plan.

8.2 Proposed District Plan

Stage 1 decisions on the Proposed District Plan (PDP) have been released, however there are no objectives and policies relevant to this proposal in Stage 1. Stage 2 objectives and policies are applicable in the Transport and Signage Chapters; however, they have not been through the hearing process, and decisions not released, and as such limited weight can be applied. The relevant provisions are as follows:

Chapter 29- Transport:

29.2.2 Objective - Parking, loading, access, and onsite manoeuvring that are consistent with the character, scale, intensity, and location of the zone and contributes toward:

- ***providing a safe and efficient transport network;***
- ***compact urban growth;***
- ***economic development;***
- ***facilitating an increase in walking and cycling; and***
- ***achieving the level of residential amenity and quality of urban design anticipated in the zone.***

Policies:

29.2.2.1 Manage the number, location, type, and design of parking spaces, queuing space, access, and loading space in a manner that:

a. is safe and efficient for all transport modes and users, including those with restricted mobility, and particularly in relation to facilities such as hospitals, educational facilities, and day care facilities;

b. is compatible with the classification of the road by:

(i) ensuring that accesses and new intersections are appropriately located and designed and do not discourage walking and cycling;

(ii) avoiding heavy vehicles reversing off or onto any roads; and

(iii) ensuring that sufficient manoeuvring space, or an alternative solution such as a turntable or car stacker, is provided to avoid reversing on or off roads in situations where it will compromise the effective, efficient, and safe operation of roads.

c. contributes to an increased uptake in public transport, cycling, and walking in locations where such alternative travel modes either exist; are identified on any Council active transport network plan or public transport network plan; or are proposed as part of the subdivision, use, or development;

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d. provides sufficient parking and loading spaces to meet the expected needs of specific land use activities in order to minimise congestion and visual amenity effects, particularly in areas that are not well connected by public or active transport networks and are not identified on any Council active or public transport network plans;

e. is compatible with the character and amenity of the surrounding environment, noting that exceptions to the design standards may be acceptable in special character areas and historic management areas; and

f. avoids or mitigates adverse effects on the amenity of the streetscape and adjoining sites.

The assessment in Section 8.1 above also applies to these PDP objectives and policies. The proposal achieves a safe, efficient, functioning site layout, incorporating vehicles, loading, cyclists and pedestrians into the design. Cycling is encouraged through the provision of secure cycle parking and facilities within the building.

Chapter 31- Signs:

31.2.1 Objective - The location, size, design and appearance of signs are managed to assist with maintaining appropriate levels of amenity.

Policies:

31.2.1.1 Ensure the number, size, location, design and appearance of signs maintain the character and amenity values anticipated for the site, street scene and surrounding environment.

31.2.1.2 When considering the character and amenity values that apply to the site and surrounding environment, consider the character and amenity values anticipated by any relevant District Plan Zone, or in the case of signs proposed within the road, apply the nearest adjoining Zone.

31.2.1.3 Encourage signs to be located on the site of the related activity.

31.2.1.5 Support the establishment of information and direction signs that:

a. assist with improving the legibility of public spaces; and

b. assist with achieving Crime Prevention Through Environmental Design (CPTED) principles.

31.2.1.6 In District Plan Zones that are primarily for commercial or mixed-use activities:

a. provide for a diverse range of sign types that facilitate effective communication of business information and commercial individuality within the context of the wider commercial area;

b. limit the number and size of signs enabled per commercial tenancy, and cumulatively on buildings that have multiple tenancies, to avoid, remedy or mitigate adverse effects on the visual amenity values of the site and the surrounding environment; and

c. encourage the incorporation of freestanding signs into the overall design of the site to achieve good integration with any pedestrian or vehicle access arrangements, car parking and/or landscaping layout.

31.2.1.9 Encourage efficient management of signs through the establishment of signage platforms to reduce the need for a new resource consent each time the sign content is altered and ensure that any resource consent conditions that apply to the signage platform also apply to any subsequent changes to the sign content.

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The assessment in Section 8.1 above also applies to these PDP objectives and policies. Signage platforms are proposed on the building facia, to enable future changes in signs if/when tenancies change.

31.2.2 Objective – The adverse effects of signs are managed to limit the impact on public safety, including the safety of pedestrians and users of the roading network.

Policies:

31.2.2.2 Ensure the design and location of signs does not adversely affect traffic safety by causing confusion or distraction or obstructing the sight lines of road users.

As assessed in Section 8.1 above, the proposed signage platforms are designed and located so that traffic safety is not affected. The standalone business directory located close to the front of the site is designed to increase traffic safety by quickly directing drivers to their respective parking spaces and entrances so that no queuing occurs, affecting the road safety close to the intersection.

In summary, the proposal would be consistent, and not contrary to the objectives and policies in the Proposed District Plan.

9.0 REGULATIONS

9.1 Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011

The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (the NES) apply to activities if the land is covered by the NES, i.e. if any activity or industry on the Hazardous Activities and Industries List (HAIL) is being undertaken, has been undertaken, or is more likely than not to have been undertaken on the piece of land.

The NES was assessed as part of the Three Parks Plan Change, where geotechnical and natural hazards assessments found potentially contaminated areas of land where fuels were stored in a different area of Three Parks. This specific site was not subject to any contamination, or risk of, and therefore the NES does not apply to this application.

10.0 PARTICULAR RESTRICTIONS FOR NON-COMPLYING ACTIVITIES (SECTION 104D)

With respect to the assessment above, the first threshold test for a non-complying activity required under Section 104D has been met in that the application is not considered to create any actual or potential adverse effects which are more than minor in extent.

With respect to the second threshold test under Section 104D it is concluded that the application can pass through the second gateway test given that the proposal is not considered to contrary to the relevant policies and objectives of the District Plan.

On this basis discretion exists to grant consent for this non-complying activity.

11.0 THE MATTERS IN PART 2 OF THE RESOURCE MANAGEMENT ACT 1991

An assessment of Part 2 is not considered necessary unless there is invalidity, incomplete coverage, or uncertainty in the planning document. In this case the District Plan, through its objectives, policies and assessment criteria (assessed above) give substance to Part 2. Accordingly, it is considered an assessment of Part

2 is not required in this case. Additionally, it is noted there are no matters of national importance to be evaluated in this case.

12.0 CONCLUSION

Overall, the proposed development is considered to be exemplar within this corner site as an entry into Three Parks, with an interesting building with articulated façades, and a positive, integrated, engaging street frontage. The development provides for a good urban design outcome, safe and efficient functioning of the site for vehicles, pedestrians and cyclists, a use that is compatible, viable and anticipated in this area of Wanaka, and a development that will complement and enhance the existing and developing character of the area.

The proposed development is anticipated to result in adverse effects that are less than minor on the environment and on people. The proposal is also consistent with the policy direction provided within both the operative and proposed District Plan. Accordingly, it is considered that the proposal can be approved on a non-notified basis.

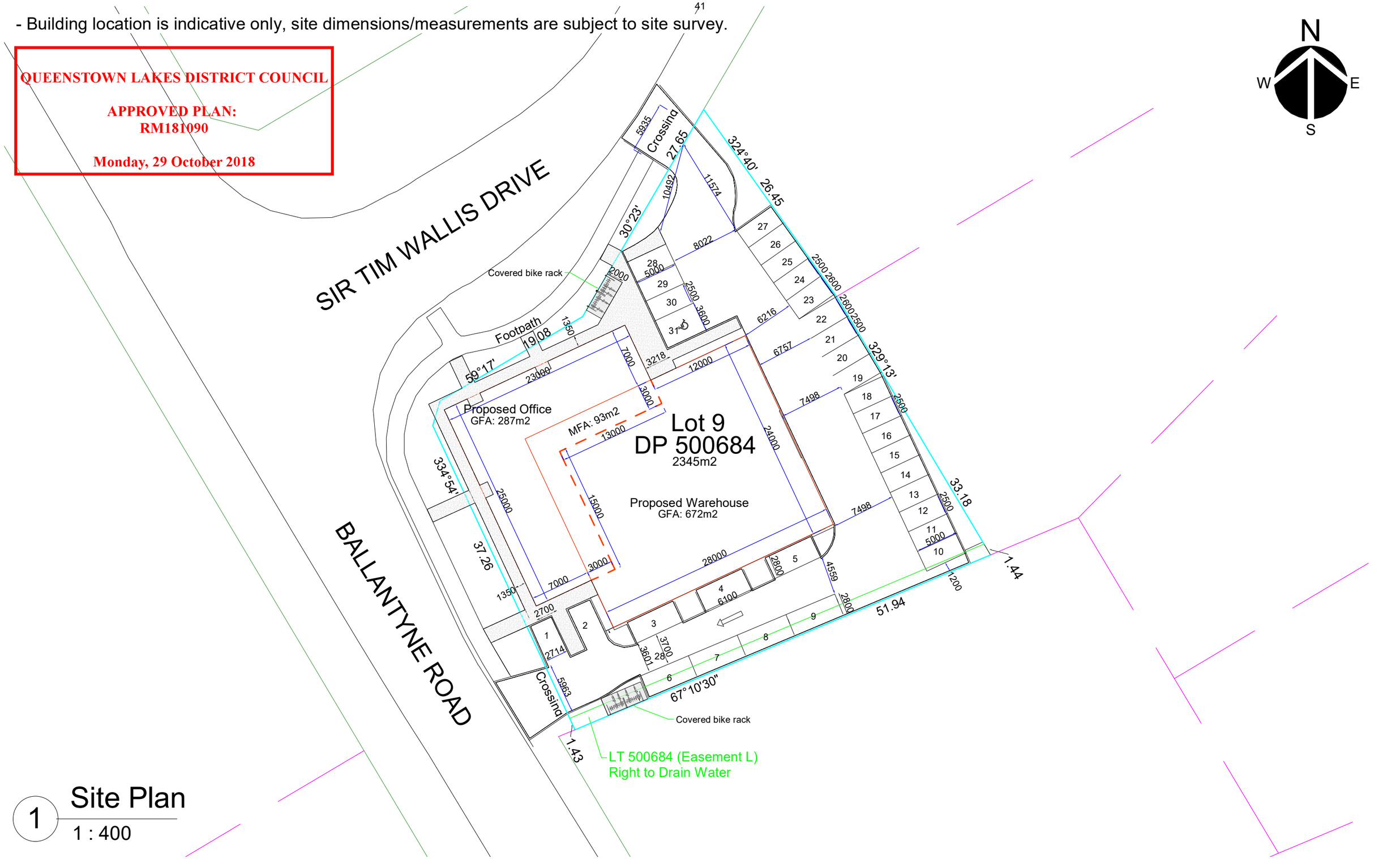
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- Building location is indicative only, site dimensions/measurements are subject to site survey.

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1 Site Plan
1 : 400

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Client: Scottie Mazey
Address: Lot 9, Cnr of Ballentyne Road & Sir Tim Wallis Drive, Wanaka

Loadings:
Elevation:
Wind:
Snow:

Drawn By: Reed Smith
Drawn Scale: 1 : 400

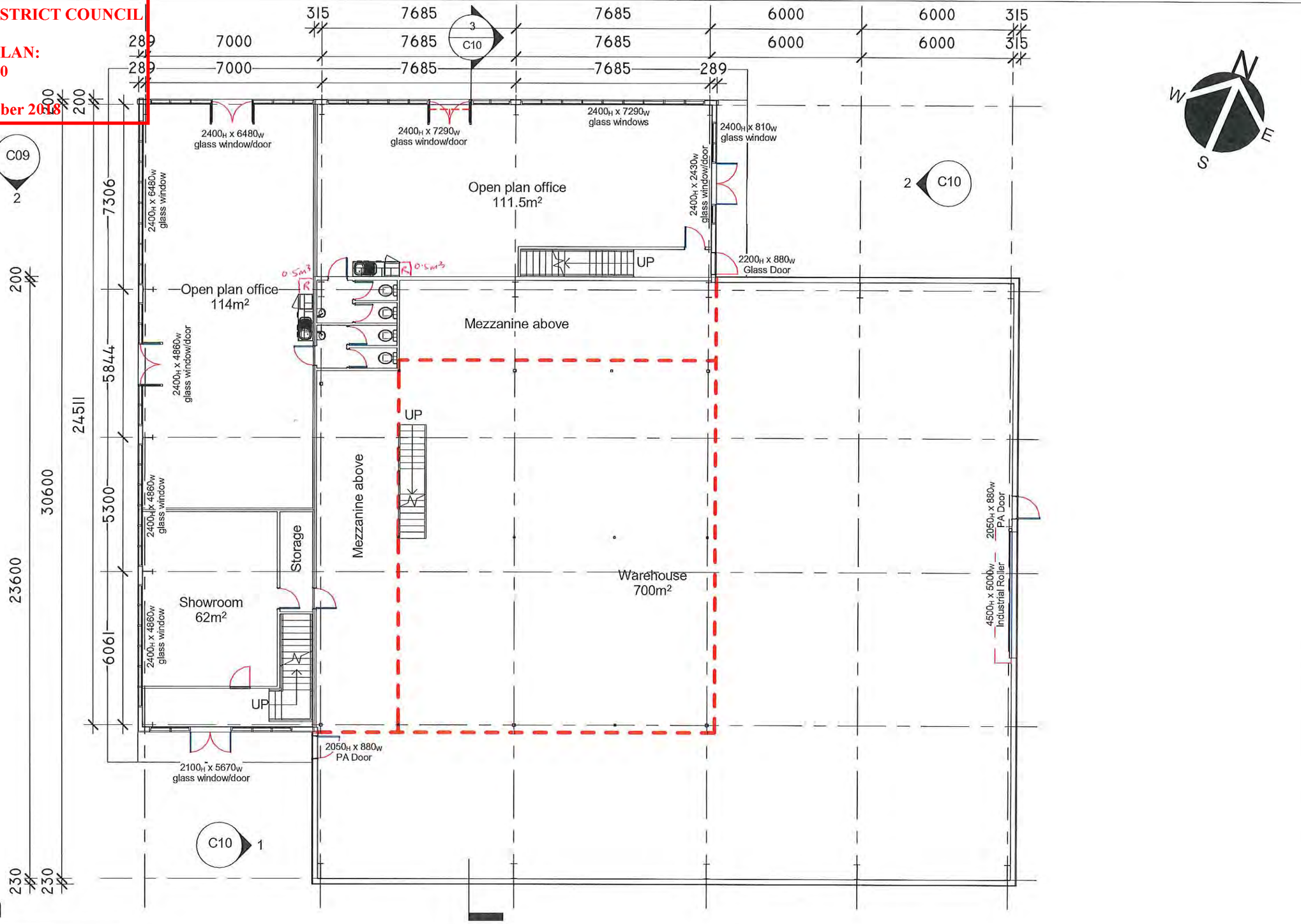
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R4	03/05/2018	- Added internal layout.	RS
R5	25/05/2018	- Amended external asthetics, stairs/meeting layout & bay spacings. Removed Stone columns.	RS
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R13	31/07/2018	- Amended windows/doors & Changed warehouse span from 25m - 24m. Added signage boards.	RS

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1 Floor Plan

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Wind:
Snow:

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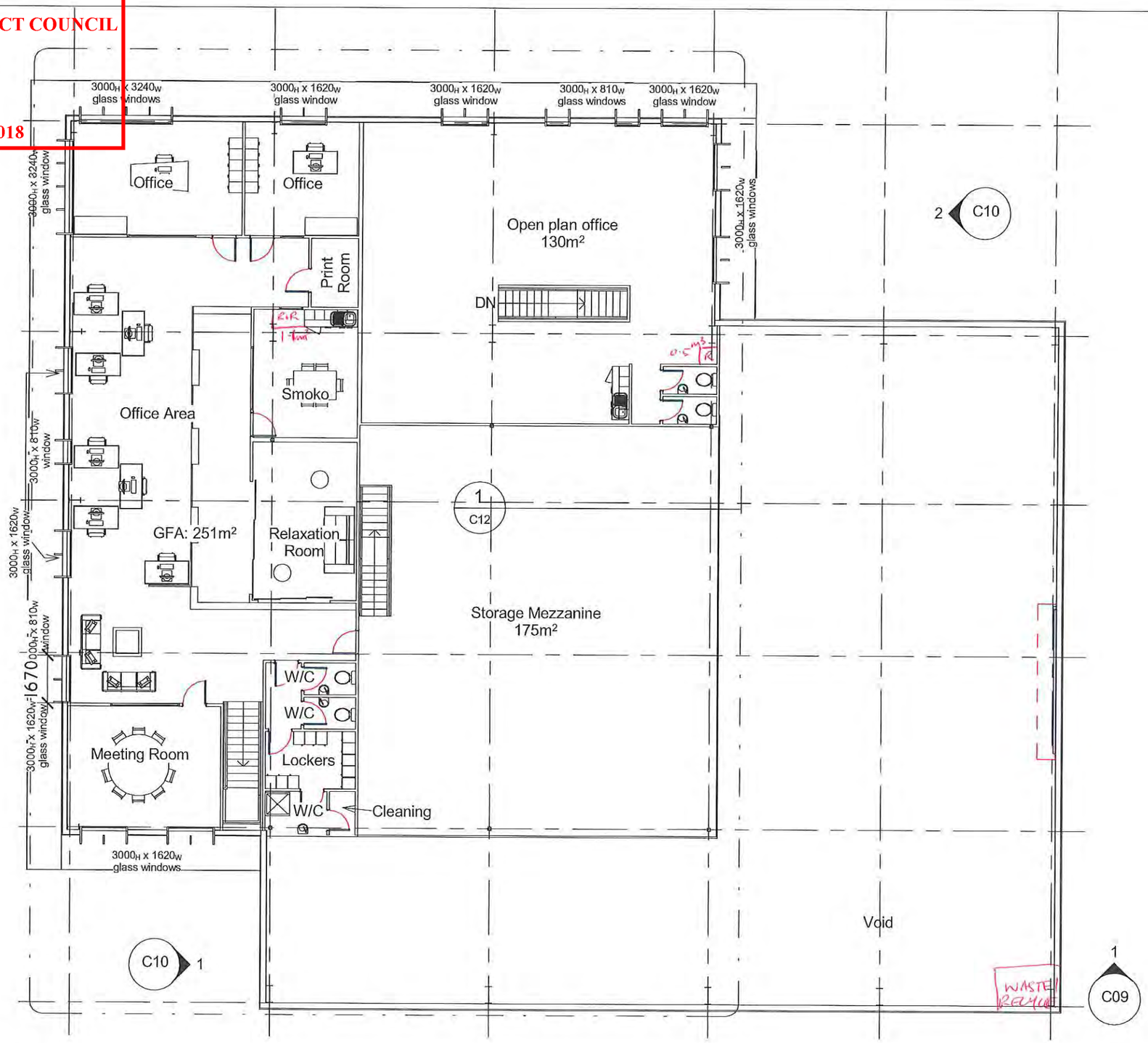
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1 First Floor

1 : 150

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Loadings:
Elevation:
Wind:
Snow:

Drawn By: Reed Smith

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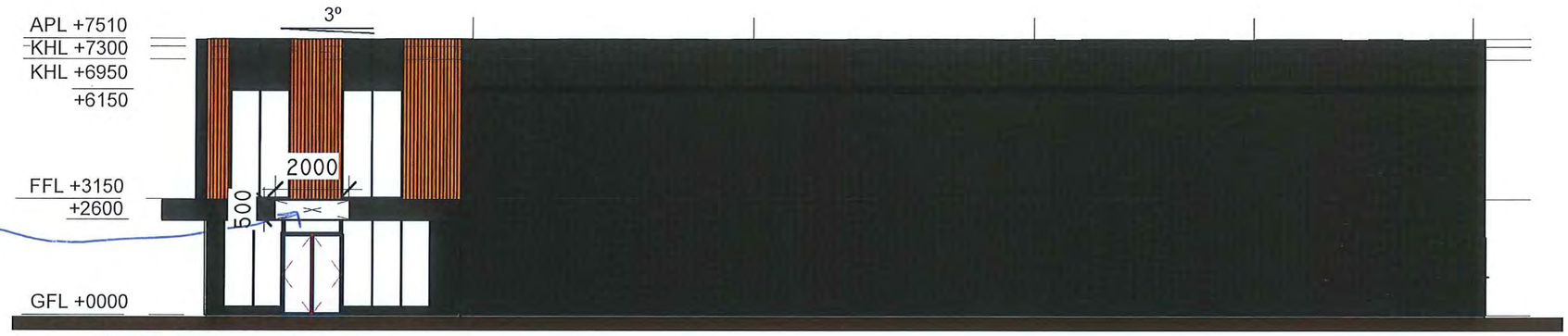
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Monday, 29 October 2018



1 SE Elevation

1 : 150

SIDE ENTRY TO SHOWROOM



2 NW Elevation

1 : 150

WAREHOUSE | OPEN PLAN OFFICE 111.5m² | OFFICE 114m²

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Elevation:
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Snow:

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Sheet Title: SE & NW Elevations

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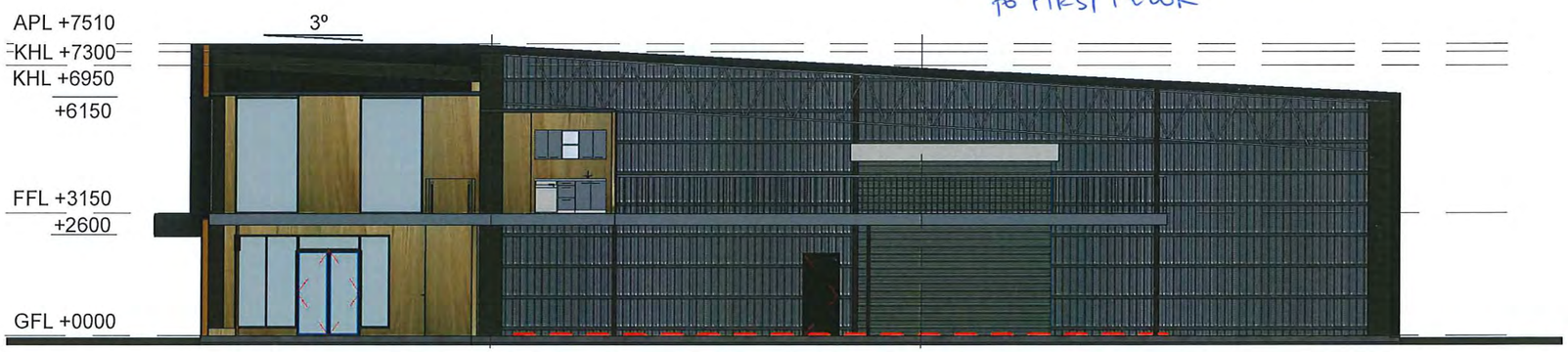
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1 SW Elevation
1 : 150



2 NE Elevation
1 : 150



3 Section
1 : 150

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Wind:
Snow:

Drawn By: Reed Smith
Drawn Scale: 1 : 150

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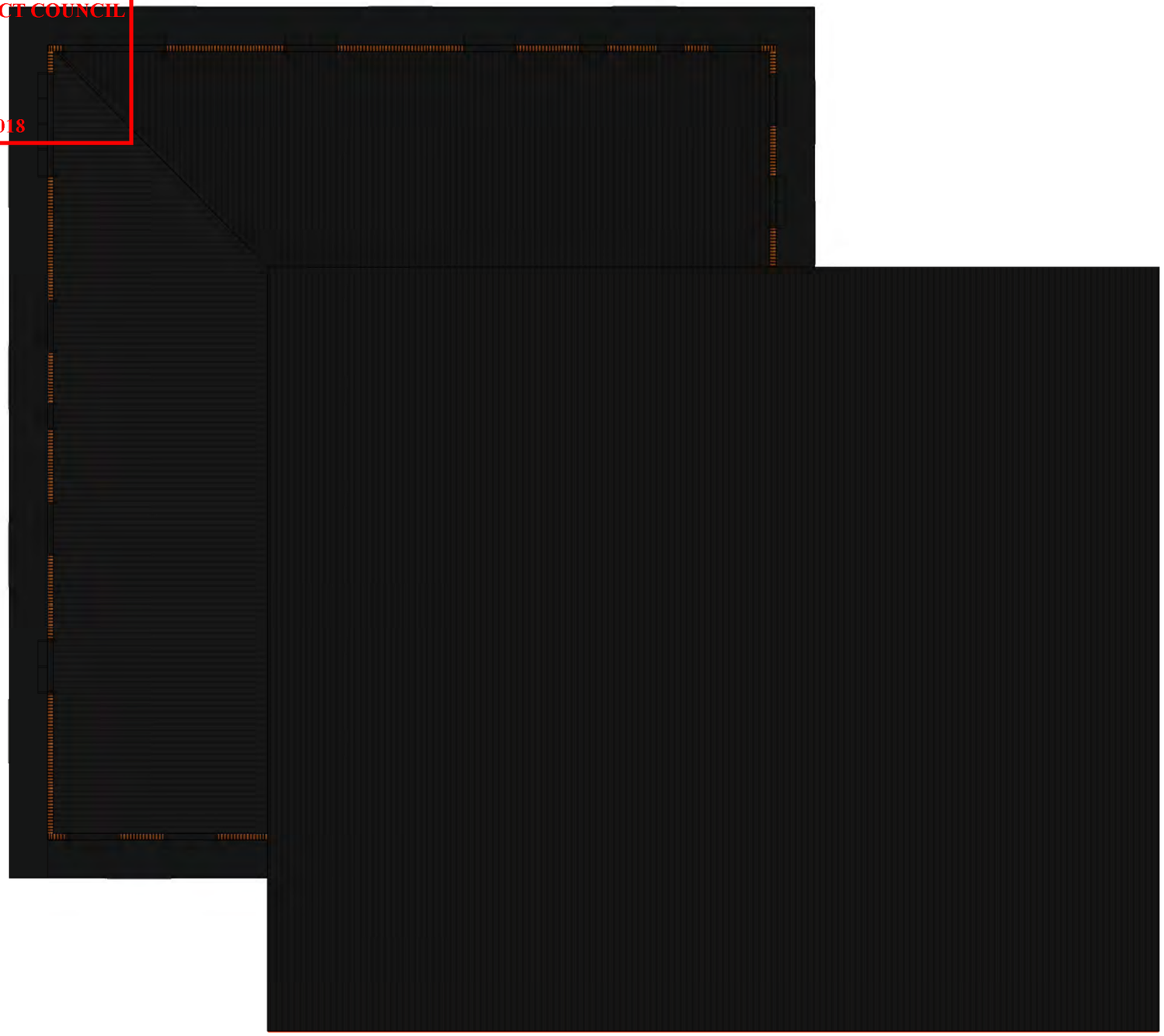
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Sheet Title: SW, NE & Section Elevations
Sheet No: C10

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1 Overhead

1 : 150

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Sheet Title: Overhead View

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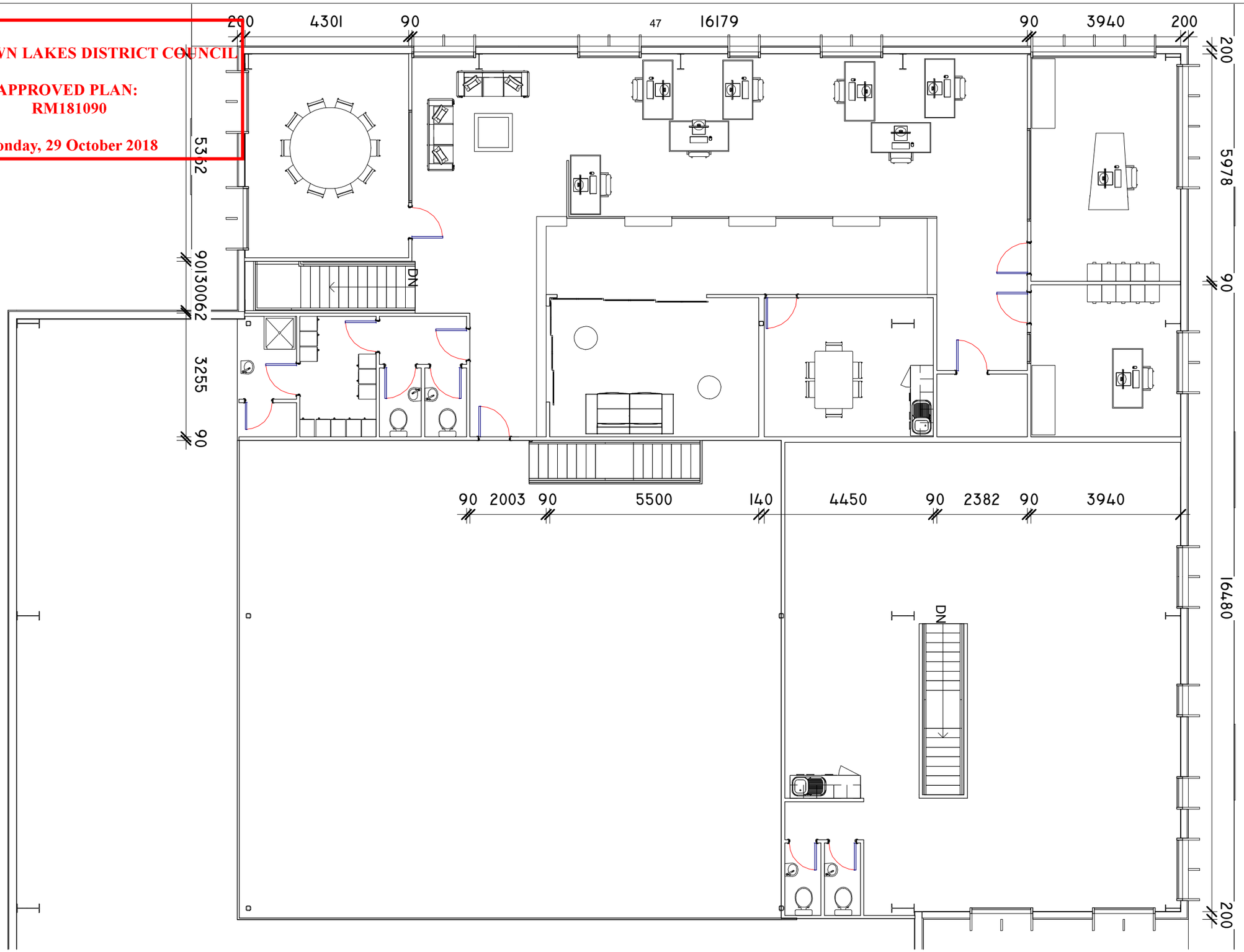
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1 : 100

First Floor - Callout 1



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UNIT 2/515 WAIRAKEI ROAD
CHRISTCHURCH
0800 600 750
enquiries@tuatarastructures.com

Project: Scottie Mazey ST Multi tenancy commercial building Concept Plans

Client: Scottie Mazey

Address: Lot 9, Cnr of Ballentyne Road & Sir Tim Wallis Drive, Wanaka

Loadings:
Elevation:
Wind:
Snow:

Drawn By: Reed Smith

Drawn Scale: 1 : 100

REV	DATE	REVISION DETAILS	DRWN
R4	03/05/2018	- Added internal layout.	RS
R5	25/05/2018	- Amended external asthetics, stairs/meeting layout &	RS
		bay spacings. Removed Stone columns.	
R6/7/8	14/06/2018	- Amended external asthetics.	RS
R9/10	16/07/2018	- Added external louver system & signage.	RS
R11/12	25/07/2018	- Amended GF window heights, Added FF window.	RS
R13	31/07/2018	- Amended windows/doors & Changed warehouse span	RS
		from 25m - 24m. Added signage boards.	

Date: 21/01/2018
Rev Date: 09-Aug-18 3:29:28 PM

Project No. 17-316 R13A

Sheet Title: Office Callout

Sheet No: C12

FOR APPROVAL

NOT FOR CONSTRUCTION

QUEENSTOWN LAKES DISTRICT COUNCIL

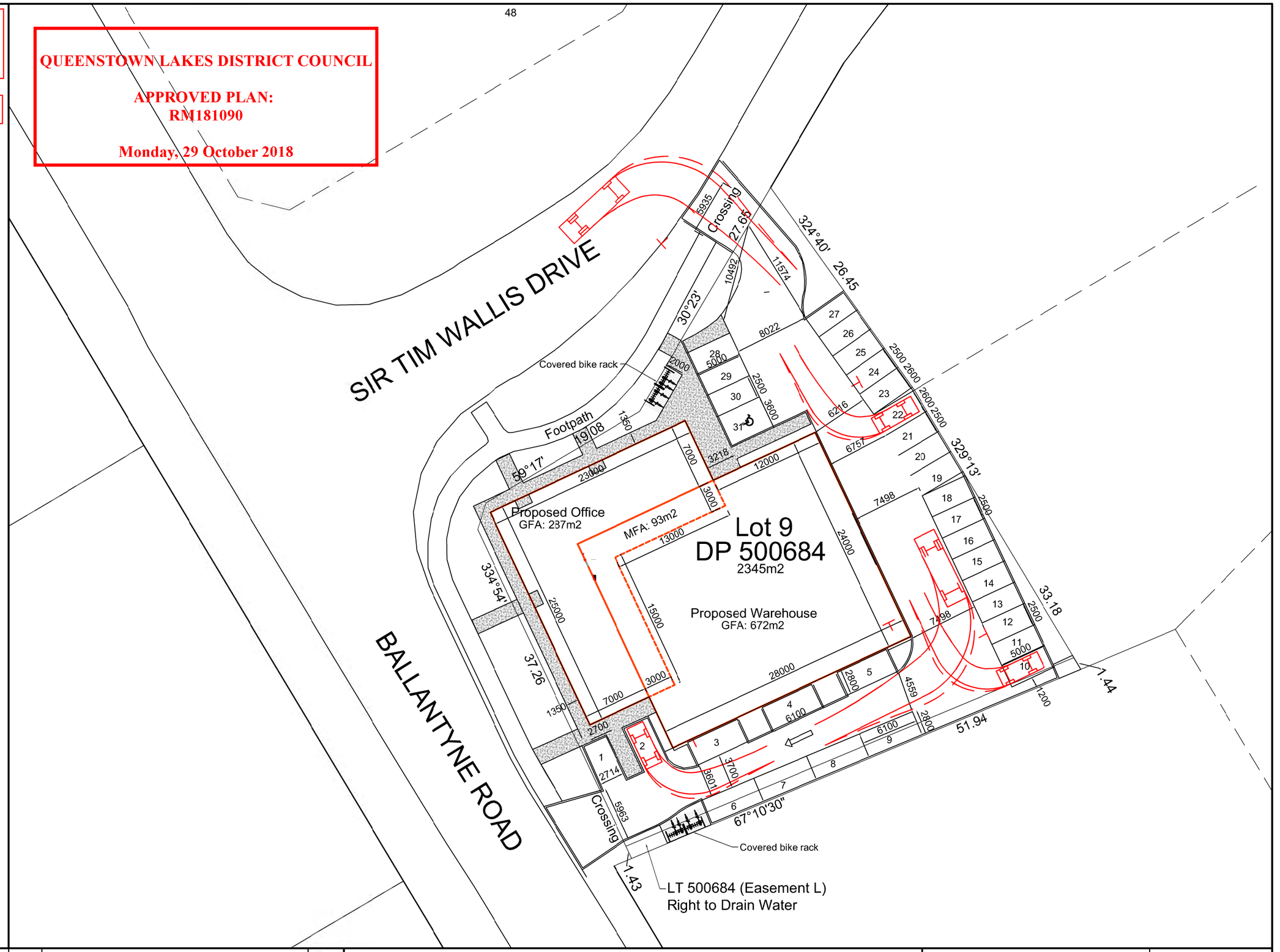
APPROVED PLAN:
RM181090

Monday, 29 October 2018

Legend

8m truck tracking curve

Std car tracking curve



SOUTHERN LAND

SURVEYING | PLANNING | LAND DEVELOPMENT

REVISION	DESCRIPTION	DATE
A	ORIGINAL ISSUE	27/06/18
B	OPTION 4 ADDED	25/07/18
C	FOR RESOURCE CONSENT	09/09/18

Level 2 Brownston House, 21 Brownston St., Wanaka, Ph: (03) 443 5577, E mail: contact@southernland.co.nz, www.southernland.co.nz

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CSNZ THE CONSULTING SURVEYORS OF NEW ZEALAND — A DIVISION OF THE NEW ZEALAND INSTITUTE OF SURVEYORS

Snoworld Proposed Car Park Layout

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PREPARED FOR: Snoworld Ltd

SCALE: 1:400 @ A3

DATUM & LEVEL: XXXXXXXXXXX
LEVEL IN TERMS OF XXXX
ORIGIN O/T XI DP XXXXX RL = XXX.XX

SURVEYED	DATE	CHECKED	DATE	DRAWING REFERENCE	REVISION
XX	XX/XX/XX	LW	09/08/18	V4074_E1	C
DRAWN	DATE	APPROVED	DATE	SHEET	
LW	09/08/18	LW	09/08/18	1	

Document Set ID: 5904690
Version: 1, Version Date: 29/10/2018

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM181090

Monday, 29 October 2018

ROUGH & MILNE LANDSCAPE ARCHITECTS LIMITED

DO NOT SCALE, ALL DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCING ANY WORK

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ISSUE	DATE	STATUS
A	14/09/2018	FOR RESOURCE CONSENT

SIR TIM WALLIS DRIVE

BALLANTYNE ROAD

PROPOSED BUILDING

Cycle access

Bike shelter as per Image A

Simple garden between boundary and footpath (groupings of *Hebe cuppressoides* 'Nana', *Muehlenbeckia astonii* and *Carex buchananii)*

Existing landscaping within road reserve

Griselina hedge, 900mm high

Suggested position for 2 x small trees (such as Magnolia 'Kay Parris') in road reserve, to replace larger Elm trees proposed as part of the Three Parks master plan. Root barrier to be installed between treepit and nearby stormwater drain.

Existing overhead power lines

Existing footpath

Building directory

2 x Elm trees at entrance (to match species within road reserve)

8 x columnar trees in narrow garden beds beside building, such as *Ilex* 'Sky Pencil'

7 x upright trees beside building and along boundary such as *Liriodendron tulipifera* 'Fastigiata'

1.43

1.44

320.10

LT 500684 (Easement L)

Right to Drain Water



Image A: Example bike shelter - lightweight, open sided structure with four corner posts, to straddle storm water easement

NORTH

rough & milne landscape architects

24 Dungarvon Street
Level 1, Tekoa House
PO Box 349, Wanaka 9343

Tel +64 3 974 7940
info@roughandmilne.co.nz

SNOWORLD BUILDING
CNR BALLANTYNE RD + SIR TIME WALLIS DR
THREE PARKS
WANAKA

JOB No.	18016
SCALE	1:250@ A3
DATE	14/09/18
DESIGNED	HA
DRAWN	HA
CHECKED	
STATUS	FOR RESOURCE CONSENT
DRAWING No.	REVISION
L 1.0	A

Document Set ID: 5904690
Version: 1, Version Date: 29/10/2018

This approved format may be used for lodgement as an electronic instrument under the Land Transfer Act 2017

Form 26

Covenant Instrument to note land covenant

(Section 116(1)(a) & (b) Land Transfer Act 2017)

Covenantor

Project Rocker Limited

Covenantee

Queenstown Lakes District Council

Grant of Covenant

The Covenantor, being the registered owner of the burdened land(s) set out in Schedule A, **grants to the Covenantee** (and, if so stated, in gross) the covenant(s) set out in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s).

Schedule A *Continue in additional Annexure Schedule, if required*

Purpose of covenant	Shown (plan reference)	Burdened Land (Record of Title)	Benefited Land (Record of Title) or in gross
Land Covenant as set out in Annexure Schedule 1	All of the Burdened Land	Lot 9 DP 500684 (RT 766933)	In gross

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Covenant rights and powers (including terms, covenants and conditions)

Delete phrases in [ ] and insert memorandum number as required.
Continue in additional Annexure Schedule if required.

The provisions applying to the specified covenants are those set out in:

~~[Memorandum number , registered under section 209 of the Land Transfer Act 2017].~~

Annexure Schedule 1

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Annexure Schedule 1

Background

1. In exchange for the Covenantee consenting to the Covenantor placing a structure (**Structure**) over the existing stormwater easement marked "L" on DP 500684 located on the Burdened Land (**Stormwater Easement**) the Covenantor has agreed to a number of obligations in favour of the Covenantee. The Covenantor and Covenantee have agreed to record these obligations by way of this Covenant Instrument.

Covenants

2. The Covenantee has given consent for the Covenantor to place the Structure (in accordance with RM181090) over the Stormwater Easement.

3. The Covenantor covenants and agrees with the Covenantee that for so long as it is an owner of the Burdened Land, it shall:

    3.1. Indemnify the Covenantee against any claims or damage caused by the presence, maintenance, replacement, or upgrade of the stormwater infrastructure, including use of the Stormwater Easement land by maintenance vehicles and construction machinery;

    3.2. Indemnify the Covenantee against any claims or damage to or by third parties caused by the presence of the Structure over the Stormwater Easement;

    3.3. Pay for any costs over and above regular (i.e. drains not covered by buildings) costs incurred during maintenance of the stormwater main that result from the Structure being located over the stormwater main; and

    3.4. Be responsible for costs associated with and rectifying any damage caused to the stormwater main as a result of works undertaken on-site in relation to the Structure.

General

4. This instrument will be binding on all transferees, lessees, mortgagees, chargeholders, and their respective successors in title and assigns of any estate or interest in the Covenantor's Land. Where this Covenant Instrument binds or benefits more than one party, it shall bind or benefit each party jointly and severally.

5. Where the Covenantor is a company this Covenant Instrument shall bind a receiver, liquidator, statutory manager or statutory receiver. Where the Covenantor is a natural person this Covenant Instrument shall bind the Official Assignee acting in the bankruptcy of the Covenantor. In either case this Covenant Instrument binds a mortgagee in possession.

6. If at any time any part or provision of this Covenant Instrument is or becomes invalid, void, illegal or unenforceable in any respect whatsoever, then:

    6.1. that part or provision shall be severed from this Covenant Instrument;

    6.2. such invalidity or severing shall not in any way affect or impair the validity, legality and enforceability of any other part or provision of this Covenant Instrument; and

    6.3. the parties shall enter into appropriate substitute instrument(s) to give full and proper effect to the agreements and understandings in this Covenant Instrument,

7. The Covenantor covenants with the Covenantee:

    7.1. not to seek to discharge, surrender, lapse, vary, amend, withdraw or remove in any manner whatsoever this Covenant Instrument; and

    7.2. always to act in good faith and do all acts and things and enter into and execute any replacement instrument whenever reasonably required by the Covenantee and otherwise obtain any necessary consents all of which may be reasonably necessary and appropriate

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to give effect to the express provisions of this Covenant Instrument as set out in the words of this Covenant Instrument.

8. Any dispute which arises between the Covenantor and Covenantee in any way relating to this Covenant Instrument may be resolved by referring the dispute to an agreed third party for decision or by arbitration by a single arbitrator under the provisions of the Arbitration Act 1996. Nothing limits or excludes the Covenantee applying to the Court for interlocutory and/or injunctive relief or a declaration.

9. The Covenantor shall only be entitled to a discharge of this Covenant Instrument upon written confirmation from the Covenantee that the covenants contained in section 2 and 3 are no longer required. Upon receipt of such written confirmation the parties shall take all actions required to complete that registration of the discharge of the Covenant Instrument. The Covenantor will pay all the Covenantee's legal costs and disbursements incurred under this clause.

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QUEENSTOWN LAKES DISTRICT COUNCIL

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DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

NOTIFICATION UNDER s95A AND S95B AND DETERMINATION UNDER s104

RESOURCE MANAGEMENT ACT 1991

Applicant:	Willowridge Developments Limited
RM reference:	RM171167
Application:	Application under Section 88 of the Resource Management Act 1991 (RMA) for landuse consent to vary the Three Parks Outline Development Plan.
Location:	Ballantyne Road, Wanaka
Legal Description:	Lot 998-999 Deposited Plan 489349 held in Computer Freehold Register 727530 Lot 2 Deposited Plan 510626 held in Computer Freehold Register 783036
Operative Zoning:	Three Parks Special Zone
Proposed Zoning:	Three Parks Special Zone
Activity Status:	Non-Complying
Date	**14 June 2018**

SUMMARY OF DECISIONS

1. Pursuant to sections 95A-95F of the RMA the application will be processed on a **non-notified** basis given the findings of Section 6.0 of this report. This decision is made by Quinn McIntyre, Manager, Resource Consents, on 14 June 2018 under delegated authority pursuant to Section 34A of the RMA.

2. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 108 of the RMA. The consent only applies if the conditions outlined are met. To reach the decision to grant consent the application was considered (including the full and complete records available in Council's electronic file and responses to any queries) by Quinn McIntyre, Manager, Resource Consents as delegate for the Council.

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1. PROPOSAL AND SITE DESCRIPTION

Consent is sought to vary the Three Parks Outline Development Plan (ODP) (previously approved through resource consent RM140354).

The applicant has provided a detailed description of the proposal, the site and locality and the relevant site history in Section 2.0 of the report entitled '*Assessment of Effects on the Environment, Three Parks Wanaka, Variation to Outline Plan, October 2017*', prepared by Alison Devlin of Willowridge Developments Limited, and submitted as part of the application (hereon referred to as the applicant's AEE and attached as Appendix 3). This description is generally considered accurate and is adopted for the purpose of this report with the following additional comments:

The key changes to the ODP are:

- To use some of the area identified within the 'medium density residential' subzone within the 'North Three Parks' area for retail purposes (carpark) associated with big box retail:

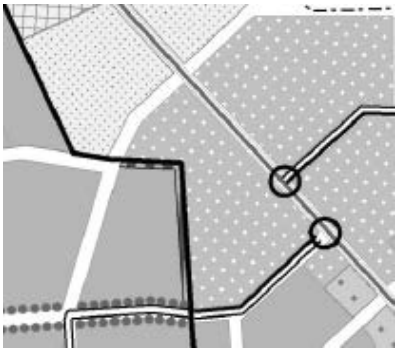


Image 1: Structure Plan



Image 2: Approved ODP



Image 3: Proposed ODP

- The proposed 'Lifestyle Village' area will be increased and the 'Comprehensive Residential' and 'Low Density Residential' areas reduced:

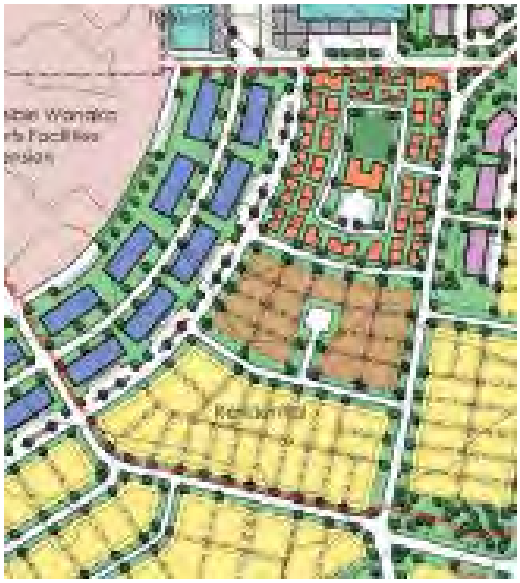


Image 4: Existing ODP



Image 5: Proposed ODP

- A new Business precinct has been identified near the northern boundary of the site, reducing the area of Tourism and Community Facilities.

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Image 6: Existing ODP



Image 7: Proposed ODP

- The open space areas within the Deferred Mixed Use areas have been removed.



Image 8: Existing ODP



Image 9: Proposed ODP

- The size of the open space areas has been changed – the commercial core area of open space is proposed to be reduced from 2657m² to 2514m².

- A minor change is proposed to the internal arrangement within the Tourism and Community Facilities sub-zone.

- ‘Road 9’ is proposed to be relocated approximately 60m further to the southeast with the width of the road proposed to change. ‘Road 11’ is proposed to be realigned to continue through to what was formerly indicated as ‘Road 46’ (RM140354) (with the width of the road proposed to change) to form a cross roads with ‘Road 2’ and ‘Road 11’. ‘Road 10’ will now end with a ‘T’ intersection with ‘Road 11’.

  It is noted that roads 9, 10 and 11 are not ‘fixed’ or ‘collector’ roads identified on the Three Parks Structure Plan. As the roads are ‘indicative’ they may be moved or varied provided they are generally in accordance with and will achieve the Three Parks Structure Plan and the relevant objectives and policies.

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- Minor changes to the road formation of Sir Tim Wallis Drive are proposed, with the intersection with SH84 to incorporate a roundabout as opposed to a 'T' intersection. This is a main street collector road with a 'fixed' connection point defined on the Three Parks Structure Plan but will be consistent with the Structure Plan i.e. will remain in the same location.

2. ACTIVITY STATUS

2.1 THE DISTRICT PLAN

OPERATIVE DISTRICT PLAN

The subject site is zoned Three Parks Special Zone and the proposed activity requires resource consent for the following reasons:

- A **restricted discretionary** activity pursuant to Rule 12.26.4.2(8) for a variation to an Outline Development Plan within the Residential Subzones for the Three Parks Special Zone. The Council's discretion is restricted to the matters under 12.26.4.5(i) which are listed in Appendix 4.

- A **restricted discretionary** activity pursuant to Rule 12.26.5.2(9) for a variation to an Outline Development Plan within the Tourism and Community Subzone for the Three Parks Special Zone. The Council's discretion is restricted to the matters under 12.26.5.5(i) which are listed in Appendix 4.

- A **restricted discretionary** activity pursuant to 12.26.6.2(21) for a variation to an Outline Development Plan within the Business Subzone for the Three Parks Special Zone. The Council's discretion is restricted to the matters under 12.26.6.5(iv) which are listed in Appendix 4.

- A **restricted discretionary** activity pursuant to 12.26.7.2(7) for a variation to an Outline Development Plan within the Commercial Core Subzone for the Three Parks Special Zone. The Council's discretion is restricted to the following matters under 12.26.7.4(i) which are listed in Appendix 4.

- A **non-complying** activity pursuant to 12.26.3.1(8) as the Outline Development Plan will not include all that land within the Stage within which it sits, as identified on the Indicative Staging Plan for the Three Parks Zone. The application proposes an extension of the Retail 1 area car park into the North Three Parks part of the Zone. The area of car park within the North Three Parks Zone does not cover an entire stage.

- A **non-complying** activity pursuant to 12.26.3.1(10) as the proposal will not be in accordance with the Three Parks Structure Plan. The proposed car park extension (Retail Area 1) is identified in the Three Parks Structure Plan as Medium Density Residential.

Overall, the application is considered to be a **non-complying** activity.

PROPOSED DISTRICT PLAN

Council notified the first stage of the Proposed District Plan on 26 August 2015 and the second stage on 23 November 2017 which both contain rules with immediate legal effect. There are no rules with immediate legal effect for which this proposal requires resource consent.

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2.2 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Based on the Preliminary Site Investigation prepared on behalf of the applicant, the proposed activity is on a piece of land that is, or is more than likely to be, a HAIL site. Pursuant to Clause 8(4) of the NES, the application is a permitted activity as a preliminary site investigation (PSI) was undertaken in March 2007. Given that this investigation was undertaken prior to the gazetting of the NES, a suitably qualified and experienced practitioner (SQEP), being Glen Davis of e3 Scientific has prepared a letter addressing the PSI in the context of the NES. Mr Davis has confirmed that the assessment undertaken as part of the 2007 Preliminary Contaminated Land Assessment is sufficient to conclude it is highly unlikely there is a risk to human health. Furthermore, the letter states that it is highly unlikely that there have been activities on the site between 2007 and 2018 that would have impacted the quality of the soils across the site in regard to contamination.

Notwithstanding, the above PSI identifies areas of potential contamination and recommends future assessment and potential remediation measures. It is considered appropriate that the recommendations of this PSI be adopted as a condition of consent as part of this ODP.

Future subdivision in the areas of potential contamination will trigger the NES for Assessing and Managing Contaminants in Soil to Protect Human Health. This shall be noted as an advice note on this ODP.

3. SECTION 95A NOTIFICATION

Step 1 – Mandatory public notification

The applicant has not requested public notification of the application (s95A(3)(a)).

Public Notification is not required in terms of refusal to provide further information or refusal of the commissioning of a report under section 92(2)(b) of the Act (s95A(3)(b)).

The applicant does not include exchange to recreation reserve land under section 15AA of the Reserves Act 1977 (s95A(3)(c)).

Step 2 – Public notification precluded

Public notification is not precluded by any rule of national environmental standard (s95A(5)(a)).

The proposal is not a controlled activity, a restricted discretionary or discretionary subdivision or a residential activity, or a boundary activity as defined by section 87AAB.

The proposal is not a prescribed activity (95A(5)(b)(i-iv).

Step 3 – If not precluded by Step 2, public notification is required in certain circumstances

Public notification is not specifically required under a rule or national environmental standard (s95A(8)(a).

A consent authority must publicly notify an application if it decides under s95D(8)(b) that the activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(2)(a)). An assessment in this respect is therefore made in section 4 below:

4. ASSESSMENT OF EFFECTS ON THE ENVIRONMENT (s95D)

4.1 MANDATORY EXCLUSIONS FROM ASSESSMENT (s95D)

A: Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).

B: An adverse effect of the activity if a rule or national environmental standard permits an activity with that effect (s95D(b) (the permitted baseline, refer section 4.2 below).

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C: Trade competition and the effects of trade competition (s95D(d)).

*D: The following persons have provided their **written approval** and as such adverse effects on these parties have been disregarded (s95D(e)).*

Person (owner/occupier)	Address (location in respect of subject site)
Three Parks Properties Limited	Lot 2 DP 510626



Image 1: Subject site (outlined in blue) and written approval received (marked with X)

4.2 PERMITTED BASELINE (s95D(b))

The consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect. In this case there is no relevant permitted baseline as all Outline Development Plans within the Three Parks Special zone require resource consent.

4.3 ASSESSMENT: EFFECTS ON THE ENVIRONMENT

Taking into account sections 4.1 and 4.2 above, the following assessment determines whether the activity will have, or is likely to have, adverse effects on the environment that are more than minor.

The relevant assessment matters are found in Sections 12.26.4.5(ii) and 12.26.7.4(ii) of the District Plan and have been reviewed in Appendix 6 and considered in the assessment below.

The Assessment of Effects provided at section 4.0 of the applicant's AEE, is comprehensive and is considered accurate. It is therefore adopted for the purposes of this report with the following additional comments.

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Servicing, access and parking

The Council's Resource Management Engineer, Ms Overton has reviewed the application and has outlined some of the changes to the roading layout and formation as a result of the amended ODP. Ms Overton is satisfied that the proposed changes in formation are appropriate and will not result in any adverse effects on traffic or pedestrian safety.

Ms Overton is satisfied that the proposed changes to the road formation of Sir Tim Wallis Drive are minor and are in accordance with the Council's Code of Practice, and that the final road designs will be assessed at the time of further subdivision.

Ms Overton does not raise any concerns about the proposed ODP from an Engineering perspective. Having adopted Ms Overton's assessment it is considered that any adverse effects in relation to servicing, access and parking as a result of the amended ODP proposal will be less than minor.

Urban Design and Open Space

Consultant Urban Designer, David Compton-Moen has reviewed the proposal and has not raised any specific urban design concerns with the reduction in the medium density area for use as a carpark for retail purposes. The layout of the buildings which wrap around the carpark provide a strong built edge or perimeter along the road frontages, consistent with the approved ODP, particularly with smaller format retail units fronting Sir Tim Wallis Drive. Mr Compton-Moen considers the change to the staging of the Retail Areas is considered inconsequential from an urban design perspective.

Mr Compton-Moen considers that the change to the intersection with SH84 will not adversely affect pedestrian and cycle crossing facilities compared to the original ODP and is in keeping with the relevant assessment matters. In regard to the Deferred Mixed use area, Mr Compton-Moen states that it is important that vehicle access and parking is restricted to Roads 50-54, with active frontages provided along Sir Tim Wallis Drive. If vehicle access is restricted to the rear then the proposed changes will not have any adverse effect.

In regard to the residential/lifestyle village area, Mr Compton-Moen highlights that it is important that the remaining east-west road is maintained, with public access, to ensure connectivity through the development is maintained. It is important that connectivity is maximised with a more permeable boundary treatment allowing future residents to easily access nearby amenities by minimising walking distances.

Having adopted the assessment of Mr Compton-Moen, it is considered that adverse effects as a result of the proposed ODP will be less than minor.

As highlighted within the original ODP (RM140354), the purpose of an Outline Development Plan is to ensure that development is undertaken in a high quality manner. It is considered that the proposed ODP provides a safe and legible roading pattern, a well-considered subdivision configuration and lot layout, good multi-modal connectivity, high-quality public open space, and a form of development that will ensure that the environment is an attractive and functional place to live. The detailed design of the zone will be assessed under separate resource consents which will allow the Council to ensure a site-specific design approach.

It is noted that despite the proposed changes to the ODP, the underlying sub-zone will still apply i.e. Section 12.25.1 (The process of applying for resource consents in the zone) states that "In order to achieve a high quality urban area, all development is expected to be consistent with the Three Parks Structure Plan and subsequent, more detailed, Outline Development Plans or Comprehensive Development Plans". The ODP does not approve any development, and future resource consent applications will be required for any future landuse and/or subdivision activities.

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The size of the open space areas within the commercial core is also proposed to be reduced from 2,657m² to 2,514m². Whilst this area has been reduced, there is a larger reserve area proposed at the southern end of the proposed Lifestyle Village area which will allow for pedestrian access from Sir Tim Wallis Drive to the eastern portion of the Three Parks area (into the residential sub-zones). It is considered that a generous amount of open space will still be provided within the ODP area. In addition, it is considered that the proposed open space areas are more usable as an area of green space has been combined with the Town square to allow for a large public area as opposed to small 'pocket parks'.

The proposal has been reviewed by Aaron Burt, Senior Parks and Reserves Planner who considers that the changes and the outcomes are materially similar to the original ODP. Conditions of consent have been recommended to ensure that the open space areas are appropriately provided for through future resource consent applications.

Overall the proposed ODP will lead to a form of development which is anticipated by the District Plan and will adequately serve the living needs of future residents.

Therefore it is concluded that adverse effects on the environment will be minor with respect to the ODP proposed for the Three Parks Special Zone.

4.4 DECISION: EFFECTS ON THE ENVIRONMENT (s95A(2))

Overall the proposed activity is not likely to have adverse effects on the environment that are more than minor.

4.5 STEP 4 – PUBLIC NOTIFICATION IN SPECIAL CIRCUMSTANCES

There are no special circumstances in relation to this application.

5.0 EFFECTS ON PERSONS

Section 95B(1) requires a decision whether there are any affected persons (under s95E). The following steps set out in this section, in the order given, are used to determine whether to give limited notification of an application for a resource consent, if the application is not publicly notified under section 95A.

Step 1: certain affected groups and affected persons must be notified

Limited notification is not required under Step 1 as the proposal does not affect customary rights groups, customary marine title groups nor is it on, adjacent to or may affect land subject to a statutory acknowledgement.

Step 2: if not required by step 1, limited notification precluded in certain circumstances

Limited notification is not precluded under Step 2 as the proposal is not subject to a rule in the District Plan or is not subject to a NES that precludes notification.

Limited notification is not precluded under Step 2 as the proposal is not a controlled activity or is not a prescribed activity.

Step 3: if not precluded by step 2, certain other affected persons must be notified

Limited notification is not required under Step 3 as the proposal is not a boundary activity where the owner of an infringed boundary has provided their approval, and it is not a prescribed activity.

Limited notification is not required under Step 3 as the proposal falls into the 'any other activity' category and the effects of the proposal are assessed in section 5.3 below and will be less than minor.

Step 4: Further limited notification in special circumstances

Special circumstances do not apply that require limited notification.

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5.2 PERMITTED BASELINE (s95E(2)(a))

The consent authority **may** disregard an adverse effect of the activity on a person if a rule or national environmental standard permits an activity with that effect. In this case the permitted baseline is found within section 4.2 above.

5.3 ASSESSMENT: EFFECTS ON PERSONS

Taking into account sections 5.1 and 5.2 above, the following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor:

The purpose of an Outline Development Plan is to ensure that a good subdivision design/layout is achieved at a high level. The proposed ODP (as amended) for the Three Parks Special Zone has demonstrated an effective roading pattern, good subdivision design, configuration and allotment size, walking/cycling links to be created, and provision for public open space.

As discussed above, the owners of Lot 2 DP 510626, Three Parks Properties Limited have provided their written approval to the application.

Lot 1 DP 471996 is owned by the Queenstown Lakes District Council (shown as 'Wanaka Sports Facility' on the ODP). This facility has now largely been completed. Given the nature of the proposed changes to the ODP, the owners and occupiers of this site are not considered to be adversely affected.

101 Ballantyne Road is also owned by the Queenstown Lakes District Council, used for sewage treatment purposes. Given the nature of the proposed changes to the ODP, the owners of this site are not considered to be adversely affected.

124 Wanaka-Luggate Highway is also located within the Three Parks Special zone, identified within the Medium Density Residential zone within the Three Parks Structure Plan. The ODP proposes to use an area of land adjacent to this property for business purposes as opposed to for tourism and community facilities as proposed within the original ODP (RM140354). Adverse effects on the owners and occupiers of this property will change due to the proposed use of the land. However it is noted that the underlying sub-zone of this land is 'Business' and therefore this activity is anticipated by the District Plan. Resource Consent will still be required for any buildings/activities within this area and adverse effects on this adjacent neighbour can be assessed at that time. Adverse effects on owners and occupiers of this property as a result of this proposed future landuse are considered to be less than minor.

No other changes to the ODP will be located on the periphery of the ODP area and therefore will not adversely affect owners and occupiers of other adjacent sites.

The design of zone will not be inconsistent with that anticipated by the District Plan. Therefore adverse effects on neighbouring and nearby property owners and occupiers are considered to be less than minor.

No other persons are considered to be adversely affected by the proposed Outline Development Plan.

5.4 DECISION: EFFECTS ON PERSONS (s95B(1))

In terms of Section 95E of the RMA, no person is considered to be adversely affected.

6.0 OVERALL NOTIFICATION DETERMINATION

Given the decisions made above in sections 4.4 and 5.4 the application is to be processed on a non-notified basis.

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7.0 S104 ASSESSMENT

7.1 EFFECTS (s104(1)(a))

Actual and potential effects on the environment have been outlined in section 4 of this report. Conditions of consent can be imposed under s108 of the RMA as required to avoid, remedy or mitigate adverse effects.

7.2 RELEVANT DISTRICT PLAN PROVISIONS (s104(1)(b)(vi))

Operative District Plan

The relevant objectives and policies are contained within Part 12.26 of the Operative District Plan.

The assessment of objectives and policies provided at section 6.0 of the applicant's AEE, is comprehensive and is considered accurate. It is therefore adopted for the purposes of this report. The proposal is not contrary to the Objectives and Policies of the Operative District Plan.

Proposed District Plan

Council notified the first stage of the Proposed District Plan on 26 August 2015 and the second stage on 23 November 2017 which contain objectives and policies with immediate legal effect, pursuant to section 86A(2) of the RMA.

Stages 1 and 2 of the Proposed District Plan do not include any objectives and policies relating to the Three Parks Special zone.

7.3 PARTICULAR RESTRICTIONS FOR NON-COMPLYING ACTIVITIES (s104(D))

With respect to the assessment above, the first threshold test for a non-complying activity required under Section 104D has been met in that the application is not considered to create any actual or potential adverse effects which are more than minor in extent.

With respect to the second threshold test under Section 104D it is concluded that the application can pass through the second gateway test given that the proposal is not considered to be contrary to the relevant policies and objectives of the District Plan.

On this basis discretion exists to grant consent for this non-complying activity.

7.4 PART 2 OF THE RMA

As in this case the relevant District Plan provisions are valid, have complete coverage and are certain, the above assessment under s104 matters, which give substance to the principles of Part 2, illustrates that the proposed activity accords with Part 2 of the Act.

7.5 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA

Consent is **granted** subject to the conditions outlined in *Appendix 1* of this decision report imposed pursuant to Section 108 of the RMA.

8.0 OTHER MATTERS

Local Government Act 2002: Development Contributions

This proposal is not considered a "Development" in terms of the Local Government Act 2002 as it will not generate a demand for network infrastructure and reserves and community facilities.

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Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or if all conditions have been met.

This resource consent is not a consent to build under the Building Act 2004. A consent under this Act must be obtained before construction can begin.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of Section 125 of the Resource Management Act 1991.

If you have any enquiries please contact Sarah Gathercole on phone (03) 441 0499 or email sarah.gathercole@qldc.govt.nz.

Report prepared by



Sarah Gathercole
SENIOR PLANNER

Decision made by



Quinn McIntyre
MANAGER, RESOURCE CONSENTS

APPENDIX 1 – Consent Conditions
APPENDIX 2 – Conditions as Amended (RM140354)
APPENDIX 3 – Applicant's AEE
APPENDIX 4 – Engineering Comment
APPENDIX 5 – Urban Design Comment
APPENDIX 6 – Matters of Discretion
APPENDIX 7 – Assessment of the Relevant Assessment Matters
APPENDIX 8 – Approved Plans

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APPENDIX 1 – CONSENT CONDITIONS

General Conditions

1. That the development must be undertaken/carried out in general accordance with the plans:

   - 'Outline Development Plan Overview' W3850, Sheet No. 101, Revision L1 by Paterson Pitts Group, dated 12/06/2018.
   - 'Outline Development Plan' W3850, Sheet No. 102, Revision L1 by Paterson Pitts Group, dated 12/06/2018.
   - 'Structure Plan Overlay' W3850, Sheet No. 103, Revision I by Paterson Pitts Group, dated 09/10/2017.

   stamped as approved on 14 June 2018

   and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991.

Landscaping

4. Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone shall include a detailed landscape plan for open space areas (public and private) to be certified by Council that meets the following objectives:

   a) Is appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal.

   b) Identifies all plant species

   c) Identifies long-term management considerations

   d) Maintains important viewshafts

   e) Integrates with adjoining land uses

   f) Is consistent with Crime Prevention through Environmental Design (CPTED) principles

Ecological Management Plan

5. Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone that involves the construction of wetlands shall include an ecological management plan to be certified by Council. The ecological management plan shall detail the design of the wetland including planting details, ongoing maintenance and methods to achieve positive ecological benefits in terms of creating and maintaining habitat for aquatic-based flora and fauna

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Engineering

6. At the time subdivision application is lodged for any stage within the Three Parks Special Zone, all engineering infrastructure shall be designed in accordance with the Queenstown Lakes District Council District Plan, the Three Parks Special Zone rules and the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any subdivision consent.

   Advice Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz/planning/resource-consents/qldc-land-development-and-subdivision-code-of-practice/

7. All land development and subdivision designs shall comply with the following;

   a) All roads shall be designed in accordance with QLDC's Land Development and Subdivision Code of Practice, Table 3.2 except where specified elsewhere.

   b) The proposed design for roading shall illustrate how traffic calming measures have integrated pedestrian facilities, cycling facilities, parking layout and streetscapes into the overall design to achieve the target operating speeds and contribute to the differentiation of the three street typologies. In addition, threshold treatments to the tertiary road network shall be developed to discourage through traffic. The detailed design shall be prepared in consultation with a suitably experienced and qualified traffic engineer and a report submitted by this engineer confirming the designs achieve the target operation speeds.

   c) The shared pedestrian and cycle way within the 'Retail' activity area shall be formed to a minimum 2.0 m width.

   d) Provision for bicycle parks shall be made along the mainstreet (Sir Tim Wallis Drive) within the 'Retail' activity zone.

   e) Provision for pedestrians and cyclists shall be made within the Riverbank Road legal road reserve adjacent to the site.

   f) Public Transport stops and routes should be identified in the street design. The provision of bus stops and their design and spacing should comply with the QLDC Bus Stop policy and Guidelines (August 2008).

   g) Stormwater design within the Three Parks Special Zone shall incorporate Best Practice Low Impact Design measures.

   h) Subdivision and development lighting shall be in accordance with Council's road lighting policies and standards, including the Southern Light lighting strategy.

8. The access intersections to the Three Parks Special Zone from SH84, Riverbank and Ballantyne Roads shall be designed and constructed in accordance with the current Austroads design guides. The designs shall include the provision of auxiliary traffic lanes and provision for cyclists and pedestrians.

9. The design of the Main Street (Sir Tim Wallis Drive)/SH84 roundabout intersection shall be designed in accordance with current Austroads guidelines. The intersection designs shall be approved by the NZ Transport Agency prior to any intersection construction commencing. Appropriate and QLDC and NZTA approved warning and guidance signs shall be erected and maintained at the applicants expense until completion of the roundabout construction.

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Open Space and Reserves

10. Prior to s224(c) certification for subdivision of land within the Three Parks Special Zone (excluding boundary adjustments), the applicant shall obtain Council approval for the vesting of recreation reserve land and reserve improvements (where applicable) and shall show that area of land on a subdivision plan. Any vesting of reserve land shall be in general accordance with the Outline Development Plan or as otherwise directed by the Council Committee.

    Advice Note: The consent holder is advised that any vesting of reserves by Council is not assured, and that Council is guided in its decisions by the provisions of the Parks & Open Spaces Strategy 2017.

11. At the time subdivision application is lodged for any stage within the Three Parks Special Zone, detailed landscape plans and design specifications by a suitably qualified Landscape Architect and/or Arborist shall be submitted to demonstrate the following (if not already approved through previous resource consents or Engineering approval):

    i. Detail of the landscape trees and plants that includes the species, size and location.
    ii. Detail of any street tree location in relation to infrastructure and known vehicle accesses.
    iii. Irrigation plan showing how trees are to be irrigated
    iv. Tree pit details showing root ball treatment and staking
    v. Path width, material and construction details.
    vi. Details and locations for any other proposed assets, such as park seats, irrigation and fencing.
    vii. Maintenance requirements
    viii. Methods for screening or softening the edge of carpark areas adjacent to open space areas.

    Advice Note: *The Consent Holder is welcome to seek guidance from the Parks Planning Manager when preparing the landscape plan. This may facilitate certification if any matters of concern are addressed. Street Tree Planting Guidelines are available on request from the QLDC Arborist.*

Cycle/Pedestrian Linkages

12. The running track indicated by a red dashed line on the Outline Development Plan shall provide for a dual cycle and pedestrian linkage.

13. At the time a landuse application is lodged for any stage within the Business (Main Street) and Commercial Core Sub-zones within the Three Parks Special Zone, detailed plans and design specifications shall be submitted to demonstrate that pleasant, pedestrian friendly environments, consistent with Crime Prevention through Environmental Design (CPTED) principles are provided for, particularly within the carpark areas identified in the Commercial Core and between buildings.

Contaminated Land

14. Any subdivision application lodged for any stage within the Three Parks Special Zone shall include a contaminated land assessment to be certified by Council which achieves the following objectives:

    a) Whether any contaminated sites exist that would be a risk to human health or the environment. If the land that is to be subdivided is not found to be contaminated then the assessment only needs to go as far as providing evidence of this fact.

    b) If so, an explanation and methodology for the appropriate remediation of the sites or appropriate mitigation or avoidance any adverse effects associated with the contamination.

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Consent Notice

15. At the time of an application for subdivision of any area of land located within the Three Parks Special Zone (excluding boundary adjustment subdivisions), conditions addressing the following matters shall be registered on all relevant titles by way of a consent notice:

    a) Any multi-unit development sites shown on the ODP as 'Comprehensive Residential' shall include an internal boundary setback of 2m from any adjoining allotment shown as 'Low Density Residential' on the ODP.

    b) Any empty land in the Commercial Core zone shall be kept mown in a tidy condition and kept free of weeds and pests.

Advice Notes

1. *Any future subdivision application that includes the identification of public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide written approval for any open space planned.*

2. *It is noted that the Geotechnical/Natural Hazard Report prepared by Opus and submitted with the application states that contaminated land is contained within certain areas of the Three Parks Special Zone and therefore will trigger the National Environmental Standard (NES) for Assessing and Managing Contaminants in Soil to Protect Human Health.*

3. *Those platforms which are identified as indicative future retail space i.e. not within the "area containing 10,000m² of floorspace being applied for in ODP" will require a Variation to the Outline Development Plan in order for retail to be approved for those spaces.*

For Your Information

If your decision requires monitoring, we will be sending an invoice in due course for the deposit referred to in your consent condition. To assist with compliance of your resource consent and to avoid your monitoring deposit being used before your development starts, please complete the "Notice of Works Starting Form" and email to the Monitoring Planner at RCMonitoring@qldc.govt.nz prior to works commencing.

You may also have conditions that require you to apply for Engineering Acceptance. To apply for Engineering Acceptance, please complete the Engineering Acceptance Application form and submit this completed form and an electronic set of documents to engineeringacceptance@qldc.govt.nz with our monitoring planner added to the email at RCMonitoring@qldc.govt.nz.

If your decision requires a development contribution (DC) charge, we will be sending a notice in due course. To answer questions such as what is a DC charge, when a DC charge is triggered and timing of payments, please refer to this link. http://www.qldc.govt.nz/planning/development-contributions/ If you wish to make a DC estimate calculation yourself, please use this link: http://www.qldc.govt.nz/planning/development-contributions/development-contributions-estimate-calculator/ And for full details on current and past policies, please use this link: http://www.qldc.govt.nz/council-online/council-documents/policies/policy-on-development-contributions-and-financial-contributions/

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3 Those platforms which are identified as “indicative future retail space” will require a Variation to the Outline Development Plan in order for retail to be approved for those spaces.

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APPENDIX 2 – CONDITIONS AS AMENDED (RM140354)

Changes to the conditions of RM140354 (changes shown in **bold underline** and ~~strikethrough~~)

General Conditions

1. That the development must be undertaken/carried out in general accordance with the plans: (**~~stamped as approved on 26 November 2015)~~**:

   - ~~Titled 'Three Parks Wanaka Outline Development Plan' by Baxter Design Group, dated 30 June 2015~~
   - ~~Titled 'Three Parks Wanaka Tourism Activity Area Plan' by Baxter Design Group, dated 30 June 2015~~
   - ~~Titled 'Three Parks Wanaka Campground' by Baxter Design Group, dated 30 June 2015~~
   - ~~Titled 'Three Parks Wanaka Retail Activity Area' by Baxter Design Group, dated 22 April 2015~~
   - ~~Titled 'Three Parks Wanaka Indicative Retail Main Street' by Baxter Design Group, dated 22 April 2015~~
   - ~~Titled 'Three Parks Wanaka Indicative Retail Main Street' by Baxter Design Group, dated 22 April 2015~~
   - ~~Titled 'Three Parks Wanaka Residential Activity Area' by Baxter Design Group, dated 30 June 2015~~
   - ~~Titled 'Three Parks Wanaka Business Area' by Baxter Design Group, dated 30 June 2015~~
   - ~~Titled 'Three Parks Wanaka Pedestrian and Vehicle Routes' by Baxter Design Group, dated 2 July 2015~~
   - **'Outline Development Plan Overview' W3850, Sheet No. 101, Revision L1 by Paterson Pitts Group, dated 12/06/2018.**
   - **'Outline Development Plan' W3850, Sheet No. 102, Revision L1 by Paterson Pitts Group, dated 12/06/2018.**
   - **'Structure Plan Overlay' W3850, Sheet No. 103, Revision I by Paterson Pitts Group, dated 09/10/2017.**

   stamped as approved on 14 June 2018

   and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2~~a~~. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

2~~b~~**3**. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991~~ and shall pay to Council an initial fee of $100. This initial fee has been set under section 36(1) of the Act~~.

Landscaping

3**4**. Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone shall include a detailed landscape plan for open space areas (public and private) to be certified by Council that meets the following objectives:

   a) Is appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal.

   b) Identifies all plant species

   c) Identifies long-term management considerations

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d) Maintains important viewshafts

e) Integrates with adjoining land uses

f) Is consistent with Crime Prevention through Environmental Design (CPTED) principles

Ecological Management Plan

4**5.** Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone that involves the construction of wetlands shall include an ecological management plan to be certified by Council. The ecological management plan shall detail the design of the wetland including planting details, ongoing maintenance and methods to achieve positive ecological benefits in terms of creating and maintaining habitat for aquatic-based flora and fauna

Engineering

5**6**. At the time subdivision application is lodged for any stage within the Three Parks Special Zone, all engineering infrastructure shall be designed in accordance with the Queenstown Lakes District Council District Plan, the Three Parks Special Zone rules and the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any subdivision consent.

Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz/planning/resource-consents/qldc-land-development-and-subdivision-code-of-practice/

6**7**. All land development and subdivision designs shall comply with the following;

a) All roads shall be designed in accordance with QLDC's Land Development and Subdivision Code of Practice, Table 3.2 except where specified elsewhere.

b) The proposed design for roading shall illustrate how traffic calming measures have integrated pedestrian facilities, cycling facilities, parking layout and streetscapes into the overall design to achieve the target operating speeds and contribute to the differentiation of the three street typologies. In addition, threshold treatments to the tertiary road network shall be developed to discourage through traffic. The detailed design shall be prepared in consultation with a suitably experienced and qualified traffic engineer and a report submitted by this engineer confirming the designs achieve the target operation speeds.

c) The shared pedestrian and cycle way within the 'Retail' activity area shall be formed to a minimum 2.0 m width.

d) Provision for bicycle parks shall be made along the mainstreet **(Sir Tim Wallis Drive)** within the 'Retail' activity zone.

e) Provision for pedestrians and cyclists shall be made within the Riverbank Road legal road reserve adjacent to the site.

f) Public Transport stops and routes should be identified in the street design. The provision of bus stops and their design and spacing should comply with the QLDC Bus Stop policy and Guidelines (August 2008).

g) Stormwater design within the Three Parks Special Zone shall incorporate Best Practice Low Impact Design measures.

h) Subdivision and development lighting shall be in accordance with Council's road lighting policies and standards, including the Southern Light lighting strategy.

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~~7. That a T-intersection shall be constructed from SH84 to the Three Parks Special Zone. The design shall include the provision of auxiliary traffic lanes and provision for cyclists and pedestrians.~~

~~8. Traffic monitoring (of user volumes, safety and operation) and modelling of the SH84 T-Intersection (SH84/Main Street) shall be undertaken once the Three Parks development is expected to exceed the traffic flow equivalent of 400 residential dwelling units, being 480 vehicles per hour. If the initial modelling results show the Three Parks Approach (Main Street) to be operating within Level of Service A – D, and the traffic monitoring identifies no safety or operational issues, a new trigger point for further modelling shall be agreed between the developer, QLDC and the NZ Transport Agency.~~

~~9. When the Three Parks Approach (Main Street) operational efficiency drops to Level of Service E, or safety or operational issues are identified, the T-intersection with SH84 shall be upgraded to a roundabout intersection. Until the SH84 roundabout intersection is operational any further development of land within the Three Parks Special Zone will require the express written approval of the NZ Transport Agency. The NZ Transport Agency shall not unreasonably withhold approval. When the LOS E trigger has been reached, appropriate and QLDC and NZTA approved warning and guidance signs shall be erected and maintained at the applicants expense until completion of the roundabout construction.~~

~~10~~**8**. The access intersections to the Three Parks Special Zone from SH84, Riverbank and Ballantyne Roads shall be designed and constructed in accordance with the current Austroads design guides. The designs shall include the provision of auxiliary traffic lanes and provision for cyclists and pedestrians.

~~11~~**9**. The design of the Main Street **(Sir Tim Wallis Drive)**/SH84 ~~T-intersection and the final~~ roundabout intersection shall be designed in accordance with current Austroads guidelines. The intersection designs shall be approved by the NZ Transport Agency prior to any intersection construction commencing. **Appropriate and QLDC and NZTA approved warning and guidance signs shall be erected and maintained at the applicants expense until completion of the roundabout construction. Active transport shall be provided for through the provision of under passes for cyclists and pedestrians on all legs of the roundabout to be constructed.**

Open Space and Reserves

~~12~~**10**. Prior to s224(c) certification for subdivision of land within the Three Parks Special Zone (excluding boundary adjustments), the applicant shall obtain Council approval for the vesting of recreation reserve land and reserve improvements (where applicable) and shall show that area of land on a subdivision plan. Any vesting of reserve land shall be in general accordance with the Outline Development Plan or as otherwise directed by the Council Committee.

Advice Note: The consent holder is advised that any vesting of reserves by Council is not assured, and that Council is guided in its decisions by the provisions of the Parks & Open Spaces Strategy 2017.

11. At the time subdivision application is lodged for any stage within the Three Parks Special Zone, detailed landscape plans and design specifications by a suitably qualified Landscape Architect and/or Arborist shall be submitted to demonstrate the following (if not already approved through previous resource consents or Engineering approval):

- **i. Detail of the landscape trees and plants that includes the species, size and location.**
- **ii. Detail of any street tree location in relation to infrastructure and known vehicle accesses.**
- **iii. Irrigation plan showing how trees are to be irrigated**
- **iv. Tree pit details showing root ball treatment and staking**
- **v. Path width, material and construction details.**
- **vi. Details and locations for any other proposed assets, such as park seats, irrigation and fencing.**

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vii. Maintenance requirements
viii. Methods for screening or softening the edge of carpark areas adjacent to open space areas.

Advice Note: ***The Consent Holder is welcome to seek guidance from the Parks Planning Manager when preparing the landscape plan. This may facilitate certification if any matters of concern are addressed. Street Tree Planting Guidelines are available on request from the QLDC Arborist.***

Cycle/Pedestrian Linkages

~~13~~**12**. The running track indicated by a red dashed line on the Outline Development Plan shall provide for a dual cycle and pedestrian linkage.

13. At the time a landuse application is lodged for any stage within the Business (Main Street) and Commercial Core Sub-zones within the Three Parks Special Zone, detailed plans and design specifications by a suitably qualified Urban Designer shall be submitted to demonstrate that pleasant, pedestrian friendly environments, consistent with Crime Prevention through Environmental Design (CPTED) principles are provided for, particularly within the carpark areas identified in the Commercial Core and between buildings.

Contaminated Land

14. Any subdivision application lodged for any stage within the Three Parks Special Zone shall include a contaminated land assessment to be certified by Council which achieves the following objectives:

    a) Whether any contaminated sites exist that would be a risk to human health or the environment. If the land that is to be subdivided is not found to be contaminated then the assessment only needs to go as far as providing evidence of this fact.

    b) If so, an explanation and methodology for the appropriate remediation of the sites or appropriate mitigation or avoidance any adverse effects associated with the contamination.

Consent Notice

15. At the time of an application for subdivision of any area of land located within the Three Parks Special Zone (excluding boundary adjustment subdivisions), conditions addressing the following matters shall be registered on all relevant titles by way of a consent notice:

    a) Any multi-unit development sites shown on the ODP as 'Comprehensive Residential' shall include an internal boundary setback of 2m from any adjoining allotment shown as 'Low Density Residential' on the ODP.

    b) Any empty land in the Commercial Core zone shall be kept mown in a tidy condition and kept free of weeds and pests.

Advice Note

1 Any future subdivision application that includes the identification of public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide written approval for any open space planned.

2 It is noted that the Geotechnical/Natural Hazard Report prepared by Opus and submitted with the application states that contaminated land is contained within certain areas of the Three Parks Special Zone and therefore will trigger the National Environmental Standard (NES) for Assessing and Managing Contaminants in Soil to Protect Human Health.

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3 Those platforms which are identified as “indicative future retail space” will require a Variation to the Outline Development Plan in order for retail to be approved for those spaces.

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APPENDIX 3 – APPLICANT'S AEE

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ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

Three Parks Wanaka

Variation to Outline Development Plan

October 2017

WILLOWRIDGE
DEVELOPMENTS LTD

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Appendices

Appendix A CoT and Consent Notice

Appendix B Approved Outline Development Plan

Appendix C Outline Development Plan Variation

Appendix D Standards Assessment

Appendix E Road Classification Table

Appendix F Affected Party Approval Three Parks Properties Limited

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1.0 INTRODUCTION

1.1 This assessment of effects on the environment accompanies an application by Willowridge Developments Limited (Willowridge) for resource consent to vary an Outline Development Plan (ODP) for the Three Parks Special Zone (the Zone) and is prepared in accordance with section 88 and Schedule 4 of the Resource Management Act 1991.

1.2 The Zone was made operative on 19th January 2011. The architecture of the Zone is such that all development must be in accordance with approved ODP's or Comprehensive Development Plans (CDP's). ODP's and CDP's must comply with the Three Parks Structure Plan (the Structure Plan), which is contained at section 12.25.3 of the Queenstown Lakes District Plan (the District Plan). An ODP for the Zone was approved on the 26th November 2015 (RM140354).

2.0 DESCRIPTION OF PROPOSAL

2.1 *Background*

2.1.1 The Zone covers an area of approximately 100ha of land legally described as Lot 999 DP489349 and also includes approximately 6,000m^2 of land which is part of Lot 2 DP510626 (Three Parks Properties Limited). A copy of the certificates of title and consent notice are contained at **Appendix A**. The Zone is located to the south of the Wanaka-Luggate Highway; to the east of Wanaka Golf Course; to the west of Riverbank Road and north of Ballantyne Road.

2.1.2 The land subject to the zoning was originally identified through the Wanaka 2020 community exercise and subsequent Wanaka Structure Plan as a suitable location for the expansion of Wanaka and for a mix of land uses. This mix of uses included residential, business and a new commercial area to primarily accommodate large format type retailers that could not be readily accommodate in the Wanaka town centre.

2.1.3 Queenstown Lakes District Council (the Council) promoted a plan change for the land (Plan Change 16), which was notified on the 1st April 2009 and sought to rezone the land generally in accordance with the Wanaka Structure Plan. The Zone was made operative on the 19th January 2011 and provides for the following mix of uses:

- Business;
- Business (Main Street);
- Commercial Core;
- Deferred Commercial Core;
- Low Density Residential;
- Medium Density Residential (Deferred Mixed Use);
- Tourism and Community Facilities.

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2.1.5 The Structure Plan identifies the location of these land uses, referred to as 'subzones', and also identifies fixed road and indicative roads, fixed and indicative connection points, fixed and indicative open spaces and indicative staging. The Zone rules require that all activities shall be in accordance with the Structure Plan (12.26.3.1 ref 10) and an ODP or CDP (12.26.3.1 ref 6).

2.1.6 On the 19th July 2012, the Council issued a Notice of Requirement for a designation of land for sports facilities on 3.5ha of Three Parks zoned land. The notice of requirement was confirmed on the 29th November 2012 and no appeals were received. The designation has now been included in the District Plan (Designation 376) and stage 1 of the sports facilities is now complete and operating.

2.1.7 On the 1st December 2015, consent was granted under RM140354 for an Outline Development Plan for the majority of the Three Parks Zone rezoned through Plan Change 16. A copy of the approved ODP is included at **Appendix B**.

2.1.8 The ODP comprised the entire Business and Business (Main Street) Subzone; the entire Tourism and Community Facilities Subzone; the entire Commercial Core Subzone (approval for the first 10,000m^2 retail space was sought and for the indicative layout of the remaining Commercial Core area); and the Low and Medium Density Residential Subzones to the east of the mainstreet collector road.

2.2 *Development to Date*

2.2.1 Following the ODP consent, Willowridge has subdivided most of the Business Subzone (RM150371 and RM160074) and is working on construction of the main street collector road, known as Sir Tim Wallis Drive (RM170042). Some construction has already taken place in the Business Subzone with resource consents currently being processed for further building development. A consent is also in for a subdivision to enable more roads to be vested with Council and to create the first development site within the Commercial Core Subzone (RM170836).

2.2.2 A Notice of Requirement has recently been lodged to designate 3.01ha of land to the south west of the Wanaka Sports Facilities for Education Purposes (primary school) (RM170964).

2.2.2 Significant works has also gone in to refining the development plan for the Commercial Core area. Retail operators have now been signed up and their operational requirements have been developed into a revised plan for the retail area. There has also been additional design work undertaken for the Business Subzone, the retirement village area, the road layout and consequential changes to the adjoining subzones.

2.2.3 Consent is therefore sought to vary the ODP approved through RM140354 with the exception of the majority of the residential subzone, which will remain as approved through RM140354. A new ODP plan is included at **Appendix C**.

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2.3 *Commercial Core Subzone*

2.3.1 The Commercial Core Subzone (CC Subzone) is located adjacent to the T&C Subzone in the northern portion of the Zone. The objective of the CC Subzone is to develop a commercial core which, over time, will evolve into a high quality mixed use urban centre with a main street character and a strong sense of place.

2.3.2 The revised layout for the CC Subzone is shown in **Appendix C**.

2.3.3 The commercial core is still split into four areas. The order of development of these areas has changed from the order identified in RM140354. The first 10,000m^2 will be developed to the west of Sir Tim Willis Drive. This is part of Retail Area 1. Retail Area 1 proposes three large 'major' stores, one of 4,369m^2 and one of 3,500m^2 which will be set back from the main street. A third closer to Sir Tim Wallis Drive will be 2,000m^2. ODP consent is sought for this initial stage.

2.3.4 The configuration of Retail Area 1 and Retail Area 2 has changed from the consented ODP. The current layout is more reflective of the actual requirements of potential operators.

2.3.4 In order to create a more practical retail area, resource consent has been sought for a boundary adjustment between the CC Subzone and the Medium Density Residential Zone to the west. This boundary adjustment will enable a more legible layout of Retail Area 1 and will enable a more practical car park and circulation area. The zone underlying the car park extension is Medium Density Residential.

2.4 *Sir Tim Wallis Drive*

2.4.1 The Mainstreet Collector Road has now been named Sir Tim Wallis Drive. RM170042 granted consent for the construction of Sir Tim Wallis Drive from the Wanaka Sports Facilities through to just before the junction with State Highway 84. The consented road design included detail of indented parking, shared surfaces, cycle routes and junction designs. This consented road plan has been incorporated into the ODP.

2.4.2 Since RM140354 was approved, discussions have been progressing with the New Zealand Transport Agency regarding the junction with the State Highway. The traffic flows on the State Highway and the likely traffic flows generated from the site indicate that construction a roundabout at the outset is more efficient that constructing a T-intersection then upgrading to a roundabout at a later date.

2.4.3 An indicative roundabout is shown on the ODP. This is based on the agreed design diameter for the roundabout. A detailed design is currently being worked up and a Notice of Requirement will be lodged in the next few months to designate the land required for the roundabout. It is anticipated that construction of the roundabout will commence mid-2018.

2.5 *Mixed Use (Deferred)*

2.5.1 The roading network around the Mixed Use (Deferred) Subzone, including the rear access lanes, has been subject to more detail design. The updated ODP reflects this. The indented

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parking is provided on the access lanes as well as access to the rear yard areas. The ODP also shows the formed access to the Wanaka Sports Facilities.

2.6 *Business Subzone*

2.6.1 Much of the Business Subzone to the south of Three Parks has already been developed. Some minor changes to the road design for the Business (Main Street) are shown on the variation.

2.6.2 The Business Subzone adjacent to State Highway 84 is proposed to be developed as a service station. A building footprint reflective of the operational requirements of such as facility has been included in this area.

2.6.3 Further retail, business and residential land will be completed as the market demands and in a manner that ensures the efficient use and development of infrastructure through the site.

2.7 *Residential Subzone*

2.7.1 The only change to the Residential Subzone is the identification of a larger Lifestyle Village (retirement village) than that identified in RM140354. This has been dictated by discussions with retirement village operators. Extending the lifestyle village enables a deeper section of land to be dedicated as reserve to accommodate the Three Parks cycle/running network. Some changes to the roading network around this area have also been made, but the east-west road link as shown on the Three Parks Structure Plan remains.

3.0 REASONS FOR THE APPLICATION

3.1 Rules 12.26.4.2 Ref 8, 12.26.5.2 Ref 9, 12.26.6.2 Ref 21 and 12.26.7.2 Ref 7 provide for ODP's as a Restricted Discretionary Activity, provided they comply with all relevant Performance Standards.

3.2 The revised ODP has been carefully designed to take account of the intentions of the Zone and therefore, with the exception of that detailed in 3.3 and 3.4 below, complies with the Performance Standards. An assessment of the ODP against the Performance Standards is included at **Appendix D**.

3.3 The application proposes an extension of the Retail 1 area car park into the North Three Parks part of the Zone. Rule 12.26.3.1 ref 8 requires that an ODP or CDP shall include all that land within the stage within which it sits, as identified on the Indicative Staging Plan for Three Parks Zone. The area of car park within the North Three Parks Zone does not cover an entire stage. Activities that do not comply with this rule are **Non Complying**.

3.4 Rule 12.26.3.1 Ref 10 requires that all activities and development shall be in accordance with the Three Parks Structure Plan. The proposed car park extension is identified in the Three Parks Structure Plan as Medium Density Residential. Activities that do not comply with this rule are **Non Complying**.

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3.3 Overall the application should be considered as a **Non Complying Activity**.

4.0 ASSESSMENT OF ACTUAL OR POTENTIAL EFFECTS

4.1 The ODP sets out the framework for future development in the Three Parks Zone. All future subdivision and buildings will be subject to further resource consents where detailed subdivision and design effects will be able to be considered. The effects of the ODP are higher level effects relating to layout and the broad mix of uses proposed in the ODP.

4.2 In general the ODP is consistent with the Three Parks Structure Plan and the broad level effects of the mix and extent of uses, the roading, servicing, archaeology, ecology, cultural values and site geotech were all considered through the plan change. Further detailed consideration of such aspects as servicing and ground conditions will be addressed at the subdivision stage.

4.3 This AEE focuses on the actual and potential effects on the environment as a result of the development that will be enabled through the ODP. These effects are identified through the Assessment Matters contained within the Three Parks Special Zone relating to ODP's. Each of those assessment matters as they apply to the proposed ODP are addressed below:

Assessment matters 12.26.4.5ii

Whether the road layout is efficient, legible, and pedestrian friendly.

4.4 The Mainstreet Collector Road and collector roads are consistent with those identified in the Structure Plan. This road layout would have been assessed at that time as being the most efficient and legible. The detailed road network shown in the ODP has been developed to provide an efficient and legible road pattern, which maximises accessibility through the subdivision and has been designed to be pedestrian friendly. **Appendix E** contains a road classification table, which assesses each road in terms of place context, design environment and link context and typical road cross sections. This shows that the road layout is generally in accordance with NZS4404:2010.

With regard to the location of collector roads, the Council will not normally approve movement of more than 30 metres for a collector road unless the integrity of the Three Parks Zone is not compromised and normally only for the following reasons:

(i) Where there are key infrastructure matters that make the indicated paths of the roads impractical; and/or

(ii) More appropriate subdivision patterns and street layouts will result from the movement of the collector road;

4.5 The location of the Mainstreet Collector Road is almost perfectly aligned to the location as shown in the Structure Plan. The variation includes a variation to the junction between Sir Tim Wallis Drive and State Highway 84. As the junction will be a roundabout from the

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outset, the location of the junction has been moved approximately 20m to the east due to the larger land requirements compared to a T-intersection.

Whether the urban structure is well connected.

4.7 The urban structure in the ODP has been developed to maximise connectivity within and between Subzones and beyond the Zone. Cul-de-sacs have been avoided as far as possible and where cul-de-sacs are used, pedestrian accesses have been included to link to streets beyond.

Whether the street blocks are designed to be walkable

4.8 The street blocks have been designed to be walkable with a number of dedicated pedestrian linkages providing 'shortcut' routes.

Whether the number of rear sites have been minimised.

4.9 No additional rear sites have been created through the variation.

Whether the lot configuration, dimensions and orientation will result in lots that:

- *Are orientated to maximise solar gain;*
- *Enable land uses to connect with the street;*
- *Are easy to maintain;*
- *Have logical boundary lines; and*
- *Avoid long, narrow lots with narrow street frontages, which encourage multi-unit development aligned perpendicular to streets.*

4.10 The proposed variation, particularly in the commercial core, has been designed to ensure land uses connect with the street. The retail area has been designed so that lanes are created leading into the large format retail area with north facing buildings, which will provide opportunities for outdoor seating and dining areas.

Whether any 'back lanes' that are proposed are appropriately designed and of an appropriate scale to ensure they will provide a 'back lane' character and will function effectively and not result in adverse effects in terms of safety and amenity.

4.11 There are only a nominal number of 'back lanes' shown in the layout proposed in the ODP. These are in private, single ownership and are of an appropriate scale and length to ensure they function effectively and will not result in adverse effects in terms of safety and amenity.

Whether in the MDR (mixed use precinct), the impact of commercial activities on the safety and efficiency of the mainstreet collector road have been mitigated through minimising the number of vehicle crossings directly off the main street and avoiding, where possible, any deliveries or servicing from the main street.

4.12 No changes have been made to the MDR layout.

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Whether, in the LDR subzone, the lot configuration will ensure against monotonous building setbacks and fencing along Riverbank Road and will avoid individual or shared access lots and rights of way onto Riverbank Road.

4.13 No changes have been made to the LDR along Riverbank Road.

Whether lots and blocks are laid out to maximise solar orientation.

4.14 The ODP has been configured to maximise solar orientation within all subzones as far as practicable.

Whether a mixed density living environment is provided in the MDR and LDR subzones, which achieves the Councils target densities:

- *10 residential units per hectare in the LDR subzone (+/-5%), including the land required for roading and reserves;*
- *15 residential units per hectare on any identified multi-unit development sites within the LDR subzone (+/-5%), including the land required for roading and reserves, noting that 15-20% of all units shown in any given ODP for the LDR subzone shall be located within multi-unit developments;*
- *25 residential units per hectare in the MDR subzone (+/-5%) including the land required for roading and reserves;*

4.15 No changes have been made to the residential density.

Whether and to what extent the ODP incorporates the various open spaces identified as non-fixed on the Indicative Open Space Plan.

4.16 Most of the non-fixed open spaces identified on the Open Space Plan have been incorporated into the ODP generally in the location shown in the Structure Plan. This variation does not change the location.

Whether a generous amount of open space will be provided for the enjoyment of residents and visitors to the Three Parks Zone

4.17 In addition to the recreational reserve provided for the Wanaka Sports Facilities significant open space has been provided in the other subzones; particularly in the residential subzones and the tourism and community subzone, as well as key community open spaces in the commercial core such as a village square and village green. The open spaces are linked via a walking/running loop through the Zone linking up with the Sports Facilities to ensure the reserve areas act as a functional recreational asset for the Zone. The changes to increase the size of the lifestyle village has resulted in additional open space area around the running/cycle network to the south of that block. This will benefit the residents of the lifestyle village and the surrounding residential lots.

Whether public open spaces have direct street frontage and are located on visually prominent sites, such as at intersections.

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4.18 The public open spaces shown in the ODP are all located on visually prominent sites such as intersections, the commercial core main street or along collector roads.

Whether public open spaces are fronted by land uses around them, rather than "backing" on to them.

4.19 Where practicable the ODP has been designed so that land uses front onto public open spaces. In the Commercial Core open spaces are a feature of the Main Street and will make a significant contribution to the Main Street amenity.

Whether public open spaces and the urban form are designed in accordance with the principles of Crime Prevention through Environmental Design (CPED).

4.20 The ODP has been designed in accordance with the principles of CPED.

Whether the amount and location of public open spaces are commensurate with the proposed GFA of commercial space, residential densities and employee densities shown in the ODP.

4.21 The amount and location of open space is commensurate with the residential and employee densities shown on the ODP.

Whether the public open spaces form part of an open space network which provides pedestrian and cycle linkages to other open space, community facilities, other subzones and the Wanaka Town Centre.

4.22 The open space forms a pedestrian linkage through the main areas of open space and on to the Wanaka Sports Facility. Linkages are also provided to the north Three Parks land, which may in turn create linkages to the Wanaka Town Centre.

Whether and to what extent dedicated, direct and safe pedestrian and cycle links are provided.

4.23 In addition to footpaths in the road reserve, off-street pedestrian linkages are provided throughout the Zone. Collector roads will also be designed to provide for dedicated cycle paths.

Whether a detailed landscape plan has been provided for all open space areas within the ODP.

4.24 A set of landscape plans for the open space areas was approved through RM140354.

Whether in the MDR and the LDR subzone all lots show realistically achievable indicative building platforms that will achieve solar access, street frontage, and on-site privacy.

4.25 No changes are proposed to MDR and LDR lot layouts through this variation.

Whether and to what extent reverse sensitivity issues and issues arising from potentially incompatible uses have been minimised.

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4.26 The subzones are generally separated from each other by roads. Within the commercial and business subzones buildings are set back from the subzone boundary. Details of boundary treatment to mitigate any potential reverse sensitivity issues will be provided at detailed subdivision and design stage.

In regard to the location and range of uses in the LDR and MDR subzones, where possible, the Council expects to ODP to show where any education or day care facilities are intended to be located and how any effects on residential amenity will be mitigated.

4.27 A site has been identified for future education and facilities to the south of the Wanaka Sports Facilities sites. A Notice of Requirement to designate part of this land for education purposes is currently being processed. This area is not included in the ODP at this stage.

The Council expects the ODP to show visitor accommodation precincts within the MDR subzone.

4.28 No change is proposed to the visitor accommodation precinct approved through RM140354.

The Council expects the ODP to show any multi-unit development sites that are being proposed within the LDR subzone and would normally expect these to be located adjacent to a public car park/open space and such that any effects on the low density character of the surrounding properties are minimised.

4.29 Other than additional lifestyle village land, no change to the LDR subzone is proposed through this variation.

If design guidelines (or other mechanisms) are proposed to achieve a high quality of building and streetscape design, the Council expects the applicant to provide detail as to how these will be enforced.

4.30 No change is proposed to the approved design guidelines as part of this variation.

Whether the staging of development (shown in the ODP), if any, will facilitate a logical progression of development which enables the cost effective provision of infrastructure; provides for a range of housing types/densities; supports public amenities; and achieves a critical mass capable of contributing to a sense of community and/or sense of place.

4.31 The development is being staged in a logical manner. The first development to occur at Three Parks was the Wanaka Sports Facilities. The formation of Sir Tim Wallis Drive to service the sports facilities has enabled development to occur up Sir Tim Wallis Drive from Ballantyne Road.

4.32 Consent has been granted for the formation of Sir Tim Wallis Drive as far as Road 3a. This will enable the development of the Commercial Core.

The extent to which any previous ODP relating to the same subzone has been given effect to.

4.33 This is a variation of the first ODP, which covered the majority of the Three Parks Zone. This assessment matter is therefore not relevant to this ODP.

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Whether an Integrated Transport Assessment (ITA) has been provided which satisfactorily outlines how the proposed land use/urban design will affect the sustainability of transportation.

4.34 An ITA was provided with RM140354. The variations proposed through this application are minor and do not warrant a new ITA.

The provision of Public Transport facilities and/or infrastructure or space to enable the future development of Public Transport facilities and/or infrastructure.

4.35 The ITA lodged with RM140354 identified that public transport does not operate widely in Wanaka but this is likely to change as the population grows. In light of this ample space has been provided within key road corridors to enable the future development of public transport.

Whether any contaminated sites exist that would be a risk to human health or the environment and, if so, whether measures have been taken to address these.

4.36 Geotechnical investigations undertaken for Plan Change 16 identified that the only potentially contaminated area on the site is the area where the existing contractors yard fuel storage is located (currently still in operation). A detailed contamination report will be undertaken for this area at the time of development.

Whether the development proposed will ensure appropriate stormwater management in light of the capacity of stormwater infrastructure, the management of overland flows from the site and other sites in the catchment and measures to reduce contaminants entering the receiving environment.

4.37 It is intended that stormwater will be disposed of to ground within the Zone with any excess from extreme events discharging to the Council's reticulated system. Areas of land have been identified on the ODP for stormwater disposal. The free-draining nature of the soil lends itself to stormwater disposal within the site and is likely to minimise overland flows from the site.

4.38 Detailed stormwater disposal design will be provided at the time of subdivision or land use consent and will include measures to reduce contaminants entering the receiving environment.

Whether the development and subdivision would provide opportunities to create or restore wetland areas.

4.39 Although there are no existing wetlands within the Zone it is proposed to create some as part of the stormwater disposal and open space plans. Proposed wetland areas are shown in the approved ODP and no changes are sought through this application.

4.40 Assessment matters relating to the Commercial Core Subzone are of particular relevant to this application given the main changes to the approved ODP are within this Subzone. Commercial Core assessment matters for ODP's are contained at 12.26.7.4ii. Those of relevance are considered below.

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In considering the location of building platforms (and the proposed streetscape design) the Council will consider the effect of any increased or reduced setback or any additional height being proposed (beyond the general three-storey rule) on the streetscape, that adequate provision of space for pedestrian movement and the treatment (e.g. landscaping) of any proposed setback.

4.41 The building platforms around Sir Tim Wallis Drive have been designed to create a main street condition with buildings built right up to the road boundary with verandas overhanging the footpath. No additional height is being proposed through this variation.

The general layout of the building platforms should enable the resultant buildings to share vehicle access points and car parking.

4.42 The commercial core has been designed as three commercial precincts with shared access points and car parking. Retail Area 1, which includes the first 10,000m^2 to be developed, has an extended shared car park area extending into some of the MDR subzone of North Three Parks. Straightening up the boundary with the MDR area enables a more logical and cohesive layout for the commercial core.

Whether the views along a street and/or of surrounding landscape features, including Mount Iron, have been preserved and enhanced through the placement of the buildings, with respect to viewshafts.

4.43 The proposed variation keeps the alignment of street and the general location of buildings the same (although footprints have changed) as the approved ODP. The proposed variation will not adversely impact on views along a street or of surrounding landscape features.

Whether the ODP clearly identifies those building platforms for which the retail space is being applied for as part of the ODP application and those platforms which indicate 'indicative future retail space'.

4.44 The ODP clearly identifies the retail space being applied for by shading in pink on the ODP. The rest of the building platforms are future retail space at this stage.

Whether the location and design of car parking areas minimises the impact on urban form, congestion on the main street and pedestrian amenity through:

The co-location and shared usage of car parks;

Locating car parks to the side or rear of buildings so that it is not visually dominant when viewed from the street;

Minimising the number of vehicle accesses from the main street, through the provision of a rear lane, which provides vehicular access to both service areas and to car parking or to vehicle crossings being shared between properties wherever possible.

4.45 Some indented parking has been approved on Sir Tim Wallis Drive but the main parking areas will be shared parking areas located in the retail precincts to the rear of Sir Tim Wallis

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Drive. Main car park access points will be from side-roads to minimise the impact on the main street in terms of congestion and urban form.

Whether sites are designed so that buildings and/or landscaping are the dominant features visible from streets and open spaces.

4.46 Buildings are built right up to the main street to make them the dominant feature. There are a small number of access lanes from the main street through to the large format retail precincts but these will be vibrant areas containing speciality retailers and outdoor seating areas.

With respect to ODP's prior to the retail thresholds being met, whether the indicative layout demonstrates elements of attractive pedestrian-orientated development and indications that these elements will become increasingly apparent over time as the Commercial Core develops into an attractive 'mainstreet' commercial core. The Council expects this to be facilitated through:

Establishing a pedestrian friendly block size (including showing any future roading and pedestrian links) and providing future pedestrian space;

A mix of appropriately located uses (with the greatest intensity at the core, and the lowest at the edge), which will reinforce the eventual retail mainstreet with employment and other uses around it;

Providing for land use intensification through, amongst other techniques, setting large format retail buildings back from the mainstreet in order to provide for smaller buildings to be built along the street edge in the future or ensuring that the large format building present a small scale character to the street or can be retrofitted to establish a specialty retail character.

4.47 The ODP variation shows large format retail buildings set back from the main street with specialty shops built along the street edge. The initial stages of development will be the development of some of the large format buildings. A fully formed main-street footpath will be formed with green space in the location of future specialty shops. There will be dedicated pedestrian routes to the large format buildings from the main street.

In assessing the appropriateness of the Gross Floor Area of each unit proposed, consider whether the proposed retail formats/layouts will result in an appropriate mix and scale of retail, commercial and residential uses, which will incrementally result in a main street character and pedestrian environment within the commercial core.

4.48 The commercial core has been designed so that the main street is dedicated to specialty shops. Large format retail is located to the rear of the main street. The mix is appropriate and has been dictated by current retail demands and trends. The commercial core layout will result in a main street character with a pedestrian environment, which will extend through to the large format areas through pedestrian linkages and dedicated pedestrian routes.

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EFFECTS OF CAR PARKING IN MEDIUM DENSITY RESIDENTIAL ZONE

4.49 The variation proposes an area of car parking for Retail Area 1 on land identified as Medium Density Residential subzone. The existing boundary between the Commercial Core and the Medium Density Residential Subzone contains an awkward 90° angle, which was dictated by land ownership boundaries. As Plan Change 16 (Three Parks) was promoted well in advance of Plan Change 4 (North Three Parks) there was no opportunity to straighten this boundary during the plan change.

4.50 The 90^{0} boundary created difficultly in designing the retail layout in the original ODP and resulted in inefficient building footprints and parking and circulation limitations. The owners of North Three Parks are happy to work with Willowridge to adjust the boundary to enable a more efficient retail layout.

4.51 The ODP has been carefully designed to only place car parking on the Three Parks Properties land, rather than using the land to enable additional retail floorspace. The variation will result in the loss of 6,928m^2 of medium density residential land however, North Three Parks Properties Limited are looking at options of higher density worker accommodation style development adjacent to the commercial core, which will mitigate the loss of residential land.

4.52 Overall, the revised commercial core layout is a better outcome than RM140354 in terms of urban design, accessibility, building layout, servicing and vehicle circulation.

5.0 AFFECTED PARTIES AND CONSULTATION

5.1 The main changes to the ODP are changes to the layout of the commercial core. The only party affected by this is the owner of Three Parks North, as the Retail Area 1 car park is proposed to extend over Three Parks (North) land. Affected Party Approval has been provided by the owner of Three Parks (North) and is contained at **Appendix F**.

6.0 ASSESSMENT AGAINST RELEVANT OBJECTIVES AND POLICIES

6.1 Chapter 12 of the District Plan sets out the objectives and policies relating to the Three Parks Zone.

6.2 Objective 1 of the Zone seeks to achieve a layout and design of development that demonstrates best practice in terms of achieving environmental sustainability. This is supported by policies that seek to ensure that buildings and open spaces are located and orientated in a way that achieves good solar access; to encourage energy efficiency in design, location and orientation of buildings and to require to creation or restoration of wetlands where opportunities exist.

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6.3 The layout of the ODP has taken solar access into consideration. Open spaces and indicative building platforms are orientated to the north where possible. The revised Commercial Core layout also takes solar access into account. North facing units have been added fronting access lanes in order to enable vibrant spaces with outdoor dining opportunities.

6.4 Objective 2 seeks the establishment of a green network including parks, areas for community facilities, cycleways and pedestrian linkages that permeate all parts of the zone and links seamlessly into the more urbanised public realm in the commercial core. This is supported by policies to ensure open space is created as part of a comprehensively planned hierarchy of spaces; to encourage community reserves and facilities to be in easily accessible, sunny and flat locations; to encourage spaces to be provided in the Commercial Core where the public can congregate; to avoid residential development in close proximity to Riverbank Road; to consider the option of providing additional playing fields that service the wider Wanaka catchment as part of assessing each Outline Development Plan; and, to ensure good visual connection between the private and public realm by avoiding high fences and walls between the private allotment and open space.

6.5 The location of the Wanaka Sports Facilities within the Zone has provided Three Parks with the opportunity to link in with and enhance the recreational offer. The ODP incorporates a considerable network of open space, which includes a running/walking loop through the Zone from the sports facilities. This route passes through significant areas of open space, water features and extensive landscaping. The open space areas will also include improvements such as additional walking routes and play areas. The open space areas are also distributed around the Zone to ensure they are easily accessible for future residents. The variation to the lifestyle village has enabled the reserve to the south to be increased in size, which creates a higher amenity open space at this location leading to the Main Street.

6.6 The revised ODP identifies four open space areas within the commercial core where people can congregate. The main open space is centrally located, on the main street and provides an area of hard standing as well as grass and incorporates seating and landscaping. This open space will function as a civic square.

6.7 The ODP meets the objectives and policies relating to open space.

6.8 Objective 3 seeks an urban structure that incorporates well considered building design, and other initiatives which, together help reduce car use and provide practical alternatives. The policies that seek to achieve this required that the urban structure is well-connected and specifically designed to:

- Enable public transport to efficiently service the area now or in the future;
- Ensure that on-street parking is provided;
- Reduce travel distances through well-connected streets; and
- Provide safe, attractive, practical routes for walking and cycling, which are well linked to existing or proposed passenger transport and local facilities and amenities within the zone and which are well connected to other areas beyond the zone, particularly Wanaka town centre.

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6.9 The majority of roads that this variation includes have been approved through resource consents, including the Main Street, Sir Tim Wallis Drive (RM170042).

6.10 Provision has been made throughout the Zone to accommodate future public transport requirements.

6.11 The ODP also sets out walking and cycle networks, which enable accessibility within the Zone and also to the wider town.

6.12 Objective 4 seeks staged development which keeps pace with the growth of Wanaka and results in a high quality urban area containing a network of open spaces and a mix of compatible uses. Relevant policies seek to ensure:

- that development is staged in a manner which results in logical progression of development, the cost effective provision of infrastructure, an appropriate mix of uses, and consolidated urban form;
- that issues relating to potentially incompatible land uses are taken into account as part of the ODP application;
- the open space network includes those open spaces shown on the Three Parks Structure Plan in order to provide landscaped buffers along SH84 and Riverbank Road, to protect key landscape features and to provide for passive and active outdoor recreation activities.

6.13 The development is being staged in a logical progression centred around the Mainstreet Collector Road. This will allow for an appropriate mix of uses along the length of the road in the early stages as well as facilitating the provision of roading and services through the site in a cost effective manner.

6.14 Land uses shown in the ODP are either compatible or have been separated from neighbouring land uses using roads or landscaping. The proposed location of uses is unlikely to give rise to reverse sensitivity effects on neighbouring land uses.

6.15 Objective 5 is the establishment of a Commercial Core which complements and does not compromise the function, viability and vitality of the Wanaka Town Centre. The relevant policies supporting this objective seek to:

- Enable 10,000m^2 of retail space to be included in the first release of retail space in order to:
    - meet existing demonstrated demand in the Wanaka area;
    - Encourage the co-location of large format retail operators;
    - Discourage the continuation of dispersed retail across multiple centres in Wanaka, and;
    - In recognition that it is unlikely large format retail developments will locate in areas within or surrounding the Wanaka Town Centre ;
- To limit the provision of speciality retail space in the early stages of development in order to protect the vitality and viability of the existing Town Centre.

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6.16 The first stage retail development will provide for 10,000m^2 of retail space, predominantly in large format retail. The first stage will meet an existing demand for large format retail in the town and will provide sufficient space for large format retailers to locate in the same place rather than in different locations throughout the town.

6.17 There will be very minor provision of speciality retail in the first stage of development (5 units) as the first 10,000m^2 will be predominantly taken up with large format retail activity. The ODP is therefore consistent with Objective 5 and relevant policies.

6.18 Objective 6 is a Commercial Core, which over time will evolve into a high quality mixed urban centre with a main street character and strong sense of place. This is supported by relevant policies which seek to:

- Ensure that the design of the Commercial Core mitigates the adverse visual effects of large format buildings and that attractive, active street frontages are established over time;
- To ensure the area evolves into a people-orientated area, which serves as the social hub for residents of the Three Parks Zone, as well as serving some of Wanaka's wider needs;
- To ensure that earlier stages of development in the Commercial Core are neither unattractive or promote poor design outcomes in the short term, nor preclude the transition over time into a high quality urban environment;
- To avoid or minimise adverse effects arising from the incompatibility of some commercial and residential uses through the appropriate location of activities and controls;
- To accept that, in the early stages of development, the Commercial Core is unlikely to deliver as high a quality urban environment as in later stages (as it will initially be predominantly large format retail) on the basis that finer grain retail will occur in later stages which will 'sleeve' the larger buildings and deliver a street-focused environment.

6.19 The ODP has been developed for the entire Commercial Core so that the overall design outcome can be seen. Early stages of development must comply with the ODP to ensure they do not result in poor future design outcomes for the Commercial Core. In addition to the ODP, a detailed set of Design Guidelines has been developed to ensure the Commercial Core will develop to become an attractive, high quality urban environment. The ODP is consistent with Objective 6 and relevant policies.

6.20 Objective 8 is the establishment of a high quality, functional business area which provides for a wide range of light industrial, service and trade-related activities whilst protecting it from residential and inappropriate retail use. The ODP show a functional business area. The future uses will be defined through further resource consent applications, some of which have some of which have already been approved.

6.21 Objective 12 is for a high quality urban fabric, which is consistent with the vision set out in the Wanaka Structure Plan (2007) and the subsequent Structure Plan for Three Parks. The relevant policies seek to:

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- require well-located and well-designed open spaces that encourage high levels of usage and which are generally consistent with Indicative Open Space Plan, which forms part of the Three Parks Structure Plan;
- require a number of public spaces to be developed in the Commercial Core; the scale and purpose of which shall be commensurate with the design capacity of the ODP;
- require a network of well-connected, useable and safe open spaces;
- encourage, where feasible, local reserves to be located and designed such that they can provide for stormwater disposal as well as providing for open space and/or recreational needs;
- recognise that the relocation of a collector road by more than 50 metres (from that shown on the Structure Plan) is likely to significantly affect the integrity of the Three Parks Structure Plan and should be avoided.

6.22 The ODP is consistent with the Wanaka Structure Plan and generally consistent with the Three Parks Structure Plan. The ODP includes an extensive open space network and plans showing the detail of these open space areas. The open space network links through the site and connects with the land within Three Parks, which has been designated for sports facilities purposes.

6.23 The ODP shows a number and variety of types of public spaces within the commercial core.

6.24 Collector roads shown on the ODP are located within 50m of the positions shown on the Three Parks Structure Plan.

6.25 The ODP is consistent with Objective 12 and related policies.

6.26 Objective 13 is for an urban area that is free of contaminated sites or appropriately deals with them so that adverse effects on human health and the environment do not arise. The related policy requires the consideration of whether contaminated sites exist and ensure that, if they do, development and subdivision does not proceed without an assurance that they will be remediated or managed in a satisfactory manner.

6.27 A contaminated land investigation has been carried out and the fuel tanks identified through that investigation will be decommissioned appropriately at the time of subdivision or development of that part of the Zone. This approach is complaint with objective 13.

7.0 PART 2

7.1 Clause 2(1)(f) of Schedule 4 of the Act requires an assessment against the matters set out in Part 2. Part 2 sets out the purpose and principles.

7.2 The purpose of the Act is to promote the sustainable management of natural and physical resources. Section 5 of the Act defines sustainable management as;

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managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables communities to provide for their social, economic and cultural well-being and for their health and safety while –

(a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and

(b) safeguarding the life supporting capacity of air, water, soil, and ecosystems; and

(c) avoiding, remedying or mitigating any adverse effects of activities on the environment.

7.3 The ODP variation is largely the result of more detailed design work undertaken for the commercial core. The layout has been designed to be accessible and high amenity, which will provide for the social well-being of the community. The layout and footprint of the commercial core also reflects retailer operational requirements and will enable efficient development of retail stores, which will provide for the social and economic well-being of the community through employment opportunities and a wider range of product choice and availability.

8.0 CONCLUSION

8.1 In conclusion, the application is to vary the Outline Development Plan approved by RM140354 in light of more detailed design work having been undertaken, particularly in the commercial core. Consent is also sought to breach zone wide performance standards relating to non-compliance with the Three Parks Structure Plan and ODP extent in relation to the proposed Retail 1 Car Park extension.

8.2 The ODP also seeks approval for the first 10,000m^2 retail floorspace in a different location to the previous ODP. This is driven by the needs of likely future operators.

8.3 The ODP variation has been developed taking into careful consideration the performance standards of the Zone to ensure the ODP is compliant with the intention of the Zone. The ODP provides sufficient detail to show that the development of the Zone will achieve a high standard of urban design and will result in a high amenity environment for those living, working or visiting the Zone.

8.4 The effects of the ODP variation are no more than those already anticipated by the Three Parks Special Zone and considered through RM140354.

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APPENDIX 4 – ENGINEERING COMMENT

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Sarah Gathercole

From: Lynette Overton
Sent: Tuesday, 9 January 2018 12:04 PM
To: Sarah Gathercole
Subject: RM171167 Engineering Comment - Willowridge Developments Limited Variation to Three parks Development ODP
Attachments: RM 140354 - Willowridge Developments Ltd - Three Parks - ODP, Wanaka.doc

Hi Sarah,

I have reviewed the application to vary the Outline Development Plan for Three Parks Development approved under RM140354. Access to the site is via Sir Tim Wallace Drive formerly known as 'Main Street' and 'Road 1'). For the purposes of this report I adopt the findings made in the RM140354 Engineering report, see attached.

The proposed variation involves shifting 'Road 9' approximately 60m further to the southeast and realigning 'Road 11' to continue through to what was formerly indicated as 'Road 46' (RM140354) to form a cross roads with 'Road 2' and 'Road 11'. 'Road 10' will now end with a 'T' intersection with 'Road 11'.

The realignment of 'Road 9' is a direct result of the proposed extension of the 'Retail Area 2' to accommodate the proposed 'Mega Mitre 10' site and the realignment of 'Road 11' and removal of Road 46' results in a separation of the 'Serviced Apartments' and 'Retail Area 3'. I note that the 'Three Parks Road Classification' (TPRC) table indicates that the section of 'Road 11' (indicated as 'Road 11b' on the TPRC table) servicing the 'Lifestyle Village', 'Serviced Apartments' and 'Low Density Residential' areas will be formed in accordance with figure E12 of Table 3.2 of the QLDC land Development and Subdivision Code of Practice (COP). This section of road was previously indicated as being formed in accordance with figure E34 of the COP. The difference in the two roading formations is respect to the legal width of road and footpaths. Figure E34 requires a 2.5m wide footpath each side of the carriageway and Figure E12 requires a 1.5m wide footpath each side of the carriageway. The legal width of road will be increased from 9m to 20m.

The section of 'Road 11' servicing the rear of the large retail area and serviced apartments (indicated as 'Road 11a on the TPRC table) will be formed in accordance with Figure E15 as opposed to being formed in accordance with Figure E21. This has resulted in the road being changed from a 'Lane' formation with 20km/hour design speed where pedestrian share the movement lane to a 'Local Road' formation with a 40km/hour design speed and footpaths on both sides of the road. The TPRC table indicates that the footpath on the apartments side of the road will be increased to 2.0m in width to form part of the 'link trail'. I am satisfied that the proposed changes in formation are appropriate and will not result in any adverse effects on traffic or pedestrian safety as a result.

I note that there are several minor changes proposed in respect to the road formation of Sir Tim Wallace Drive indicated on the TPRC table and urban design plans by Baxter Design Group submitted under RM140354 and this application. I understand that the 'Road 1' formation designs submitted under this application are as agreed with Council's Chief Engineer and approved under RM160074 and RM170042. I am satisfied that the proposed changes are minor and are in accordance with the COP, and that the final road designs will be assessed at the time of further subdivision.

I understand that the intersection with SH84 and Sir Tim Wallace Drive will no longer include a 'T' intersection and that the applicants are currently working with NZTA on the design of a roundabout. Therefore I recommend that that the conditions in respect to the intersection are amended to reflect a roundabout only. Further clarification maybe required from the applicant in this respect.

A new Business precinct has been identified near the northern boundary of the site. I am satisfied that this is in line with the original structure pan and that the proposed roading and infrastructure is appropriate to service this area.

Note to Planner

Please note the conditions highlighted in blue are non-engineering related and have been carried over from RM140654. Amendments made to original conditions are highlighted in yellow.

RECOMMENDED CONDITIONS

It is recommended that the following conditions are included in the consent decision:

General Conditions

1. That the development must be undertaken/carried out in general accordance with the plans (**stamped as approved on 26 November 2015)**:

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- Titled 'Three Parks Wanaka Outline Development Plan' by Baxter Design Group, dated 30 June 2015
- Titled 'Three Parks Wanaka Tourism Activity Area Plan' by Baxter Design Group, dated 30 June 2015
- Titled 'Three Parks Wanaka Campground' by Baxter Design Group, dated 30 June 2015
- Titled 'Three Parks Wanaka Retail Activity Area' by Baxter Design Group, dated 22 April 2015
- Titled 'Three Parks Wanaka Indicative Retail Main Street' by Baxter Design Group, dated 22 April 2015
- Titled 'Three Parks Wanaka Indicative Retail Main Street' by Baxter Design Group, dated 22 April 2015
- Titled 'Three Parks Wanaka Residential Activity Area' by Baxter Design Group, dated 30 June 2015
- Titled 'Three Parks Wanaka Business Area' by Baxter Design Group, dated 30 June 2015
- Titled 'Three Parks Wanaka Pedestrian and Vehicle Routes' by Baxter Design Group, dated 2 July 2015

and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2a. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

2b. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of $100. This initial fee has been set under section 36(1) of the Act.

Landscaping

3 Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone shall include a detailed landscape plan for open space areas (public and private) to be certified by Council that meets the following objectives:

a) Is appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal.

b) Identifies all plant species

c) Identifies long-term management considerations

d) Maintains important viewshafts

e) Integrates with adjoining land uses

f) Is consistent with Crime Prevention through Environmental Design (CPTED) principles

Ecological Management Plan

4. Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone that involves the construction of wetlands shall include an ecological management plan to be certified by Council. The ecological management plan shall detail the design of the wetland including planting details, ongoing maintenance and methods to achieve positive ecological benefits in terms of creating and maintaining habitat for aquatic-based flora and fauna

Engineering

5. At the time subdivision application is lodged for any stage within the Three Parks Special Zone, all engineering infrastructure shall be designed in accordance with the Queenstown Lakes District Council District Plan, the Three Parks Special Zone rules and the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any subdivision consent.

Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz/planning/resource-consents/qldc-land-development-and-subdivision-code-of-practice/

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6. All land development and subdivision designs shall comply with the following;

   a) All roads shall be designed in accordance with QLDC's Land Development and Subdivision Code of Practice, Table 3.2 except where specified elsewhere.

   b) The proposed design for roading shall illustrate how traffic calming measures have integrated pedestrian facilities, cycling facilities, parking layout and streetscapes into the overall design to achieve the target operating speeds and contribute to the differentiation of the three street typologies. In addition, threshold treatments to the tertiary road network shall be developed to discourage through traffic. The detailed design shall be prepared in consultation with a suitably experienced and qualified traffic engineer and a report submitted by this engineer confirming the designs achieve the target operation speeds.

   c) The shared pedestrian and cycle way within the 'Retail' activity area shall be formed to a minimum 2.0 m width.

   d) Provision for bicycle parks shall be made along the mainstreet **(Sir Tim Wallace Drive)** within the 'Retail' activity zone.

   e) Provision for pedestrians and cyclists shall be made within the Riverbank Road legal road reserve adjacent to the site.

   f) Public Transport stops and routes should be identified in the street design. The provision of bus stops and their design and spacing should comply with the QLDC Bus Stop policy and Guidelines (August 2008).

   g) Stormwater design within the Three Parks Special Zone shall incorporate Best Practice Low Impact Design measures.

   h) Subdivision and development lighting shall be in accordance with Council's road lighting policies and standards, including the Southern Light lighting strategy.

7. ~~That a T-intersection shall be constructed from SH84 to the Three Parks Special Zone. The design shall include the provision of auxiliary traffic lanes and provision for cyclists and pedestrians.~~

8. ~~Traffic monitoring (of user volumes, safety and operation) and modelling of the SH84 T-Intersection (SH84/Main Street) shall be undertaken once the Three Parks development is expected to exceed the traffic flow equivalent of 400 residential dwelling units, being 480 vehicles per hour. If the initial modelling results show the Three Parks Approach (Main Street) to be operating within Level of Service A – D, and the traffic monitoring identifies no safety or operational issues, a new trigger point for further modelling shall be agreed between the developer, QLDC and the NZ Transport Agency.~~

9. ~~When the Three Parks Approach (Main Street) operational efficiency drops to Level of Service E, or safety or operational issues are identified, the T-intersection with SH84 shall be upgraded to a roundabout intersection. Until the SH84 roundabout intersection is operational any further development of land within the Three Parks Special Zone will require the express written approval of the NZ Transport Agency. The NZ Transport Agency shall not unreasonably withhold approval. When the LOS E trigger has been reached, appropriate and QLDC and NZTA approved warning and guidance signs shall be erected and maintained at the applicants expense until completion of the roundabout construction.~~

10. The access intersections to the Three Parks Special Zone from SH84, Riverbank and Ballantyne Roads shall be designed and constructed in accordance with the current Austroads design guides. The designs shall include the provision of auxiliary traffic lanes and provision for cyclists and pedestrians.

11. The design of the Main Street **(Sir Tim Wallace Drive)**/SH84 ~~T-intersection and the final~~ roundabout intersection shall be designed in accordance with current Austroads guidelines. The intersection designs shall be approved by the NZ Transport Agency prior to any intersection construction commencing. **Appropriate and QLDC and NZTA approved warning and guidance signs shall be erected and maintained at the applicants expense until completion of the roundabout construction.**

12.

Open Space and Reserves

13. Prior to s224(c) certification for subdivision of land within the Three Parks Special Zone (excluding boundary adjustments), the applicant shall obtain Council approval for the vesting of recreation reserve land and reserve improvements (where applicable) and shall show that area of land on a subdivision plan. Any vesting of reserve land shall be in general accordance with the Outline Development Plan or as otherwise directed by the Council Committee.

Cycle/Pedestrian Linkages

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14. The running track indicated by a red dashed line on the Outline Development Plan shall provide for a dual cycle and pedestrian linkage.

Contaminated Land

15. Any subdivision application lodged for any stage within the Three Parks Special Zone shall include a contaminated land assessment to be certified by Council which achieves the following objectives:

    a) Whether any contaminated sites exist that would be a risk to human health or the environment. If the land that is to be subdivided is not found to be contaminated then the assessment only needs to go as far as providing evidence of this fact.

    b) If so, an explanation and methodology for the appropriate remediation of the sites or appropriate mitigation or avoidance any adverse effects associated with the contamination.

Consent Notice

16. At the time of an application for subdivision of any area of land located within the Three Parks Special Zone (excluding boundary adjustment subdivisions), conditions addressing the following matters shall be registered on all relevant titles by way of a consent notice:

    a) Any multi-unit development sites shown on the ODP as 'Comprehensive Residential' shall include an internal boundary setback of 2m from any adjoining allotment shown as 'Low Density Residential' on the ODP.

    b) Any empty land in the Commercial Core zone shall be kept mown in a tidy condition and kept free of weeds and pests.

Advice Note

1 Any future subdivision application that includes the identification of public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide written approval for any open space planned.

2 It is noted that the Geotechnical/Natural Hazard Report prepared by Opus and submitted with the application states that contaminated land is contained within certain areas of the Three Parks Special Zone and therefore will trigger the National Environmental Standard (NES) for Assessing and Managing Contaminants in Soil to Protect Human Health.

3 Those platforms which are identified as "indicative future retail space" will require a Variation to the Outline Development Plan in order for retail to be approved for those spaces.

Kind regards
Lyn

Lyn Overton (BSurv, ANZIS) | Resource Management Engineer | Planning & Development | Queenstown Lakes District Council
DD: +64 3 450 0336 | P: +64 3 441 0499 | M: +64 21 226 9900
E: lynette.overton@qldc.govt.nz

QUEENSTOWN LAKES DISTRICT COUNCIL
www.qldc.govt.nz

From: Sarah Gathercole
Sent: Friday, 27 October 2017 11:39 AM
To: QLDC RMEngineering <RMEngineering@qldc.govt.nz>
Subject: Internal Report Request - RM171167 - Willowridge Developments Limited

Hello,

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Another Three Parks one – hopefully not too much input required.. I just want to make sure the parking and access is still suitable..

APPLICATION DETAILS	
REFERENCE	RM171167
APPLICANT	Willowridge Developments Limited
APPLICATION TYPE & DESCRIPTION	Change ODP
ADDRESS	Ballantyne Road, Wanaka
ZONING	Three Parks Special zone
SITE AREA	100ha approx
ACTIVITY STATUS	Non-Complying
VALUATION NUMBER	2906100308

REQUEST DETAILS	
FROM (PROCESSING PLANNER)	Sarah Gathercole
DATE OF REQUEST	27.10.17
WORKING DAYS AT TIME OF REQUEST	2WD
FINAL DATE FOR FURTHER INFORMATION REQUESTS	8 November 2017
DATE REPORT REQUIRED BY:	15 November 2017
INDICATION OF NOTIFICATION	Non
TYPE OF COMMENT REQUIRED	Email/short memo
REQUESTED AREAS OF COMMENT	Carparking, roundabout? (NZTA?)

Thanks

Kind regards,

Sarah Gathercole | Senior Planner | Planning & Development
Queenstown Lakes District Council
DD: +64 3 441 0465 | P: +64 3 441 0499
E: sarah.gathercole@qldc.govt.nz

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APPENDIX 5 – URBAN DESIGN COMMENT

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Level 3, 329 Durham St North
Christchurch 8013
021 114 0377

c/- Sarah Gathercole
Queenstown Lakes District Council
33-35 Reece Crescent, Wanaka
email: sarah.gathercole@qldc.govt.nz

11 January 2018

RMA171167 – AMENDMENT TO OUTLINE DEVELOPMENT PLAN
URBAN DESIGN ASSESSMENT OF PROPOSED CHANGES TO THE OULTINE DEVELOPMENT PLAN (ODP)

Dear Sarah,

The following memorandum is a brief urban design assessment of the changes proposed to the Outline Development Plan under RM171167 for Three Parks Wanaka by Willowridge Developments Limited.

COMMERCIAL CORE SUBZONE

The proposal seeks to adjust the boundary on the western side of Retail Area 1 to allow for a greater amount of carparking and to improve vehicle circulation. The proposed amount of carparking is not out of context with the scale of the proposed retail area and is consistent with what would be expected for a development of this scale. The loss of medium density housing capacity is not ideal but this could be mitigated by creation of higher density housing within North Three Parks, or with subtle increases elsewhere in the development.

The change is considered in General Accordance with the plan. The layout of the buildings wrap around the carpark to provide a strong built edge or perimeter along the road frontages, consistent with the approved ODP, particularly with smaller format retail units fronting Sir Tim Wallis Drive. The change to the staging of the Retail Areas is considered inconsequential from an urban design perspective.

SIR TIM WALLIS DRIVE

The allowance for a roundabout with the intersection with SH84 is a necessary change due to traffic/NZTA requirements and will not have any adverse effect, subject to pedestrian and cycle crossing facilities being provided.

DEFERRED MIXED USE

Additional detail has been added to the plan although it is not clear on the ODP where carparking is to be provided. From an urban design perspective, it is important that vehicle access and parking is restricted to from Roads 50-54, with active frontages

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provided along Sir Tim Wallis Drive. If vehicle access is restricted to the rear then the proposed changes will not have any adverse effect.

BUSINESS SUBZONE

The proposed service station at the intersection of Sir Tim Wallis Drive and SH84, while not a Tourism or Community Facility, is a suitable use of the site subject to landscape planting and design protecting the sense of arrival into Wanaka by preventing buildings from locating immediately adjacent to the state highway. The design of the service station should reflect the Policies of Objective 9 – Tourism and Community Facilities Subzone to ensure a high level of amenity is maintained for the entrance to Three Parks and for traffic passing along SH84 into Wanaka.

RESIDENTIAL / LIFESTYLE VILLAGE SUB ZONE

The proposed change to the residential area to provide more space for Lifestyle Villages is consistent with the approved ODP apart from the removal of an east-west road, reducing the number of roads through the larger block to one. It is important that the remaining east-west road is maintained, with public access, to ensure connectivity through the development is maintained. Many retirement villages are 'gated' communities with a low level of interaction with the adjoining streets. From an urban design perspective, it is important that connectivity is maximised with a more permeable boundary treatment allowing future residents to easily access nearby amenities by minimising walking distances.

CONCLUSION

I consider that the proposed changes to the ODP are consistent with the Approved ODP under RM140354 and will not have any adverse effects from an urban design perspective. The changes are considered in General Accordance with the approved plan and are expected as more detail is developed.

Please do not hesitate to contact me if you require any clarification.

Yours sincerely



David Compton-Moen

Urban Designer / Landscape Architect

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APPENDIX 6 – MATTERS OF DISCRETION

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12.26.4.5 – Residential subzones

i Matters of discretion – For Outline Development Plans in all residential subzones, discretion is reserved in respect of:

(a) The indicative subdivision or development layout (unless submitted as part of a combined subdivision and landuse Resource Consent), including roading design details.

(b) Residential density in the LDR and MDR subzones

(c) Open space areas, open space networks, and pedestrian and cycle links

(d) Landscaping and streetscape design

(e) The location of indicative building platforms

(f) The management of reverse sensitivity issues and issues arising from future incompatible uses.

(g) The location and amount/ extent of visitor accommodation in the MDR subzone.

(h) Any proposed methods of ensuring high quality design (such as design guidelines).

(i) The staging of development

(j) The extent to which any preceding ODP in the subzone has been given effect to.

(k) The inclusion of initiatives which help reduce private car use and encourage alternative modes of transport (i.e. travel demand management).

(l) The provision of Public Transport facilities and/or infrastructure or space to enable its future development.

Note: With respect to l) and m) above, any ODP application which will enable development which exceeds one or more of the following thresholds shall include a full Integrated Transport Assessment (ITA):

(i) Residential development of at least 100 or more dwellings

(ii) Retail space of at least 1,000 m^2 GFA

(iii) Office space of at least 2,500 m^2 GFA.

(iv) Industrial space of at least 5,000 m^2 GFA; or

(v) Warehousing or storage space of at least 10,000 m^2 GFA.

(m) The level of flexibility that the applicant requests between the ODP and the subdivision consent application.

(n) The provision of infrastructure to service the development such as water, sewage treatment, stormwater, lighting, power and telecommunications facilities.

(o) Measures to address any adverse effects resulting from any contaminated sites.

(p) Approaches to stormwater disposal, having regard to the need to provide for the management of stormwater from other sites in the catchment, including the provision of open spaces for stormwater management.

(q) Measures to restore or create wetland habitats of ecological and cultural value if opportunities exist

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(r) The appropriateness of uses identified for sites identified for non-residential activities.

Note: Any Affordable and Community Housing contributions that may otherwise be applied in this zone are instead dictated by the Stakeholder Agreement reached between Council and Landowner. The agreement binds subsequent landowners.

12.26.5.5 – Tourism and Commercial

i Matters of discretion – For Outline Development Plans in all residential subzones, discretion is reserved in respect of:

(a) All those matters listed in Rule 12.26.4.5 (i) in relation to the LDR and MDR subzones, except where identified that the matter is specific to the residential subzones; and

(b) Fixed building platforms (as opposed to indicative) Landscape treatment of the open space buffer adjacent to SH 84 and the areas adjacent to the Mainstreet Collector Road as shown on the Three Parks Structure Plan.

(c) Note: For the avoidance of doubt, any subsequent landscaping not in accordance with the ODP will require a variation to the ODP.

(d) The location and design of carparking, including bus parking.

12.26.6.5 - Business

iv Matters of discretion – For any Outline Development Plan, discretion is reserved in respect of:

(a) All those matters listed in Rule 12.26.4.5 (i) in relation to the LDR and MDR subzones, except where identified that the matter is specific to the residential subzones; and

(b) The location and indicative design of carparking, acknowledging that this will need to be further refined as part of subsequent land use consents once carparking requirements are known.

(c) Landscaping, including the landscape treatment and/ or identified future use of any building setbacks being proposed (e.g. the addition of smaller buildings within the road setback).

12.26.7.4 – Commercial Core

iv Matters of discretion – For Outline Development Plans, discretion is reserved in respect of:

(a) All those matters listed in rule 12.26.4.5 (i) in relation to the LDR and MDR subzones, except where identified that the matter is specific to the residential subzones, and, in addition:

(b) The location and amount/ extent of visitor accommodation and residential activities.

(c) The location and design of carparking (including vehicle accesses from collector roads)

(d) In regard to retail development beyond the first 20,000m² GFA of retail space, the amount of parking to be provided and how this is appropriate. Note: The Council will reserve the right to impose a maximum or minimum amount of parking as a condition.

(e) The location and design of bicycle parking along the mainstreet (limited to that part of the mainstreet that is subject to the ODP application).

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(f) With respect to the first Outline Development Plan applied for, whether the urban structure shows elements of a pedestrian-orientated 'mainstreet' urban core, and that the urban structure will enable it to become a pedestrian-orientated 'mainstreet' urban core over time. This will include showing future road links, how land use will intensify, and how walk-ability will be achieved.

(g) The effects of proposed additional retail activity, excluding any 'indicative future retail space" shown on the Outline Development Plan, shall be a matter of discretion wherever:

(i) The retail activity applied for, excluding any 'indicative future retail space" shown on the Outline Development Plan, will result in the total amount of retail in the Commercial Core exceeding 10,000m² GFA; or

(ii) The retail activity applied for, excluding any 'indicative future retail space" shown on the Outline Development Plan, will result in the total number of specialty retail tenancies in the Commercial Core l exceeding 5; or

(iii) The retail activity applied for, excluding any 'indicative future retail space" shown on the Outline Development Plan, will result in the maximum number of retail tenancies in the Commercial Core exceeding 10;

(iv) Whereby the Council's discretion is restricted to:

a. The outcomes of a Wanaka Town Centre Health Check.
b. The outcomes of a Retail Needs Assessment.
c. The maximum Gross Floor Area of each unit proposed.
d. Evidence that the development proposed will more clearly give effect to the desired pedestrian-orientated 'mainstreet' urban core and facilitate later stages to also achieve this outcome.
e. The extent to which the 3 Parks Zone, as a whole, is working toward becoming an integrated mixed use area, including residential, retail, and employment land.

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APPENDIX 7 – ASSESSMENT OF THE RELEVANT ASSESSMENT MATTERS

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Residential Subzones

12.26.4.5(ii) – Outline Development Plan - Assessment Matters

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

Assessment Matter	Comment	Condition Required?
In regard to the **indicative subdivision/ development layout**:	-	-
(a) Whether the road layout is efficient, legible, and pedestrian-friendly. The Council expects roading layouts and hierarchies (ranging from collectors to local streets) to be immediately navigable and understandable by users. The Council expects to see the use of roundabouts avoided in places where there is anticipated to be high numbers of pedestrians and cyclists. The Council expects roading cross sections to be provided, which illustrate the width, character, landscaping, anticipated speed environment, and how the roading corridors provide for cyclists and pedestrians, as well as cars.	The roading layout is not changing significantly from that approved the previous ODP. 'Road 9' is proposed to be relocated approximately 60m further to the southeast with the width of the road proposed to change. 'Road 11' is proposed to be realigned to continue through to what was formerly indicated as 'Road 46' (RM140354) (with the width of the road proposed to change) to form a cross roads with 'Road 2' and 'Road 11'. 'Road 10' will now end with a 'T' intersection with 'Road 11'. Roads 9, 10 and 11 are not 'fixed' or 'collector' roads identified on the Three Parks Structure Plan. As the roads are 'indicative' they may be moved or varied provided they are generally in accordance with and will achieve the Three Parks Structure Plan and the relevant objectives and policies. Minor changes to the road formation of Sir Tim Wallis Drive are also proposed, with the intersection with SH84 to incorporate a roundabout as opposed to a 'T' intersection. This is a main street collector road with a 'fixed' connection point defined on the Three Parks Structure Plan but will be consistent with the Structure Plan i.e. will remain in the same location. Ms Overton has reviewed the proposed changes to the roading layout and has not raised any concerns. It is considered that the changes to the road layout are	Yes - All roads to be designed in accordance with QLDC's Land Development and Subdivision Code of Practice Table 3.2.

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	generally in accordance with and will achieve the Three Parks Structure Plan and the relevant objectives and policies.	
(b) With regard to the location of collector roads, the Council will not normally approve movement of more than 30 metres for a collector road unless the integrity of the Three Parks Structure Plan is not compromised (including the relative amounts of land in the various subzones) and normally only for the following reasons: (i) Where there are key infrastructure matters that make the indicated path of the roads impracticable (for example land needed for stormwater management); and/ or (ii) More appropriate subdivision patterns and street layouts will result from the movement of the collector road.	No collector roads are proposed to be altered in terms of location through this ODP variation.	No
(d) Whether the urban structure is well-connected. The Council will not normally approve an Outline Development Plan: (i) Which proposes any cul de sacs in the MDR subzone; and (ii) Which proposes that more than 20% of streets be cul de sacs (i.e. more than 1 in every 5 streets) in the LDR subzone; and (iii) Which proposes any cul de sacs which are longer than 75m, are not straight, and which serve more than 20 lots; and NB: 'Back lanes' are not considered to be cul de sacs.	There are no new cul de sacs proposed through this ODP variation, except for one within the Tourism and Community Facilities sub-zone. The applicant has confirmed that the internal design of this area is likely to change (none of the roads within this area are fixed) and therefore any issues with a cul de sac within this area can be addressed at a future development stage (if the cul de sac is retained). The key change within the residential sub zones is that the 'Comprehensive Residential' and 'Low Density Residential' areas will be reduced. This will not adversely affect the connectedness of the urban structure.	No

(iv) Which does not include specific timeframes for the completion of those collector roads (in full) that pass through the area subject to the Outline Development Plan.		
(e) Whether the street blocks are designed to be walkable. The Council will not normally approve a block layout where:	As discussed above, the residential sub-zone areas, in particular the block sizes are not changing significantly through this ODP application.	No
(i) In the LDR subzone, any block area exceeds 1.5 hectares and any block length (between intersections) exceeds 200 m; and		
(ii) In the MDR subzone, any block area exceeds 0.8 hectares and any block length exceeds 100 m, except that it is acknowledged that block lengths adjacent to the Mainstreet Collector road may need to be longer in order to ensure that the corridor functions efficiently. Note: For the purpose of calculating block lengths, back lanes do not form part of the block layout. Refer to Section D for a definition of "back lanes".		
(f) Whether the number of rear sites have been minimised. The Council will expect to see rear sites avoided unless alternative street layouts would result in a worse outcome in terms of residential amenity, connectivity/ walk-ability, and safety.	The ODP variation will not alter the number of rear sites.	No
(g) Whether the lot configuration, dimensions, and orientation will result in lots that:	The ODP variation will not alter residential lot orientation.	No
(i) Are orientated in order to maximise solar gain,		
(ii) Enable land uses to connect with the street,		
(iii) Are easy to maintain, and		

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(iv) Have logical boundary lines.		
(v) Avoid long narrow lots with narrow street frontages, which encourage multi-unit development aligned perpendicular to streets (creating back lots, shared drives, long narrow lines of flats, and body corporates). The Council will not normally approve designs that result in awkward, irregular boundaries and which do not achieve the above outcomes.		
(h) Whether any 'back lanes' that are proposed are appropriately designed and of an appropriate scale (in terms of their width and the number of units they serve) to ensure that they will provide a 'back lane' character and will function effectively and not result in adverse effects in terms of safety and amenity. The Council expects back lanes to be between 5m and 6m wide, depending on the number of units serviced. The Council would not normally approve a back lane which serves more than 8 units per entrance but, rather, expects 'lanes' of such a scale to be developed as a public street with greater width, footpaths, and an active street frontage. For example; the Council would not expect a back lane to run the entire way through a 100m block but, rather, a lane may provide rear access to part of the block or the block itself may be reduced in length in order to enable it to be dissected by a narrow back lane, for its full length (with an entrance at either end). i) Refer also to Rule 14.2.4.1(iv) in regard to access widths, to Section D for a definition of "back lanes", and to the illustrative diagram entitled "Typical back lane (plan	The ODP variation does not utilise back lanes as defined in the District Plan.	No

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view)" beneath Assessment Matter 12.26.4.5 (viii)(d) for further explanation.		
(i) Whether, in the MDR (mixed use precinct), the impact of commercial activities on the safety and efficiency of the mainstreet collector road have been mitigated through minimising the number of vehicle crossings directly off the mainstreet and avoiding, where possible, any deliveries or servicing from the main street. The Council expects this to be achieved through the provision of rear lanes which provide vehicular access to both service areas and to carparking or through vehicle crossings being shared between properties wherever possible.	Whilst the road layout has changed slightly from the original ODP, allowing for some parking on the main street, the retention of small roads/lanes behind the precinct (Roads 50 – 54) will ensure that deliveries and servicing etc can be avoided from the main street.	No
(j) The building's contribution to the creation of an active street frontage.	N/A – no building plans submitted. Will be addressed at land use consent stage.	No
(k) Whether, in the LDR subzone, the lot configuration will ensure against monotonous building setbacks and fencing along Riverbank Road and will avoid individual or shared access lots and right of ways onto Riverbank Road. It is noted that pedestrian and cycle links between the 3 Parks Zone and Riverbank Road are considered appropriate.	Most of the LDR sub zone will not be changed through the ODP variation. Specifically, the portion adjacent to Riverbank Road will not change.	Yes – Previous ODP condition regarding provision for pedestrians and cyclists to be made within the Riverbank Road legal road reserve adjacent to the site.
(l) Whether lots and blocks are laid out to maximise solar orientation. The Council will normally expect to see roads to orient north-south, where they are not already identified in the Three Parks Structure Plan.	The ODP variation will not alter residential lot orientation.	No
(m) Whether a mixed **density** living environment is provided in the LDR and MDR subzones, which achieves the Council's target densities. The Council will not normally approve an Outline	The application states that the ODP identifies approximately 10 units per hectare in the LDR and 23 units per hectare in the MDR which is consistent with these targets. There is no discussion of multi-unit	No

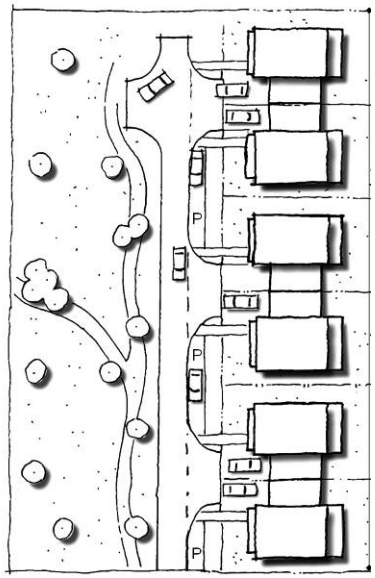
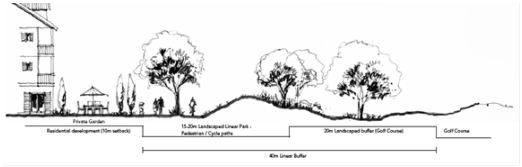
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Development Plan unless a) a range of densities and housing types are being proposed and b) the following densities are achieved within the Outline Development Plan: (i) 10 residential units per hectare in the LDR subzone (+/- 5%), including the land required for roading and reserves, (ii) 15 residential units per hectare on any identified multi-unit developments sites within the LDR subzone (+/- 5%), including the land required for roading and reserves, noting that 15-20% of all units shown in any given Outline Development Plan for the LDR subzone shall be located within multi-unit-developments (iii) 25 residential units per hectare in the MDR subzone (+/- 5%), including the land required for roading and reserves, Note: All calculations shall be inclusive of land required for roading and reserves.	developments as this stage as the density of these are not yet determined. This can be assessed at time of subdivision.	
(n) Whether and to what extent the Outline Development Plan incorporates the various open spaces identified as non-fixed on the Indicative Open Space Plan. The Council will expect the Outline Development Plan to maximise opportunities to combine stormwater disposal and open space and to include land which is otherwise unsuitable for building in the green network.	The Non-fixed open spaces identified on the Open Space Plan are shown in similar places to those approved through the original ODP, except that the area of open space in the commercial core area is proposed to be reduced from 2657m² to 2514m². Whilst this area has been reduced, there is a larger reserve area proposed at the southern end of the proposed Lifestyle Village area which will allow for pedestrian access from Sir Tim Wallis Drive to the eastern portion of the Three Parks area (into the residential sub-zones).	Yes - Stormwater design within the Three Parks Special Zone shall incorporate Best Practice Low Impact Design measures.
(o) Whether a generous amount of open space will be provided for the enjoyment of residents and visitors to the Three Parks Zone. In determining this, attention shall be paid to the Council's reserves contribution policies and	The varied ODP generally provides for open space as depicted on the Open Space Plan. The area of open space in the commercial core area is proposed to be reduced from 2657m² to 2514m². Whilst this area has been reduced, there is a larger reserve area proposed	Yes - Any future subdivision that includes public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide approval for any open space planned.

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particular attention shall be paid to whether the layout of open spaces and opportunities in the Open Spaces Plan have been considered and where appropriate given effect to. Note: the amount of open space indicated on the Open Space Plan should be used as a guide as to what at a minimum may be considered a 'generous amount of open space'.	at the southern end of the proposed Lifestyle Village area which will allow for pedestrian access from Sir Tim Wallis Drive to the eastern portion of the Three Parks area (into the residential sub-zones). Whilst the open space area has been reduced from the approved ODP, it is considered that a generous amount of open space has been provided. In addition, it is considered that the proposed open space areas are more usable as an area of green space has been combined with the Town square to allow for a large public area as opposed to small 'pocket parks'.	
(p) Whether public **open spaces** have direct street frontage, and are located on visually prominent sites, such as at intersections.	The public open spaces shown in the ODP variation are all located on visually prominent sites such as intersections, the commercial core main street or along collector roads.	No
(q) Whether public open spaces are fronted by land uses around them, rather than 'backing" on to them. The Council will normally expect land uses around a public open space to have frontage and vehicular access from the park boundary, either by a full street or private lane / JOAL (Joint Owned Access Lot) or similar (not a rear lane). Example of an acceptable relationship between a residential land use and open space:	The public open spaces and the private open spaces generally have streets around the park boundaries which provide for ease of access.	No

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 **Indicative layout for residential land use abutting the linear park by the golf course in the North Three Parks Area:**  Note: these diagrams are indicative of concepts only. There is no guarantee that the designs shown would prove appropriate to the applicant or satisfy all requirements to gain consent.		
(r) Whether public open spaces and the urban form are designed in accordance with principles	It is considered that CPTED has generally been included in the design. It is expected that the finer details such as landscaping, lighting, etc in open spaces can be confirmed at the subdivision/landuse stage.	No

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	of Crime Prevention through Environmental Design (CPTED).		
(s)	Whether the amount and location of public open spaces are commensurate with the proposed GFA of commercial space, residential densities and employee densities (as derived from the GFA of commercial space) shown in the Outline Development Plan. The Council would expect the Outline Development Plan to show the intended use of the open space (be it passive, active, a playground, or a sportsground) and the anticipated catchment of users.	This is not changing significantly from the original ODP, with the open space proposed in the residential areas and tourism and community facilities areas remaining the same. The key area of change is that there is no open space proposed around the entrance to the Three Parks area off Ballantyne Road. This area has already been subdivided and the subdivision did not include an area of open space at the entrance, although it is noted that there may be a road berm between the road and the business lots which could be grassed and/or landscaped. The other area where the open space has been reduced is discussed above - the area of open space in the commercial core area is proposed to be reduced from 2657m² to 2514m². Whilst this area has been reduced, there is a larger reserve area proposed at the southern end of the proposed Lifestyle Village area which will allow for pedestrian access from Sir Tim Wallis Drive to the eastern portion of the Three Parks area (into the residential sub-zones). It is considered that the proposed open space areas are more useable i.e. the original ODP included some very small areas of open space i.e. triangles in the carpark areas which may be unusable given their small size. A running track has been provided for within the development which connects to the large open space at the northern end of the development.	Advice Note - Any future subdivision that includes public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide approval for any open space planned.
(t)	Whether the public open spaces form part of an open space network which provides pedestrian and cycle linkages to other open space, community facilities, other subzones and the Wanaka Town Centre.	The running/cycle network shown on the plan within the open space network links the Lifestyle Village, residential and Tourism and community facilities areas.	Yes - Details of pedestrian/cycle links to be provided at subdivision stage.
(u)	Whether and to what extent dedicated, direct and safe **pedestrian and cycle links** are provided. There are benefits for pedestrian or	The running/cycle network shown on the plan links the Lifestyle Village, residential and Tourism and community	Yes - The running/cycle network indicated by a red dashed line on the Outline Development

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cycle links to be located within the public street. However, off-street links may be appropriate provided they are designed and located in such a way as to provide a good level of safety and amenity for users. The Council would normally expect there to be good surveillance of such links and for them to be straight, well lit, at least 6 m wide and no more than 75 m long, and to avoid the use of under-passes. (v) Whether a detailed landscape plan has been provided for all open space areas with the Outline Development Plan. The council will expect the Landscape Plan to: i Be appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal. ii Identify all plant species iii Outline the long term management considerations iv Maintain important viewshafts; v Integrate with adjoining land uses; vi Be consistent with CPTED principles Note: Any change to the landscape plan will require a Variation to the Outline Development Plan	facilities open areas with the Wanaka Sports Facility, North Three Parks and State Highway 84. Other pedestrian and cycle links will be available along the proposed internal roads to ensure that all areas are accessible. It is noted that landscape plans have not been submitted for all proposed open space areas, however this can be addressed at the subdivision stage in consultation with the Council's Parks department. A condition of consent has been proposed to this effect.	Plan shall provide for a dual cycle and pedestrian linkage at subdivision stage. Yes – Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone shall include a detailed landscape plan for open spaces to be certified by Council that meets the following objectives: a. Is appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal. b. Identifies all plant species c. Identifies long-term management considerations d. Maintains important viewshafts e. Integrates with adjoining land uses f. Is consistent with Crime Prevention through Environmental Design (CPTED) principles
(w) Whether, in the MDR and LDR subzones, all lots show realistically achievable indicative **building platforms** that will achieve solar	No changes to the orientation of lots within the MDR and LDR subzones are proposed.	No

	access, street frontage, and on-site privacy. Note: In the LDR and MDR subzones residential buildings need not necessarily be built within the platform.		
(x)	Whether and to what extent **reverse sensitivity issues and issues arising from potentially incompatible uses** have been minimised. This may relate to uses at the interface of two subzones, at the interface with adjoining zones, or between activities within a subzone, where the location has been identified at the ODP stage. The Council expects conflicts to be minimised through methods such as setbacks, noise insulation, covenants, and the location of Multi Unit Developments. Notwithstanding this, it is acknowledged that such issues will also be considered for any ODP within the adjoining subzones.	The applicant states that the subzones are generally separated by each other by roads and that within the commercial and business subzones, buildings are setback from the subzone boundary. This is accepted and it is considered reasonable that further treatments to mitigate against any potential reverse sensitivity issues will be provided at detailed design during subdivision.	No
(y)	In regard to the **range and location of uses** in the LDR and MDR subzones, where possible, the Council expects the Outline Development Plan to show where any education or day care facilities are intended to be located and how any effects on residential amenity will be mitigated. Note: Further resource consent or designation procedures will still be required for these activities, unless expressly permitted by the Plan.	No new education or day care facilities have been identified within the LDR subzone and resource consents will be required in future if demand arises.	No
(z)	The Council expects the ODP to show **visitor accommodation** precincts within the MDR subzone. The Council expects to see a limited number of precincts and for these to be located at the interface of the commercial zones and in locations that are quite separate from the residential parts of the MDR subzone. The Council will not normally grant an ODP where	The ODP indicates a visitor accommodation precinct adjacent to the commercial subzone. This has been clustered such that it does not dominate the wider LDR/MDR. Any other visitor accommodation activities will be assessed accordingly at time of land use consent.	No

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the extent and/ or location of visitor accommodation precincts would: (i) Enable visitor accommodation to become the dominant use within the subzone and, hence, adversely affect residential coherence; or (ii) Result in visitor accommodation adversely affecting residential amenity.		
(aa) The Council expects the ODP to show any **multi unit development sites** that are being proposed within the LDR subzone and would normally expect these to be located adjacent to (be it across the road) a public park/ open space and such that any effects on the low density character of the surrounding properties are minimised. It may be that they are positioned as a means of providing a transition between commercial and LDR subzones.	Multi-unit development sites are shown on the ODP as 'comprehensive residential'. These are not proposed to be changed through the varied ODP.	Yes – Any multi-unit development sites shown on the ODP as 'Comprehensive Residential' shall include an internal boundary setback of 2m from any adjoining allotment shown as 'Low Density Residential' on the ODP.
(bb) If design guidelines (or other mechanisms) are proposed to achieve a **high quality of building and streetscape design**, the Council expects the applicant to provide detail as to how these will be enforced. The Council considers that design guidelines should be used sparingly (in recognition of the extensive guidance provided in the District Plan itself) and are likely to only be necessary in certain instances and only in some subzones.	Design guidelines were prepared and provided as part of the original ODP application. No changes to these are required.	No
(cc) Whether the **staging of development** (shown in the ODP), if any, will facilitate a logical progression of development which enables the cost effective provision of infrastructure; provides for a range of housing types/ densities; supports public amenities; and achieves a	No change to the staging is proposed through the ODP. Other aspects of this assessment matter will be checked at the time of each subdivision application.	Yes - At the time subdivision application is lodged for any stage within the Three Parks Special Zone Outline Development Master Plan approved by resource consent, all engineering infrastructure shall be designed in accordance with the Queenstown Lakes District Council District Plan, the Three Parks

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critical mass capable of contributing to a sense of community and/ or sense of place.		Special Zone rules and the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any subdivision consent.
(dd) **The extent to which any previous ODP relating to the same subzone has been given effect to** (defined as the section 224c certificate having been issued). The Council would normally expect: (i) The timing of development to occur in accordance with the Indicative Staging Plan for the Three Parks Zone. (ii) That 60% of the area shown in the ODP (and which relates to the same subzone as the current application) has been given effect to; (iii) That a mixture of densities has been provided prior to granting another ODP within that subzone.	The previous ODP has not been given effect to, except to create some of the lots within the Business subzone and establish some of the larger lots for commercial purposes.	No
(ee) Whether an **Integrated Transport Assessment** (ITA) has been provided which satisfactorily outlines how the proposed land use/urban design will affect the sustainability of transportation. The Integrated Transport Assessment should cover all those matters listed in the Council's guide on the subject. Refer to Council guidelines relating to ITA.	An 'Integrated Traffic Assessment' was submitted with the original ODP application. Given the proposed changes to the ODP it is not considered that a new Integrated Traffic Assessment is required.	No
(ff) The provision of Public Transport facilities and/or infrastructure or space to enable the future development of Public Transport facilities and/ or infrastructure. The Council would	There is adequate space on the ODP to ensure a bus stop can be provided every 400m along these routes and will be assessed at the time of subdivision.	Yes - Public Transport stops and routes should be identified in the street design. The provision of bus stops and their design and spacing

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normally expect adequate space to be provided in the road reserve for a bus stop to be located every 400 m along any bus route as identified by the Council or negotiated with the Council, as part of the ODP consent process.		should comply with the QLDC Bus Stop policy and Guidelines (August 2008).
(gg) Whether any **contaminated sites** exist that would be a risk to human health or the environment and, if so, whether measures have been taken to address these. The Council expects a report to be submitted confirming whether any sites exist and, if they do, explaining how the sites will be appropriately remediated or how the subdivision and development layout will address these issues to appropriately minimise or eliminate risk.	A Preliminary Site Investigation was undertaken by Opus International Consultants Limited (Geotechnical/Natural Hazard Assessment Three Parks Land, Wanaka – March 2007). This report identifies areas of potential contamination and recommends future assessment and potential remediation measures. It is considered appropriate that the recommendations by OPUS be adopted as a condition of consent as part of this ODP.	Yes - Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone shall include a contaminated land assessment to be certified by Council which achieves the following objectives: a. Whether any contaminated sites exist that would be a risk to human health or the environment. b. If so, an explanation and methodology for the appropriate remediation of the sites or appropriate mitigation or avoidance any adverse effects associated with the contamination. Also an advice note that the NES may also be triggered.
(hh) Whether the development proposed will ensure appropriate **stormwater management** in light of the capacity of stormwater infrastructure, the management of overland flows from the site and other sites in the catchment and measures to reduce contaminants entering the receiving environment. The Council expects a significant proportion of all stormwater to be disposed of within the zone through the use of open spaces and that such a stormwater disposal plan will be prepared in consultation with Council's engineers and will be consistent with any stormwater catchment management plan that the Council has for this area.	No changes are proposed to the stormwater management on the site through the ODP. Ms Overton recommends an appropriate condition to ensure that a Low Impact Design (LID) stormwater system is developed for Three Parks.	Yes - Stormwater design within the Three Parks Special Zone shall incorporate Best Practice Low Impact Design measures.

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(ii) Whether the development and subdivision would provide opportunities to create or restore **wetland** areas. This may be the case with existing land and water features (including those shown as open space in the Three Parks Structure Plan) and open spaces created for stormwater management. Indigenous plants should be used where possible to restore ecological and cultural values.	The applicants are intending to create wetland areas within the larger reserve areas and combined with stormwater attenuation as per the LID methodology.	Yes - Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone that involves wetlands shall include an ecological management plan to be certified by Council. The ecological management plan shall detail the design of the wetland including planting details, ongoing maintenance and methods to achieve positive ecological benefits in terms of creating and maintaining habitat for aquatic-based flora and fauna.
(jj) Whether the development has provided appropriately for the ongoing access to and function of the **Stormwater Main Line** and **Transmission Line** that traverse the Three Parks Zone. The Council expects that the intended treatment of these features will be discussed and that they will be aligned with public access areas such as roads and reserves. Note: Except where the matter specifically refers to the MDR and/ or LDR subzones, the assessment matters for Outline Development Plans and Comprehensive Development Plans apply zone wide.	The stormwater main line currently within the site will remain within a reserve area.	No
(kk) Whether non-residential activity proposed in the LDR and MDR subzones would serve a function which clearly services the local neighbourhood and would not effectively fulfil this function if located elsewhere.	The non-residential activities proposed are: - Visitor accommodation within the MDR subzone - Retail (carpark) within the MDR subzone - Lifestyle Village within the LDR subzone It is considered that these activities would serve a function within the local neighbourhood and that these are the most logical places for these activities i.e. they are extending an activity which was anticipated through the previous ODP.	No

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(ll) Whether non-residential activity proposed in the LDR and MDR subzones would adversely affect the residential amenity of surrounding residential properties.	It is proposed to use some of the area identified within the 'medium density residential' subzone within the 'North Three Parks' area for retail purposes (carpark) associated with big box retail. It is considered that this will not change the existing situation in terms of residential amenity i.e. the residential area will be reduced, but will still abut the commercial core subzone. The Three Park Structure Plan shows an area of open space separating these two subzones. It is anticipated that the outline development plan for the North Three Parks area will still include this open space buffer strip to separate the residential and commercial core activities, albeit in a different location to that shown on the Structure Plan to ensure that the amenity of the residential area is not adversely affected. In addition, the proposed 'Lifestyle Village' area will be increased and the 'Comprehensive Residential' and 'Low Density Residential' areas reduced. This may increase the size of any future landuses proposed within this area, however the same level of buffer i.e. a road and reserve area will ensure that the proposal does not adversely affect the amenity of the adjacent residential area. Street trees are still proposed along the edge of the road separating the lifestyle village area from the residential areas to the east (road 11).	No
(mm) For the North Three Parks Area whether the development is in accordance with the principles in the Urban Design Framework North Three Parks, March 2012.	N/A	-
(nn) Whether mounding or other landscape treatment is proposed to mitigate effects on the LDR sub-zone north-west of the Gordon Road extension associated with traffic on Ballantyne Road and the existing Aurora substation at Ballantyne Road.	N/A	-

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Tourism & Community Subzone

12.26.5.5(ii) – Assessment Matters - Outline Development Plan

Given the minor nature of the proposed changes within the Tourism and Community Subzone (a new Business precinct being identified near the northern boundary of the site, reducing the area of Tourism and Community Facilities) detailed assessment is not considered to be required under these assessment matters.

Business Subzone

12.26.6.5(v) – Assessment Matters - Outline Development Plan

There are no changes proposed within the Business Subzone and therefore no assessment is required under these assessment matters.

Commercial Core Subzone

12.26.7.4(ii) – Assessment Matters - Outline Development Plan

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

Assessment Matter	Comment	Condition Required?
(a) All those matters listed as Assessment matters in 12.26.4.5 (ii) relation to the LDR and MDR subzones, except where identified that the matter is specific to the residential subzones; and:	-	-
(a) Whether the road layout is efficient, legible, and pedestrian-friendly. The Council expects roading layouts and hierarchies (ranging from collectors to local streets) to be immediately navigable and understandable by users. The Council expects to see the use of roundabouts avoided in places where there is anticipated to be high numbers of pedestrians and cyclists. The Council expects roading cross sections to be provided, which illustrate the width, character, landscaping, anticipated speed environment, and how	The roading layout is not changing significantly. Ms Overton has reviewed the proposed changes to the roading layout and has not raised any concerns.	Yes - All roads to be designed in accordance with QLDC's Land Development and Subdivision Code of Practice Table 3.2.

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the roading corridors provide for cyclists and pedestrians, as well as cars.		
(b) With regard to the location of collector roads, the Council will not normally approve movement of more than 30 metres for a collector road unless the integrity of the Three Parks Structure Plan is not compromised (including the relative amounts of land in the various subzones) and normally only for the following reasons:	No collector roads are proposed to be altered in terms of location through this ODP variation.	No
(i) Where there are key infrastructure matters that make the indicated path of the roads impracticable (for example land needed for stormwater management); and/ or		
(ii) More appropriate subdivision patterns and street layouts will result from the movement of the collector road.		
(d) Whether the urban structure is well-connected. The Council will not normally approve an Outline Development Plan:	-	-
(ii) Which proposes any cul de sacs which are longer than 75m, are not straight, and which serve more than 20 lots; and NB: 'Back lanes' are not considered to be cul de sacs.	There are no culs-de-sac proposed for the Commercial Core Subzone, except for that proposed within the Tourism and Community Facilities sub-zone. As discussed above it is considered that this can be addressed at a later stage if required.	No
(iii) Which does not include specific timeframes for the completion of those collector roads (in full) that pass through the area subject to the Outline Development Plan.	The Western Collector Road will be formed through RM170836. It is anticipated that the Eastern Collector Road will be completed when development occurs within Retail Area 2. No specific timeframe has been provided.	No
(e) Whether the street blocks are designed to be walkable.	The blocks in the commercial core area are considered to be walkable given the length of the blocks and connectivity between them.	No

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(f) Whether the number of rear sites have been minimised. The Council will expect to see rear sites avoided unless alternative street layouts would result in a worse outcome in terms of residential amenity, connectivity/ walk-ability, and safety.	Rear sites have been proposed around parking areas. It is recognised that this allows for a more efficient layout for smaller premises while providing for screening of carparking areas from the main street.	No
(g) Whether the lot configuration, dimensions, and orientation will result in lots that:	-	-
(i) Are orientated in order to maximise solar gain,	The lots are considered to be aligned to maximise solar gain with a limited number of sites facing south.	No
(ii) Enable land uses to connect with the street,	The mainstreet sleeve provides for connectivity to the street.	No
(iii) Are easy to maintain, and	The lots within this zone will be easy to maintain.	No
(iv) Have logical boundary lines.	It is considered that the lots have been designed in a logical manner and will generally all have street access or access from a carparking area.	No
(h) Whether any 'back lanes' that are proposed are appropriately designed and of an appropriate scale (in terms of their width and the number of units they serve) to ensure that they will provide a 'back lane' character and will function effectively and not result in adverse effects in terms of safety and amenity. The Council expects back lanes to be between 5m and 6m wide, depending on the number of units serviced. The Council would not normally approve a back lane which serves more than 8 units per entrance but, rather, expects 'lanes' of such a scale to be developed as a public street with greater width, footpaths, and an active street frontage. For example; the Council would not expect a back lane to run the entire way through a 100m block but, rather, a lane may provide rear access to part of the block or the block itself may be reduced in length	Aside from the enclosed parking areas, there are no back lanes within the commercial core.	No

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in order to enable it to be dissected by a narrow back lane, for its full length (with an entrance at either end). i) Refer also to Rule 14.2.4.1(iv) in regard to access widths, to Section D for a definition of "back lanes", and to the illustrative diagram entitled "Typical back lane (plan view)" beneath Assessment Matter 12.26.4.5 (viii)(d) for further explanation.		
(l) Whether lots and blocks are laid out to maximise solar orientation. The Council will normally expect to see roads to orient north-south, where they are not already identified in the Three Parks Structure Plan.	The lots are not considered to be aligned to maximise solar gain but this is considered to be difficult to achieve while at the same time ensuring commercial density, legibility and efficiency in terms of parking and walkability.	No
(n) Whether and to what extent the Outline Development Plan incorporates the various open spaces identified as non-fixed on the Indicative Open Space Plan. The Council will expect the Outline Development Plan to maximise opportunities to combine stormwater disposal and open space and to include land which is otherwise unsuitable for building in the green network.	Addressed above	Addressed above
(o) Whether a generous amount of open space will be provided for the enjoyment of residents and visitors to the Three Parks Zone. In determining this, attention shall be paid to the Council's reserves contribution policies and particular attention shall be paid to whether the layout of open spaces and opportunities in the Open Spaces Plan have been considered and where appropriate given effect to. Note: the amount of open space indicated on the Open Space Plan should be used as a guide as to what at a minimum may be considered a 'generous amount of open space'.	Addressed above	Addressed above

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(p) Whether public **open spaces** have direct street frontage, and are located on visually prominent sites, such as at intersections.	Addressed above	Addressed above
(q) Whether public open spaces are fronted by land uses around them, rather than 'backing" on to them. The Council will normally expect land uses around a public open space to have frontage and vehicular access from the park boundary, either by a full street or private lane / JOAL (Joint Owned Access Lot) or similar (not a rear lane).	Addressed above	Addressed above
(r) Whether public open spaces and the urban form are designed in accordance with principles of Crime Prevention through Environmental Design (CPTED).	Addressed above	Addressed above
(s) Whether the amount and location of public open spaces are commensurate with the proposed GFA of commercial space, residential densities and employee densities (as derived from the GFA of commercial space) shown in the Outline Development Plan. The Council would expect the Outline Development Plan to show the intended use of the open space (be it passive, active, a playground, or a sportsground) and the anticipated catchment of users.	Addressed above	Addressed above
(t) Whether the public open spaces form part of an open space network which provides pedestrian and cycle linkages to other open space, community facilities, other subzones and the Wanaka Town Centre.	Addressed above	Addressed above
(u) Whether and to what extent dedicated, direct and safe **pedestrian and cycle links** are provided. There are benefits for pedestrian or cycle links to be located within the public street. However, off-street links may be appropriate provided they are designed and located in such a way as to provide a good level of safety and amenity for users. The Council would normally expect there to be good surveillance of such links and for them	Addressed above	Addressed above

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to be straight, well lit, at least 6 m wide and no more than 75 m long, and to avoid the use of under-passes.		
(v) Whether a detailed landscape plan has been provided for all open space areas with the Outline Development Plan. The council will expect the Landscape Plan to:	Addressed above	Addressed above
i Be appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal.		
ii Identify all plant species		
iii Outline the long term management considerations		
iv Maintain important viewshafts;		
v Integrate with adjoining land uses;		
vi Be consistent with CPTED principles Note: Any change to the landscape plan will require a Variation to the Outline Development Plan		
(x) Whether and to what extent **reverse sensitivity issues and issues arising from potentially incompatible uses** have been minimised. This may relate to uses at the interface of two subzones, at the interface with adjoining zones, or between activities within a subzone, where the location has been identified at the ODP stage. The Council expects conflicts to be minimised through methods such as setbacks, noise insulation, covenants, and the location of Multi Unit Developments. Notwithstanding this, it is acknowledged that such issues will also be considered for any ODP within the adjoining subzones.	Addressed above	Addressed above
(bb) If design guidelines (or other mechanisms) are proposed to achieve a **high quality of building and**	Addressed above	Addressed above

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streetscape design, the Council expects the applicant to provide detail as to how these will be enforced. The Council considers that design guidelines should be used sparingly (in recognition of the extensive guidance provided in the District Plan itself) and are likely to only be necessary in certain instances and only in some subzones.		
(cc) Whether the **staging of development** (shown in the ODP), if any, will facilitate a logical progression of development which enables the cost effective provision of infrastructure; provides for a range of housing types/ densities; supports public amenities; and achieves a critical mass capable of contributing to a sense of community and/ or sense of place.	Addressed above	Addressed above
(ee) Whether an **Integrated Transport Assessment** (ITA) has been provided which satisfactorily outlines how the proposed land use/urban design will affect the sustainability of transportation. The Integrated Transport Assessment should cover all those matters listed in the Council's guide on the subject. Refer to Council guidelines relating to ITA.	Addressed above	Addressed above
(ff) The provision of Public Transport facilities and/or infrastructure or space to enable the future development of Public Transport facilities and/ or infrastructure. The Council would normally expect adequate space to be provided in the road reserve for a bus stop to be located every 400 m along any bus route as identified by the Council or negotiated with the Council, as part of the ODP consent process.	Addressed above	Addressed above
(gg) Whether any **contaminated sites** exist that would be a risk to human health or the environment and, if so, whether measures have been taken to address these. The Council expects a report to be submitted confirming whether any sites exist and, if they do, explaining how the sites will be appropriately	Addressed above	Addressed above

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remediated or how the subdivision and development layout will address these issues to appropriately minimise or eliminate risk.		
(hh) Whether the development proposed will ensure appropriate **stormwater management** in light of the capacity of stormwater infrastructure, the management of overland flows from the site and other sites in the catchment and measures to reduce contaminants entering the receiving environment. The Council expects a significant proportion of all stormwater to be disposed of within the zone through the use of open spaces and that such a stormwater disposal plan will be prepared in consultation with Council's engineers and will be consistent with any stormwater catchment management plan that the Council has for this area.	Addressed above	Addressed above
(ii) Whether the development and subdivision would provide opportunities to create or restore **wetland** areas. This may be the case with existing land and water features (including those shown as open space in the Three Parks Structure Plan) and open spaces created for stormwater management. Indigenous plants should be used where possible to restore ecological and cultural values.	Addressed above	Addressed above
(jj) Whether the development has provided appropriately for the ongoing access to and function of the **Stormwater Main Line** and **Transmission Line** that traverse the Three Parks Zone. The Council expects that the intended treatment of these features will be discussed and that they will be aligned with public access areas such as roads and reserves.	Addressed above	Addressed above
(b) Whether **crime prevention through Environmental Design (CPTED) principles** have been applied in the indicative layout of buildings, open spaces, access ways, service areas, carparking, any proposed controls on the	It is considered that CPTED has generally been included in the ODP design.	No

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built form, and the location of proposed tenancies in relation to one another.	It is noted that there are additional lane ways proposed in between the 'sleeve' buildings on the ODP plans and it is unclear how these will operate in relation to CPTED principles. However it is expected that the finer details such as layout of buildings, open spaces, access ways, service areas, carparking, any proposed controls on the built form, and the location of proposed tenancies in relation to one another can be confirmed and assessed at the subdivision/landuse stage.	
(c) Whether the amount and type of **open space** proposed is appropriate. The Council will not normally approve an Outline Development Plan unless open space is provided in appropriate forms and locations.	The varied ODP generally provides for open space as depicted on the Open Space Plan. Whilst the open space area has been reduced from the approved ODP, it is considered that a generous amount of open space has been provided.	Yes - Any future subdivision that includes public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide approval for any open space planned.
(d) In considering the location of **building platforms** (and the proposed streetscape design), the Council will consider the effect of any increased or reduced setback or any additional height being proposed (beyond the general 3 storey rule) on the streetscape, the adequate provision of space for pedestrian movement, and the treatment (e.g. landscaping) of any proposed set-back. Note: Larger setbacks may be acceptable in earlier stages if this is intended to enable later 'sleeving' by smaller buildings. Larger setbacks will be less acceptable in later Outline Development Plans (particularly those lodged after the retail thresholds outlined in Rule 12.26.7.4 (g) above have been exceeded) as these later Outline Development Plans will be expected to give effect to the sleeving of large format retail buildings.	The applicant has advised that building platforms around Sir Tim Wallis Drive have been designed to create a main street condition with buildings built right up to the road boundary with verandas overhanging the footpath. No additional height is being proposed through this ODP variation.	Yes – Submission of Landscape Plan with each subdivision application.
(e) The general layout of building platforms should enable the resultant buildings to share vehicle access points and carparking.	The commercial core is proposed to have shared access points and car parking. Ms Overton has not raised any concerns with the proposed access or carparking.	No

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(f) Whether the views along a street and/ or of surrounding landscape features, including Mt Iron, have been preserved and enhanced through the placement of the buildings, with respect to view shafts.	The layout of development proposed under the amended ODP will be generally the same as the previous ODP. It is considered that views of the surrounding landscape features, including Mt Iron will be retained.	No
(g) Whether the Outline Development Plan clearly identifies those building platforms for which the retail space is being applied for as part of the Outline Development Plan application and those platforms which identify "indicative future retail space". Note 1: Where the Outline Development Plan includes more retail floor space than is supported by the Town Centre health check and needs assessment, the applicant is expected to show the surplus retail as "indicative". Note 2: Those platforms which are identified as "indicative future retail space" will require a Variation to the Outline Development Plan in order for retail to be approved for those spaces. There will be a condition or advice note on the consent that those shown as "subject to variation or land use consent" will require further consent.	The ODP identifies the retail space being applied for by shading in pink on the ODP within Retail Area 1 (10,000m² floorspace). The rest of the building platforms within the proposed Retail Areas are future retail space. The ODP does not show the other retail areas as "indicative", however it clearly shows the 10,000m² of floorspace being applied for in the ODP.	Advice Note - Those platforms which are identified as indicative future retail space i.e. not within the "area containing 10,000m² of floorspace being applied for in ODP" will require a Variation to the Outline Development Plan in order for retail to be approved for those spaces.
(h) Whether the location and/ or design of proposed **visitor accommodation and residential activities** will minimise reverse sensitivity issues and any potential future incompatibility issues between them and commercial activities and road noise. The Council may impose conditions that preclude the location of visitor accommodation or residential on certain building platforms if it considers that reverse sensitivity issues will make the site unsuitable for these uses or it may place conditions on subsequent uses relating to acoustic insulation or hours of operation on sites that form part of the application.	An additional commercial area 'Business Area 5' is proposed at the northern end of the Three Parks Area adjacent to the State Highway. This will be located adjacent to the proposed visitor accommodation (tourism and community facilities activities). The bulk of the visitor accommodation precinct is also located adjacent to the large format retail areas, but as discussed within the previous ODP, is separated by a landscape buffer. Given the amount of open space proposed around the visitor accommodation areas it is considered that	No

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	there will not be significant reverse sensitivity issues. The lifestyle village is located adjacent a back lane to the commercial core and there are potential issues associated with reverse sensitivity, particularly if this is going to be a service lane. This can be assessed at the time of future subdivision and land use applications. The mixed use will have residential units located within proximity to the commercial core. There are also potential issues associated with reverse sensitivity in this location. This can be assessed at the time of future subdivision and land use applications.	
(i) Whether the location and/ or design of proposed **visitor accommodation and residential activities** will provide a good living environment and contribute positively to the streetscape and safety of the area through 24 hour occupancy and passive surveillance. The Council would normally expect apartments to face the street, entry lobbies to have direct access onto streets and has a preference for dual-aspect apartments within perimeter block layouts (i.e. whereby the front of units face across the street, and the back of units face inwards across courtyards which, in turn, provide adequate separation from other buildings.	It is considered that the visitor accommodation precinct will provide good living environments with buildings fronting onto sufficient open space and landscaping. However, because of this, the VA will not make a significant contribution to passive surveillance i.e. they are proposed to be located away from the street frontage. This is not changing from the original ODP. The Deferred Mixed Use area will no longer contain the proposed open space shown within the previous ODP. This will ensure that it positively contributes to the streetscape and will provide for some surveillance of the surrounding area.	No
(j) Whether the **carparking** associated with visitor accommodation or residential activity can be located and/ or designed so as to not adversely affect the ability to achieve a consolidated urban core.	The VA parking is discretely located within the VA precinct. No details are yet available regarding parking for the residential activities.	No

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(k) Whether the location and design of carparking areas minimises its impact on the urban form, congestion on the mainstreet, and pedestrian amenity, through:	-	-
(i) The co-location and shared usage of carparks (thus reducing the sheer amount). The Outline Development Plan should seek to avoid carparking designed for the sole use of one building owner or tenant. There is an expectation that carparking is located and structured (through ownership, lease agreements, and consent notices) such that they are able to be shared and that such arrangements will be secured long term. An exception to this is Visitor Accommodation, which should provide onsite, dedicated parking and, as such, is best suited at the periphery of the Commercial Core.	The ODP shows that there will be several entrances to the proposed carparking areas which will be located in between several proposed and future indicative retail activities. The carparking is generally located to the side or rear of buildings within the proposed retail areas. Roads are proposed to the rear of these parking areas which can act as service lanes to ensure that congestion does not occur on the main street.	No
(ii) Locating carparking to the side or rear of buildings so that it is not visually dominant when viewed from the street.		
(iii) Minimising the number of vehicle accesses from the main street, through the provision of a rear lane which provides vehicular access to both service areas and to carparking or through vehicle crossings being shared between properties wherever possible.		
(l) In addition to assessment matters in 12.26.4.5 (ii) which relate to roading design, where the Mainstreet Collector passes through the Commercial Core, the Council expects it to:	Ms Overton notes that the 'Three Parks Road Classification' (TPRC) table indicates that the section of 'Road 11' (indicated as 'Road 11b' on the TPRC table) servicing the 'Lifestyle Village', 'Serviced Apartments' and 'Low Density Residential' areas will be formed in accordance with figure E12 of Table 3.2 of the QLDC land Development and Subdivision Code of Practice (COP). This section of road was previously indicated as being formed in accordance with figure E34 of the COP. The difference in the two roading formations is in respect to the legal width of road and footpaths. Figure E34 requires a 2.5m wide footpath each side of the carriageway	Yes - Detailed design for all roading shall illustrate how traffic calming measures have integrated pedestrian facilities, cycling facilities, parking layout and streetscapes into the overall design to achieve the target operating speeds and contribute to the differentiation of the three street typologies.
(i) Be designed as a low speed environment (for example, 30 km), where it passes through the Commercial Core		
(ii) Be a two way, 2 lane road with a carriageway; and		
(iii) Include parallel parking on both sides of the road; and		
(iv) Include a dedicated cycle path within the road corridor; and		

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(v) Include street trees	and Figure E12 requires a 1.5m wide footpath each side of the carriageway. The legal width of road will be increased from 9m to 20m.	
(vi) Include footpaths on both sides of between x and y m in width All of which should be achievable within a 20 m width. Note: Of particular relevance, Assessment Matter 12.26.4.5 (ii)(a) states that the Council expects roading cross sections to be provided; to see the use of roundabouts avoided in places where there is anticipated to be high numbers of pedestrians and cyclists; and expects public transport facilities and/or infrastructure or space to enable the future development of public transport facilities and/ or infrastructure, noting an expectation for space to be provided in the road reserve for a bus stop to be located every 400 m along any bus route.	The section of 'Road 11' servicing the rear of the large retail area and serviced apartments (indicated as 'Road 11a on the TPRC table) will be formed in accordance with Figure E15 as opposed to being formed in accordance with Figure E21. This has resulted in the road being changed from a 'Lane' formation with 20km/hour design speed where pedestrian share the movement lane to a 'Local Road' formation with a 40km/hour design speed and footpaths on both sides of the road. The TPRC table indicates that the footpath on the apartments side of the road will be increased to 2.0m in width to form part of the 'link trail'. Ms Overton is satisfied that the proposed changes in formation are appropriate and will not result in any adverse effects on traffic or pedestrian safety as a result. It is noted that the original ODP included an island in the middle of Sir Tim Wallis Drive through the Commercial Core and the Tourism and Community Facilities areas up to the State Highway. This separation island within the mainstreet has been removed in the proposed ODP. This is consistent with the road designs approved through Resource Consents RM160074 and RM170042 and is considered to be appropriate. In addition, the proposed ODP does not clearly show parallel parking on the main street, however the road designs approved through Resource Consents RM160074 and RM170042 indicate that parallel parking will be provided on the main street. It is noted that the provisions seek to avoid roundabouts in places where there is anticipated	

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	to be high numbers of pedestrians and cyclists. In this case a roundabout was anticipated through the original ODP, albeit that it was not to be installed until a later stage when traffic numbers had reached a certain volume. Now the applicant has proposed the roundabout will be constructed as the first intersection iteration. However it is noted that this will require agreement from the NZTA and an outline plan of works application and/or resource consent applications. It is considered that the specific details of the proposed roundabout can be addressed at the outline plan of works/resource consent stage. The provisions promote public transport facilities and/or infrastructure, noting an expectation for space to be provided in the road reserve for a bus stop to be located every 400 m along any future bus route. There are no existing public transport options within Wanaka at this stage, however the applicant has confirmed that adequate provision has been made for bus stops to be located every 400m along any future bus route. It is considered that the proposed roading and car parking for the Commercial Core precinct of the development meets the objectives of the District Plan, and that the final design will be assessed at the time of subdivision.	
(m) Whether the level of carparking proposed in stages beyond the first 20,000m² of retail space will be appropriate in light of:	The proposed ODP includes a much larger area of carparking, particularly within Retail Area 1. This is proposed within an area identified for Medium Density Residential purposes within the Three Parks Structure Plan. Whilst this is not anticipated, it is considered that this is acceptable. The applicant has advised that the residential densities required for the Three Parks Special	No

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	zone can still be achieved and the large parking area will ensure that there is adequate parking to service a range of different commercial/retail activities. At this stage no Outline Development Plan has been submitted for the North Three Parks area and it is unclear how the proposed carparking area will interact with other adjacent landuses proposed, however it is considered that this can be addressed at the time an Outline Development Plan and or any subdivision or landuse applications are submitted for this area. The large carpark areas proposed may not allow for the creation of a pleasant, pedestrian friendly environment and therefore conditions of consent have been proposed to ensure that these areas are suitably planned to allow for pedestrian access and adequately landscaped to allow for this at subdivision/landuse stage.	
(i) effects on the role, function, vitality and vibrancy of the Town Centre, (ii) the promotion of the use of public transport if it is available; (iii) the efficient use of land; (iv) the creation of a pleasant, pedestrian friendly environment; (v) the need to adequately provide for the demands that the proposed development will create. Note: The Council would not normally approve an amount of car parking that substantially exceeds the car parking standards for developments prior to 10,000m² of retail floor space being developed.		No

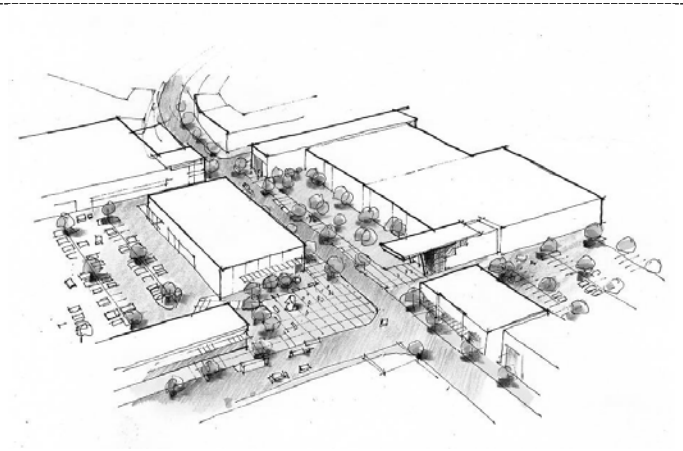
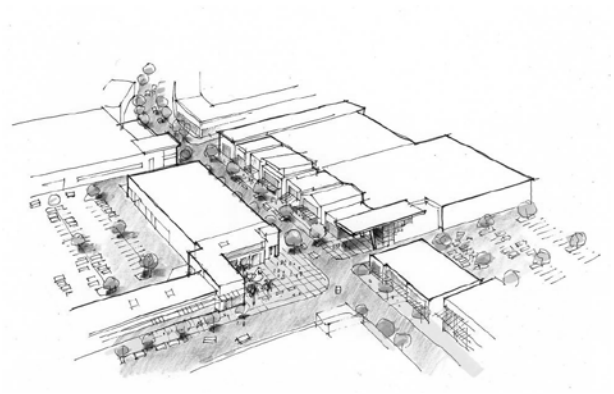
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(n)	The Council will normally expect short term **bicycle parking** to be provided along the mainstreet footpath at a rate of 1 to 2 bicycle stands every 50 metres and that these be designed and located so as to not block the footpath and to adhere to any Bicycle Parking Standards adopted by the Council.	No detailed drawings have been provided at this stage of the development. However, the indicative drawings indicate that this can be met. An appropriate recommendation is proposed to ensure that the provision for bicycle parking along Road 1 is made at the time of subdivision.	Yes - Provision for bicycle parks shall be made along the mainstreet within the 'Retail' activity zone.
(o)	Whether sites are designed so that **buildings and/or landscaping** are the dominant features visible from streets and open spaces.	The mainstreet sleeve has been designed such that buildings will generally be the dominant feature from the street. A condition of consent has been proposed to ensure that screening and/or softening is provided within the large carpark areas, particularly those adjacent to open space areas. Specific design details will need to be assessed at time of subdivision to ensure that the objective of this assessment matter is achieved.	No
(p)	With respect to Outline Development Plans prior to the retail thresholds being met (as per 12.26.7.4 (g) above), whether the indicative layout demonstrates elements of attractive pedestrian-orientated development and indications that these elements will become increasingly apparent **over time** as the Commercial Core develops into an attractive, pedestrian-orientated 'mainstreet' commercial core. The Council expects this to be facilitated through:	-	-
(i)	Establishing a pedestrian-friendly block size (including showing any future roading and pedestrian links) and providing pedestrian space;	It is considered that the blocks have been designed to be pedestrian friendly. The blocks are generally as indicated within the approved ODP. Subdivisons granted to date include the provision for the accesses as shown on the proposed ODP i.e. RM170836.	No
(ii)	A mix of appropriately located uses (with the greatest intensity at the core, and the lowest at edge), which will	Indicative future buildings shown on the ODP demonstrate that the smaller retail outlets will be	No

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reinforce an eventual retail mainstreet with employment and other uses around it;	centred along mainstreet with the large format sites in behind amongst the car parking areas.	
(iii) Providing for land use intensification through, amongst other techniques, setting large format retail buildings back from the mainstreet in order to provide for smaller buildings to be built along the street edge in the future or ensuring that the large format buildings present a small scale character to the street or can be retrofitted to establish a specialty retail character. The Council expects the applicant to propose mechanisms (such as consent notices or restrictive covenants) in order to ensure such intensification occurs within a reasonable timeframe. The Council also expects the applicant to demonstrate how a future intensified urban environment can function appropriately and achieve the outcomes sought by this Plan. Note 1: The Council will not approve a street layout, streetscape, or building platforms that prevent this transition from occurring. Note 2: A limited amount of large format retail development may be expected to front the main street provided that it presents an attractive human-scale appearance and provided that the long term outcomes consist primarily of specialty retail fronting the street. A manner in which a more human scale may be achieved is through articulating the built form so as to break down the scale of the external appearance of the buildings. Note 3: While it is accepted that the short term outcomes will not be as attractive or pedestrian-orientated as outcomes resulting from later stages of development, this shall not be seen as a reason to propose or approve unattractive buildings in the short term. **Example of built form that would be expected to eventuate at early stages of development:**	Small buildings have been placed along the edge of mainstreet with the large format buildings tucked in behind. It is understood there will be opportunity for access to the large format retail through cut-throughs from the mainstreet. This would provide for a more pedestrian–orientated design. Specific design can be assessed at time of subdivision and/or land use consent.	No

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 **Example of built form that would be expected to eventuate over the long term:**  Note 1: This scenario would be expected to be achieved after substantial population growth in Wanaka and in the Three		

Parks Zone and would be subject to satisfying the tests for future Outline Development Plan approvals in the Commercial Core such as the Town Centre Health Check. Note 2: The above diagrams are indicative of concepts only. There is no guarantee the design shown would prove appropriate to the applicant or satisfy all requirements to gain consent.		
(q) In considering the **Wanaka Town Centre Health Check**, the Council will not normally approve the Outline Development Plans unless it is satisfied that the development will not undermine the vitality of the Wanaka Town Centre. An assessment of the vitality of the Town Centre shall be based on analysis that includes the consideration of the following indicators (insofar as the information can be obtained):	The amended ODP will not enable the operation of the commercial core i.e. landuse consents are required for all buildings within the sub zone. Baseline Monitoring was undertaken in January 2010 and no Health Check has yet been undertaken. A Health Check will be required prior to the development of retail in the Commercial Core exceeding 10,000m² GFA. Given the minor nature of the changes to the ODP, a health check is not considered to be required at this time.	No
i The pedestrian activity at key locations at a variety of times and days of the week and during various seasons.		
ii The rental values in various parts of the Town Centre, and how they have changed over time and how they compare with other comparable provincial towns		
iii The land values in various parts of the Town Centre, and how they have changed over time and how they compare with other comparable provincial towns. Note: whether land and rent values are notably low or high are both relevant considerations.		
iv The yields being achieved (i.e. the return (from rent) on the land) and how they have changed over time and how they compare with other comparable provincial towns.		

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v	The feasibility of sites in the Town Centre to otherwise accommodate the development proposed in the Commercial Core including the consideration of		
a.	site constraints (such as access, topography, hazards and designations);		
b.	the development aspirations of owners of potential development sites (if known);		
c.	the possibility that ownership patterns may be concentrated with few owners with the potential to constrain competition;		
d.	site sizes;		
e.	the feasibility of amalgamating sites (having particular regard to fragmented ownership).		
f.	the likelihood that the sites could be developed in a timeframe that would satisfy demand in a reasonable time period		
g.	the land value of potential sites and whether the proposed uses (if known) or building formats would in fact realistically locate on such sites given the likely development costs relative to fair market rents.		
vi	Vacancy rates in the Town Centre (in terms of the number of units and floor space as a percentage of the Town Centre total) and the time taken to re-let vacant properties.		
vii	The percentage of turnover that tenants spend on rent and how they have changed over time and how they compare with other comparable provincial towns.		
viii	The extent of 'retail leakage' outside of the Upper Clutha area and how this has changed over time. The Council will be looking to understand whether the increase in retail choice (provided by previous retail development at 3 parks and potentially elsewhere in the Upper Clutha) is resulting in residents spending more locally and less in other centres; and whether the additional proposed retail		

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	is be expected to further reduce retail leakage outside of the area.		
ix	The number of independent specialty retailers, excluding “multiples” or “chain stores”.		
x	The presence and number of charity shops or premises used for election offices, community projects, or other temporary uses as an indicator of underutilised land or buildings.		
xi	How amenable the Wanaka Town Centre is to pedestrians, cyclists, public transport, taxis, and cars; acknowledging:		
a.	that convenience, safety and accessibility are important to maintaining its attractiveness and, hence, its viability and		
b.	that development can effect such matters.		
(r)	Whether the **Retail Needs Assessment** adequately demonstrates a demand for the additional retail floorspace proposed and that the Three Parks Zone is an appropriate location for these building types and anticipated uses.	The applicant states that the need for the initial 10,000m2 of retail floor space was *“…established through the plan change”*. This argument is based on the first 10,000m^2 being a permitted activity and that this assessment matter relates to any additional space sought over 10,000m^2. This is accepted. It is a requirement in the District Plan provisions for the Three Parks special zone that any application following the first 10,000m^2 will include a Retail Needs Assessment.	No
(s)	In assessing the appropriateness of the **Gross Floor Area** of each unit proposed, consider whether the proposed retail formats/ layouts will result in an appropriate mix and scale of retail, commercial and residential uses, which will incrementally result in a main	This is more appropriately dealt with at land use consent stage as the zone develops.	No

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	street character and pedestrian environment within the Commercial Core.		
(t)	Consideration of whether since the Council Decision was issued on the Plan Change that created the Three Parks Zone, there has been any fundamental change in the strategic planning by the Council such that the vitality of other commercial areas need to be given regard. This may include future iterations of the Wanaka Structure Plan or other community planning exercises carried out in the wider Wanaka region in accordance with the Local Government Act 2002 and adopted by Council.	There are no fundamental changes in the strategic planning by the Council. It is noted that the Council notified Stage 1 of the Proposed District Plan (PDP) on 26 August 2015, and Stage 2 on 23 November 2017. Council then notified its 'decisions on submission' version of Stage 1 of the PDP on 5 May 2018. The Three Parks Special zone has been excluded from Stages 1 and 2 of the PDP and is expected to be included in Stage 3 or 4 of the PDP process.	No
(u)	In considering **the extent of the Outline Development Plan and staging,** the council will consider whether a Land Management Plan has been provided, outlining what the interim use of land will be on adjoining Commercial Core land and how this will be managed until it is developed.	No Land Management Plan has been provided. The existing ODP condition regarding mowing of the grass will be carried over onto this ODP. This will ensure that these areas maintain a tidy appearance and are free of weeds and pests.	Consent notice condition to include that the land must be kept mowed in a tidy condition and kept free of weeds and pests.
(v)	In regard to **open space areas**, in addition to those Assessment Matters listed in 12.26.4.5, a number of public and semi-public open spaces should be provided within the Commercial Core; the number, type and location of which should be commensurate with the amount of development and the anticipated number of employees and residents working and living within the Commercial Core. These spaces are expected to include:	-	-
(i)	A public square of approximately 30m x 30m in size;	A public square of 35m x 30m is provided for in the commercial core zone.	No
(ii)	A village green of approximately 30m x 40m in size;	A village green of 20m x 40m has been provided for. Whilst this is smaller than anticipated, this is offset by other green areas proposed. The placing of the public square and village	No

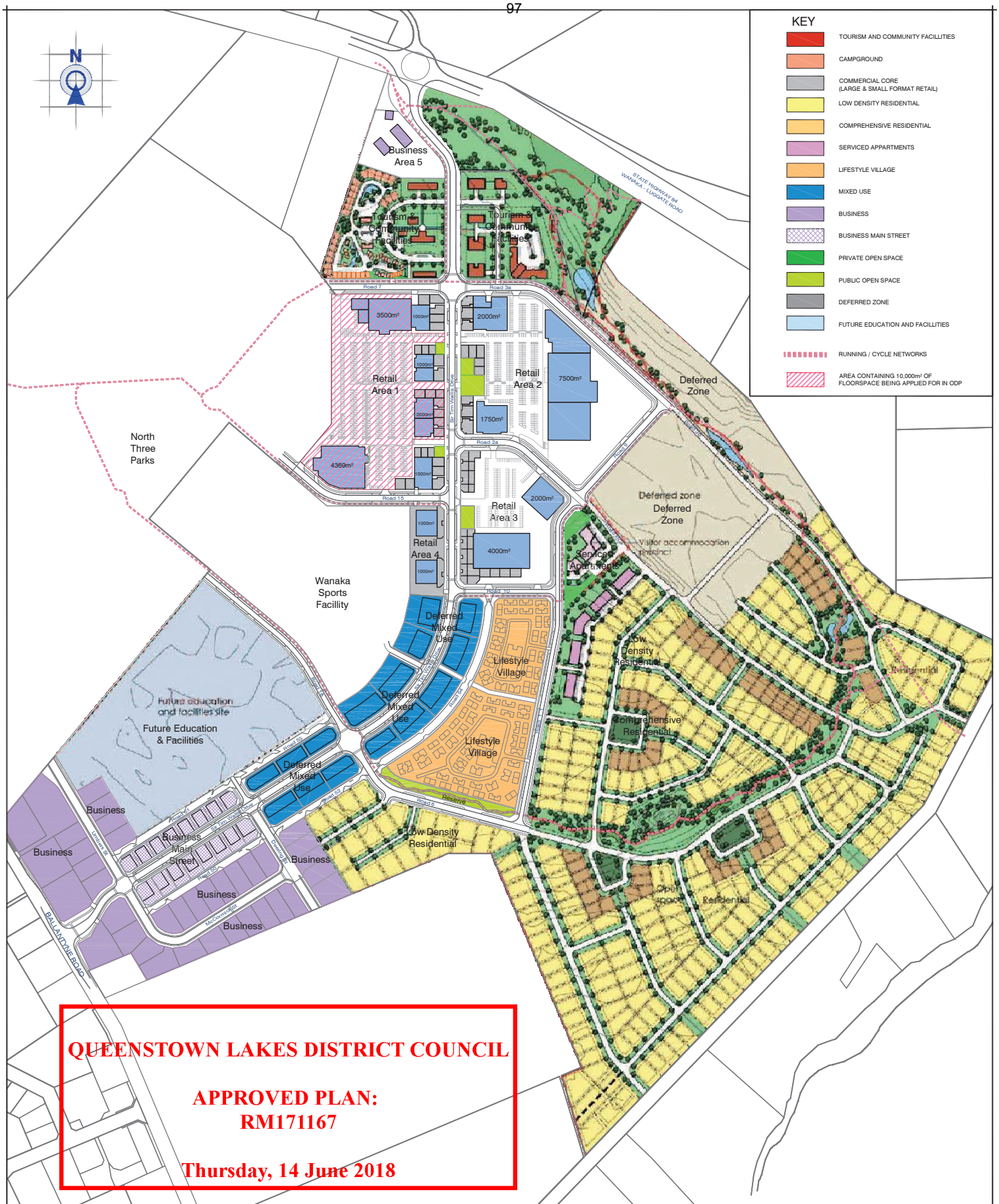
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	green space immediately adjacent to one another will provide a large space for public use within the commercial core.	
(iii) A number of pocket parks which provide a mix of experiences, including hardscape, active, urban spaces surrounded by commercial uses as well as softer space which offer an escape from the commercial atmosphere and traffic. In regard to the latter, these may not necessarily be located on busy intersections.	A number of pocket parks have been provided most of which are green spaces. This has been discussed above and the open space areas are considered to be appropriate.	Yes – Submission of Landscape Plan.

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APPENDIX 8 – APPROVED PLANS

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QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM171167

Thursday, 14 June 2018

ThreeParks WANAKA | NEW ZEALAND

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or P.O. Box 283
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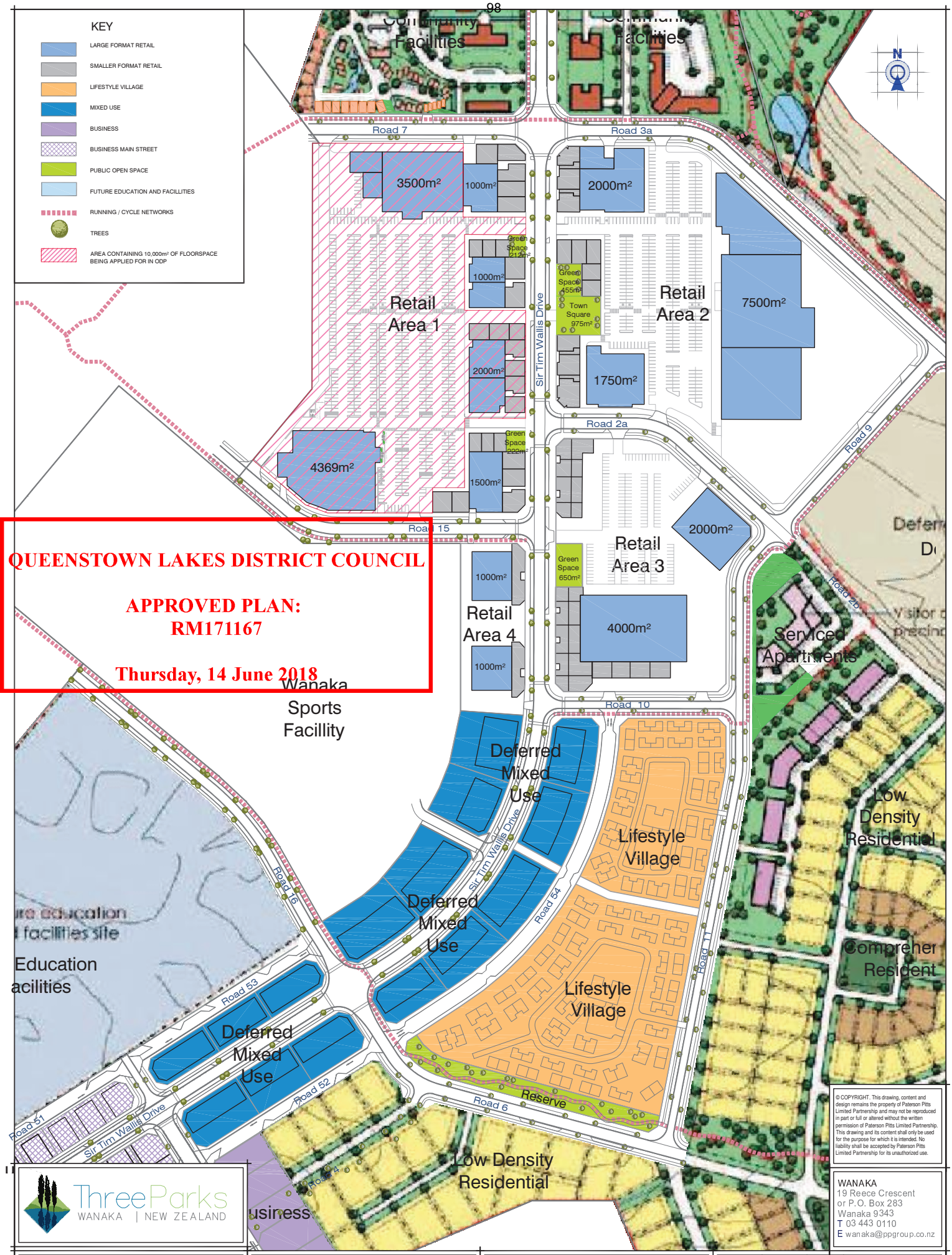
Client & Location:
OUTLINE DEVELOPMENT PLAN OVERVIEW

Purpose & Drawing Title:
Willowridge Developments Ltd
THREE PARKS
WANAKA

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Approved by:	sjd		
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			Date Created: 12/06/2018

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QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM171167

Thursday, 14 June 2018

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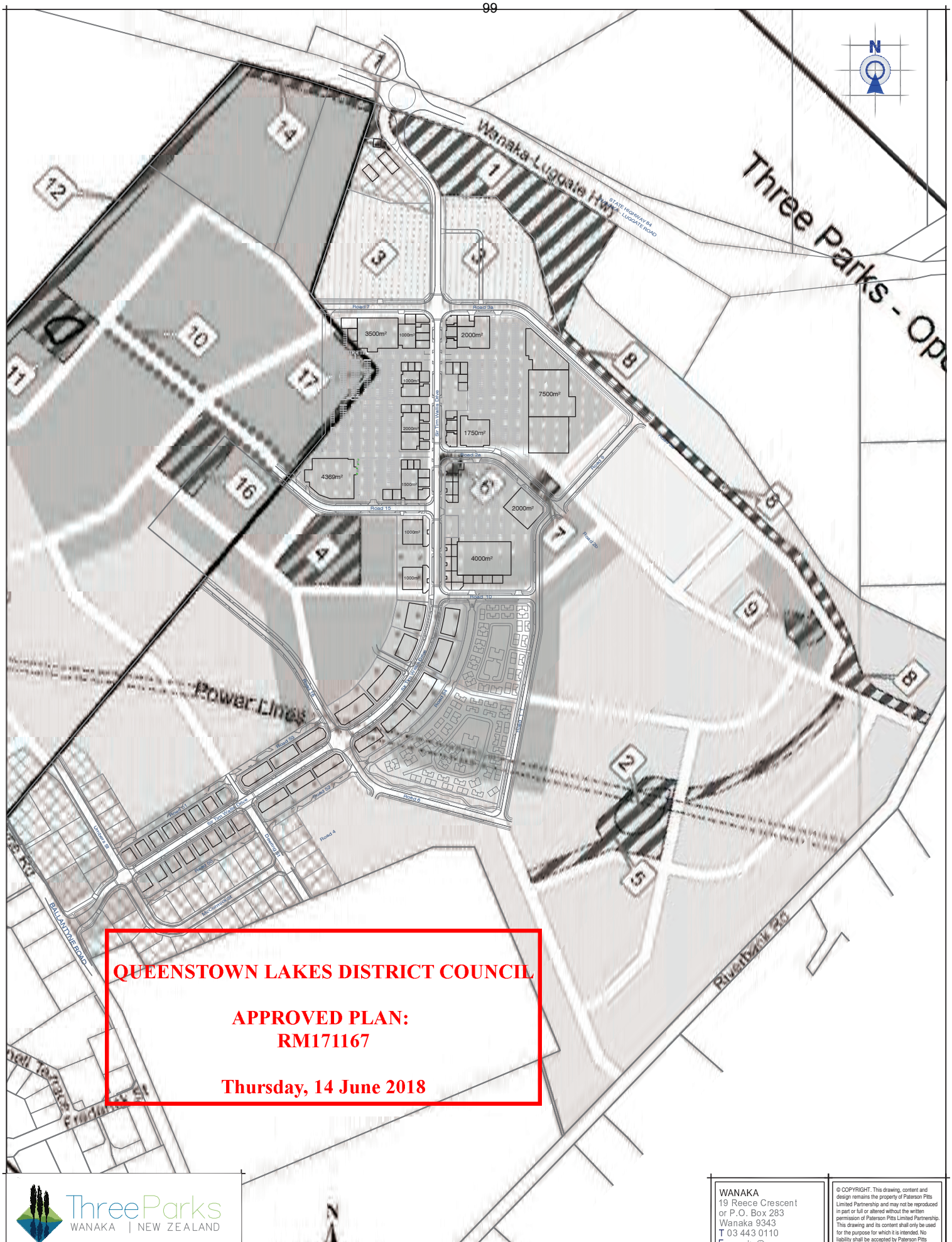
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OUTLINE DEVELOPMENT PLAN

Purpose & Drawing Title:
Willowridge Developments Ltd
THREE PARKS
WANAKA

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APPROVED PLAN:
RM171167

Thursday, 14 June 2018

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STRUCTURE PLAN
OVERLAY

Purpose & Drawing Title:
Willowridge Developments Ltd
THREE PARKS
WANAKA

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QUEENSTOWN LAKES DISTRICT COUNCIL

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DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

CHANGE/CANCELLATION OF CONDITIONS – SECTION 127

NOTIFICATION UNDER s95 AND DETERMINATION UNDER s104

RESOURCE MANAGEMENT ACT 1991

Applicant:	Willowridge Developments Limited
RM reference:	RM160610
Application:	Application under section 127 of the Resource Management Act 1991 (RMA) to change Condition 1 of resource consent RM160074 to update the scheme plan to reflect the amended extent of the main road to be vested in Council
Location:	Ballantyne Road, Wanaka
Legal Description:	Lot 2 deposited Plan 303207 contained in Computer Freehold Register 677472
Zoning:	Three Parks (Business Subzone)
Activity Status:	**Discretionary**
Decision Date:	**25 July 2016**

SUMMARY OF DECISIONS

1. Pursuant to sections 95A-95F of the RMA the application will be processed on a **non-notified** basis given the findings of Section 6.0 of this report. This decision is made by Quinn McIntyre, Consents Team Leader, Wanaka on 20 July 2016 under delegated authority pursuant to Section 34A of the RMA.

2. Pursuant to Section 104 of the RMA, consent is **GRANTED** subject to the change to conditions outlined in Section 7.4 of this decision. An updated set of conditions of RM160074 is provided in Appendix 1 of this decision. The consent only applies if the conditions outlined are met. To reach the decision to grant consent the application was considered (including the full and complete records available in Council's electronic file and responses to any queries) by Quinn McIntyre, Consents Team Leader, Wanaka as delegate for the Council.

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1. PROPOSAL AND SITE DESCRIPTION

Consent is sought under section 127 of the RMA to change Condition 1 of resource consent RM160074 which was granted on 14 March 2016 for subdivision resource consent to create 30 fee simple Lots being proposed Lots 2, 3 and 5-32 with areas of between 1000m² and 3000m², Lot 996 to vest as legal road and to form the main collector road between Ballantyne Road to the Wanaka Sports Facility (WSF).

The applicant is proposing to change condition 1 as it relates to the extent of the main collector road. This road currently only services the WSF and would form secondary access to Lots 997. The road is not to be fully formed to the WSF, however it is secured by easement and is formed sufficiently for current use of the development.

The part of the road that is not to be fully formed is unable to be vested. At the time that the road is fully formed as part of future development it would vested. The change of condition provides an amendment to the scheme plant that reflects the reduced area of road to vest as shown in Table 1 below.

Table 1: Comparison of approved to amended Scheme Design for RM160074

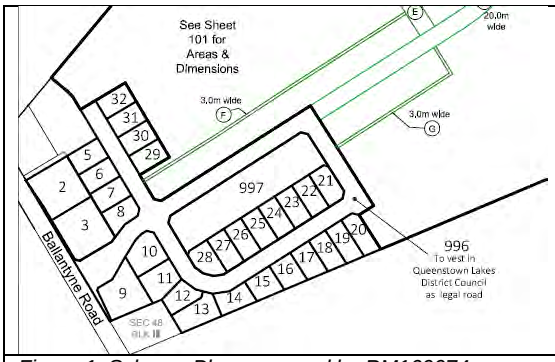


Figure 1: Scheme Plan approved by RM160074

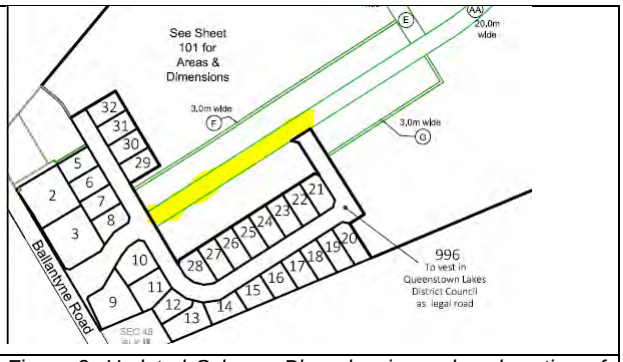


Figure 2: Updated Scheme Plan showing reduced portion of road to vest

2. ACTIVITY STATUS

2.1 RESOURCE MANAGEMENT ACT 1991

The proposed activity requires resource consent for the following reasons:

1 A **discretionary** activity consent pursuant to section 127(3)(a) of the RMA, which deems any application to change or cancel consent conditions to be a discretionary activity. It is proposed to change Condition 1 of resource consent RM160610 to amend the scheme plan.

2.2 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Based on the applicant's review of Council records, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply.

3. SECTION 95A NOTIFICATION

The applicant has not requested public notification of the application (s95A(2)(b)). No rule or national environmental standard requires or precludes public notification of the application (s95A(2)(c)). The consent authority is not deciding to publicly notify the application using its discretion under s95A(1) and there are no special circumstances that exist in relation to the application that would require public notification (s95A(4)).

A consent authority must publicly notify an application if it decides under s95D that the activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(2)(a)). An assessment in this respect follows.

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4. ASSESSMENT OF EFFECTS ON THE ENVIRONMENT (s95D)

4.1 MANDATORY EXCLUSIONS FROM ASSESSMENT (s95D)

A: Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).

B: Trade competition and the effects of trade competition (s95D(d)).

4.2 ASSESSMENT: EFFECTS ON THE ENVIRONMENT

Taking into account Sections 4.1 above, the following outlines an assessment as to whether the activity will have or is likely to have adverse effects on the environment more than minor:

The applicant has provided an assessment of effects in section 7 of the report titled '*Assessment of Environmental Effects*' prepared by Alison Devlin of Willowridge and submitted with the application (hereon referred to as the Applicant's AEE and attached as Appendix 2).

The proposed changes would not result in any adverse effects that differ from those considered as part of the original application. The reduction of the road to vest would not alter any access, nor would it impact on traffic.

4.3 DECISION: EFFECTS ON THE ENVIRONMENT (s95A(2))

Overall the proposed activity is not likely to have adverse effects on the environment that are more than minor.

5. EFFECTS ON PERSONS

Section 95B(1) requires a decision whether there are any affected persons (under s95E) in relation to the activity. Section 95E requires that a person is an affected person if the adverse effects of the activity on the person are minor or more than minor (but not less than minor).

5.1 ASSESSMENT: EFFECTS ON PERSONS

The following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor:

Resource consent RM160074 was processed on a non-notified basis; and no written approvals were required.

Given the proposed change to condition 1 would not result in any adverse effects beyond what was considered under RM160074, no person would be adversely affected by the proposal.

5.2 DECISION: EFFECTS ON PERSONS (s95B(1))

In terms of Section 95E and Section 127 (4) of the RMA, no person is considered to be adversely affected.

6. OVERALL NOTIFICATION DETERMINATION

Given the decisions made above in Sections 4.3 and 5.2 the application is to be processed on a non-notified basis.

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7. S104 ASSESSMENT

7.1 EFFECTS (s104(1)(a))

Actual and potential effects on the environment have been outlined in Section 4 of this report.

7.2 RELEVANT DISTRICT PLAN PROVISIONS (s104(1)(b)(vi))

Section 6 of the Applicant's AEE includes assessment of the relevant policies and objectives of the Operative District Plan. This is considered accurate and is adopted for the purposes of this report.

In terms of the Proposed District Plan, Three Parks has not been included in Stage One of the District Plan review and therefore the provisions of the PDP are not relevant in this instance.

7.3 PART 2 OF THE RMA

It is considered that the proposed activity would avoid or mitigate any potential adverse effects on the environment while providing for sustainable management of resources and is therefore in keeping with the Purpose and Principles of the RMA.

7.4 DECISION ON VARIATION PURSUANT TO SECTION 127 OF THE RMA

Consent is **granted** for the application by Willowridge Developments Limited to change Condition 1 of resource consent RM160074, such that:

1 Condition 1 of resource consent RM160074 is amended to read as follows (deleted text struck-through, added text underlined):

1. That the development must be undertaken/carried out in accordance with the plans:

   Scheme Plans of Lots 2, 3, 5-32 and 995-997 being subdivision of Lots 999 and 998 RM150371 28-10-2015

   - Sheet 100 Rev C
   - Sheet 101 Rev C

   stamped as approved on ~~14 March 2016~~ 19 July 2016

   and the application as submitted, with the exception of the amendments required by the following conditions of consent.

Advice note

- All other conditions of RM160074 shall continue to apply.

8. OTHER MATTERS

Local Government Act 2002: Development Contributions

This proposal is not considered a "Development" in terms of the Local Government Act 2002 as it will not generate a demand for network infrastructure and reserves and community facilities. Development Contributions would continue to be due on RM160074.

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

This resource consent is not a consent to build under the Building Act 2004. A consent under this Act must be obtained before construction can begin.

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The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or reschedule its completion.

If you have any enquiries please contact Sarah Picard on phone (03) 441 0499 or email sarah.picard@qldc.govt.nz.

Report prepared by



Sarah Picard
SENIOR PLANNER

Decision made by



Quinn McIntyre
TEAM LEADER RESOURCE CONSENTS, WANAKA

APPENDIX 1 – Updated Conditions of Resource Consent RM160074
APPENDIX 2 – Applicant's AEE

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APPENDIX 1 - UPDATED CONDITIONS OF RESOURCE CONSENT RM160074

SUBDIVISION

1. That the development must be undertaken/carried out in accordance with the plans:

   Scheme Plans of Lots 2, 3, 5-32 and 995-997 being subdivision of Lots 999 and 998 RM150371 28-10-2015

   - Sheet 100 Rev C
   - Sheet 101

   stamped as approved on 20 July 2016

   and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

3. The consent holder shall submit a landscape plan for approval by Queenstown-Lakes District Council's parks and Operations Department. The landscape plan shall show detailed landscaping for planting within the road reserve. In this instance the landscape plan shall include, but is not limited to, the following information:
   - A planting list that details plant and tree species, sizes and spacing at time of planting and number of each species t be planted.
   - Specifications for establishing street trees, planting areas and grass areas.
   - A detailed irrigation plan that shows irrigation of street trees and planting areas,
   - Underground services, including depth and location, in relation to street trees.
   - Spacing of trees, including distances from kerbs, footpaths, fences, light poles, driveways and any other hard surfaces or infrastructure.
   - A detailed cross section for street tree planting that shows planting depth, root ball treatment, root barrier installation and staking requirements.

Engineering Conditions

General

4. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

   Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz/planning/resource-consents/qldc-land-development-and-subdivision-code-of-practice/

To be completed prior to the commencement of any works on-site

5. The owner of the land being developed shall provide a letter to the Principal Resource Management Engineer at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.

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6. Prior to commencing works within the road reserve of Ballantyne Road, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Principal Resource Management Engineer at Council prior to works commencing.

7. Prior to the commencement of any works on the land being developed the consent holder shall provide to the Queenstown Lakes District Council for review and approval, copies of design certificates in the form of Schedule 1A of QLDC's Land Development and Subdivision Code of Practice, specifications, calculations and design plans as is considered by Council to be both necessary and adequate, in accordance with Condition (4), to detail the following engineering works required:

   a) The provision of a water supply to Lots 2, 3 and 5 to 32 in terms of Council's standards and connection policy. This shall include an Acuflo GM9000 as the toby valve. The costs of the connections shall be borne by the consent holder.

   b) The provision of a foul sewer connection from Lots 2, 3 and 5 to 32 to Council's reticulated sewerage system in accordance with Council's standards and connection policy, which shall be able to drain the buildable area within each lot. The costs of the connections shall be borne by the consent holder.

   c) The provision of fire hydrants with adequate pressure and flow to service the development with a minimum Class FW4 firefighting water supply in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008(or superseding standard). Any alternative solution must be approved in writing by the Area Manager for the Central North Otago branch of the New Zealand Fire Service.

   d) The provision of a sealed vehicle crossing that shall be constructed to Lots 3 and 9 to Council's standards.

   e) The provision of road lighting in accordance with Council's road lighting policies and standards, including the *Southern Light* lighting strategy. Any road lighting installed on private roads/rights of way/access lots shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on private roads/rights of way/access lots shall be isolated from the Council's lighting network circuits.

   f) The formation of roads 1, 18, 19 and 21, in general accordance with the plans submitted with the application to Council's standards. This shall include the provision for stormwater disposal.

   g) The formation of intersections with Ballantyne Road and Road 1, Road 1 with Roads 19 and 21, Roads 1 with Road 18 and Road 21 with road 18, in accordance with the latest Austroads intersection design guides. These designs shall be subject to review and approval by Council with any associated costs met by the consent holder.

   h) The provision of Design Certificates for all engineering works associated with this subdivision submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.

To be completed before Council approval of the Survey Plan

8. Prior to the Council signing the Survey Plan pursuant to Section 223 of the Resource Management Act 1991, the consent holder shall complete the following:

   a) All necessary easements shall be shown in the Memorandum of Easements attached to the Survey Plan and shall be duly granted or reserved.

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b) The names of all roads, private roads & private ways which require naming in accordance with Council's road naming policy shall be shown on the survey plan.

[Note: the road naming application should be submitted to Council prior to the application for the section 223 certificate]

Amalgamation Condition

9. The following shall be registered with Land Information New Zealand (CSN XXXXX):

- *"That Lots 995 & 997 hereon be held in the same Computer Freehold Register"*

To be completed before issue of the s224(c) certificate

10. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:

a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision/development at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of ways and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).

b) The completion and implementation of all works detailed in Condition (7) above.

c) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of an underground electricity supply has been made available (minimum supply of single phase 15kva capacity) to the boundary of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.

d) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone services has been made available to the boundary of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.

11. The submission of Completion Certificates from the Contractor and the Engineer advised in Condition (5) for all engineering works completed in relation to or in association with this subdivision/development (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.

a) The submission of Practical Completion Certificates from the Contractor for all assets to be vested in the Council.

b) All newly constructed foul sewer and stormwater mains shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used and lateral connections shall be inspected from inside the main. The CCTV shall be completed and reviewed by Council before any surface sealing.

c) All signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public or private roads (if any), created by this subdivision.

d) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.

e) On completion of earthworks a suitably qualified engineer experienced in soils investigations shall ensure that certification is provided to the Principal Resource Management Engineer at Council, in accordance with NZS 4431:1989, for all areas of fill within the site on which buildings are to be founded.

f) Any earthworks required for the provision of access and services associated with this subdivision shall be carried out in accordance with the conditions of the Land Use Consent: Earthworks, as outlined above.

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g) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Ongoing Conditions/Consent Notices

12. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant to s.221 of the Act.

    a) At the time a building is erected on the Lots 1 to 32, the owner for the time being shall engage a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice to design a stormwater disposal system that is to provide stormwater disposal from all impervious areas within the site. The proposed stormwater system shall be subject to the review of the Principal Resource Management Engineer at Council prior to implementation and shall be installed prior to occupation of the dwelling.

    b) At the time a dwelling is constructed the owner for the time being shall construct a sealed vehicle crossing to the site to Council's standards. The design of the vehicle crossing shall be subject to approval by Council under a 'Connection to Council Service Application'. The approval should be obtained and construction of the crossing approved by a Council Inspector prior to occupation of the dwelling.

Advice Note:

1. This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information please contact the DCN Officer at QLDC.

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APPENDIX 2 - APPLICANT'S AEE

Document Set ID: 6[illegible]5
Version: 1, Version Date: 09/08/2024

ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

Section 127 Variation of RM160074

July 2016

WILLOWRIDGE
DEVELOPMENTS LTD

Document Set ID: 6628955
Version: 1, Version Date: 09/08/2024

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APPENDICES

A: Certificate of Title and Consent Notices

B: RM160074

C: Revised Scheme Plan

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Version: 1, Version Date: 09/08/2024

1.0 INTRODUCTION

1.1 This assessment of effects on the environment is prepared in accordance with section 88, section 127 and Schedule 4 of the Resource Management Act 1991 (the Act). It accompanies an application by Willowridge Developments Limited (Willowridge) for a variation of condition 1 of RM160074.

2.0 SITE DESCRIPTION AND BACKGROUND

2.1 The application relates to the Three Parks Business Subzone, which is located on land legally described as Lot 2 DP 303207. A copy of the Certificate of Title is contained at **Appendix A**.

2.2 Consent was granted on 14th March 2016 for a 30 lot business subdivision. A copy of the decision (RM160074) is attached at **Appendix B**. Construction of the subdivision has commenced on site.

2.3 The Main Street Collector Road through the Three Parks Zone is to be knows as Sir Tim Wallace Drive. The section of Sir Tim Wallace Drive between Ballantyne Road to the junction at lots 8 and 10 of RM160074 will be fully formed. Beyond this junction, Sir Tim Wallace Drive has been constructed to a chip sealed finish to provide access to the Wanaka Sports Facilities. The length of Sir Tim Wallace Drive will be progressively upgraded to a fully formed road as the land around it is subdivided.

3.0 DESCRIPTION OF ACTIVITY

3.1 The application proposes a variation to condition 1 of RM160074 to vary the scheme plan to reduce the extent of the road to vest as part of RM160074. The original scheme plan showed the road to be vested as far as the junction with the northern loop of Stage B1b. Council has advised that if the road is to vest it must be fully formed. Consent is therefore sought to reduce the extent of the road to vest to be consistent with the road to be formed as part of the B1b subdivision as shown on the revised scheme plan contained in **Appendix C**.

4.0 ACTIVITY STATUS

4.1 Section 127(3) of the Resource Management Act provides for the change or cancellation of a consent condition as a **Discretionary Activity**.

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5.0 PART 2

5.1 Clause 2(1)(f) of Schedule 4 of the Act requires an assessment against the matters set out in Part 2. Part 2 sets out the purpose and principles.

5.2 The purpose of the Act is to promote the sustainable management of natural and physical resources. Section 5 of the Act defines sustainable management as;

> *managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables communities to provide for their social, economic and cultural well-being and for their health and safety while –*
>
> > *(a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
> >
> > *(b) safeguarding the life supporting capacity of air, water, soil, and ecosystems; and*
> >
> > *(c) avoiding, remedying or mitigating any adverse effects of activities on the environment.*

5.3 The application proposes a minor amendment to reflect the staging of the Three Parks business development. Constructing the full length of road to Council standard at this stage would be an inefficient use of resources as it would result in the road having to be altered at the time of subdivision of the land either side of it.

6.0 SECTION 104(1)(b)

6.1 Section 104(1)(b) requires that in considering an application for a resource consent a consent authority must have regard to any relevant provisions of:

i. a national environmental standard;
ii. other regulations;
iii. a national policy statement;
iv. a New Zealand coastal policy statement
v. a regional policy statement or proposed regional policy statement;
vi. a plan or propose plan.

6.2 There are no national policy statements or New Zealand coastal policy statements relevant to this application. The documents that are relevant are considered below.

Queenstown Lakes District Plan

6.3 The District Plan was made fully operative on the 10th December 2009. Section 15 of the District Plan relates to Subdivision. Objective 1 relates to servicing:

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The provision of necessary services to subdivided lots and developments in anticipation of the likely effects of land use activities on those lots and within developments.

6.4 This is supported by the following relevant policy:

1.1 To integrate subdivision roading with the existing road network in an efficient manner, which reflects expected traffic levels and the safe and convenient management of vehicles, cyclists and pedestrians.

1.2 To ensure safe and efficient vehicular access is provided to all lots created by subdivision and to all developments.

6.5 The lots consented through RM160074 will be provided with access to a fully formed road to be vested with Council. The additional section of road beyond lots 8 and 10 provides a safe and efficient access to the Wanaka Sports facilities, albeit not fully formed.

6.6 The road will be progressively upgraded to a fully formed road as and when the subdivision layout is known for the land around it.

7.0 ASSESSMENT OF ACTUAL OR POTENTIAL EFFECTS

7.1 Pursuant to section 127 of the Act, the effects requiring assessment relate only to the effects of the change of the conditions. These effects are limited to traffic safety and accessibility.

7.2 The application proposes to vary the consent to reduce the extent of the road to vest with Council. Each of the lots consented through RM160074 will still have access to a fully formed road to be vested with Council.

7.3 The section of road to be removed from the vesting plan provides a secondary access for lots 11 - 28. The carriageway of the road has been formed to Council Standards up to two layers of chip seal and is more than sufficient to provide safe and efficient access to the Wanaka Sports facilities and secondary access to the B1b lots.

7.4 It would be an inefficient use of resources to bring this section of road up to vesting standard without having a detailed subdivision design for the land either side of it. This will happen as a subsequent stage of the Three Parks development.

7.5 It is considered that the proposed variation will result in no adverse environmental effects.

8.0 ASSESSMENT OF AFFECTED PERSONS

8.1 The variation proposes minor changes to the consented scheme. The effects of the changes are no more than minor and there are not considered to be any parties affected by the changes.

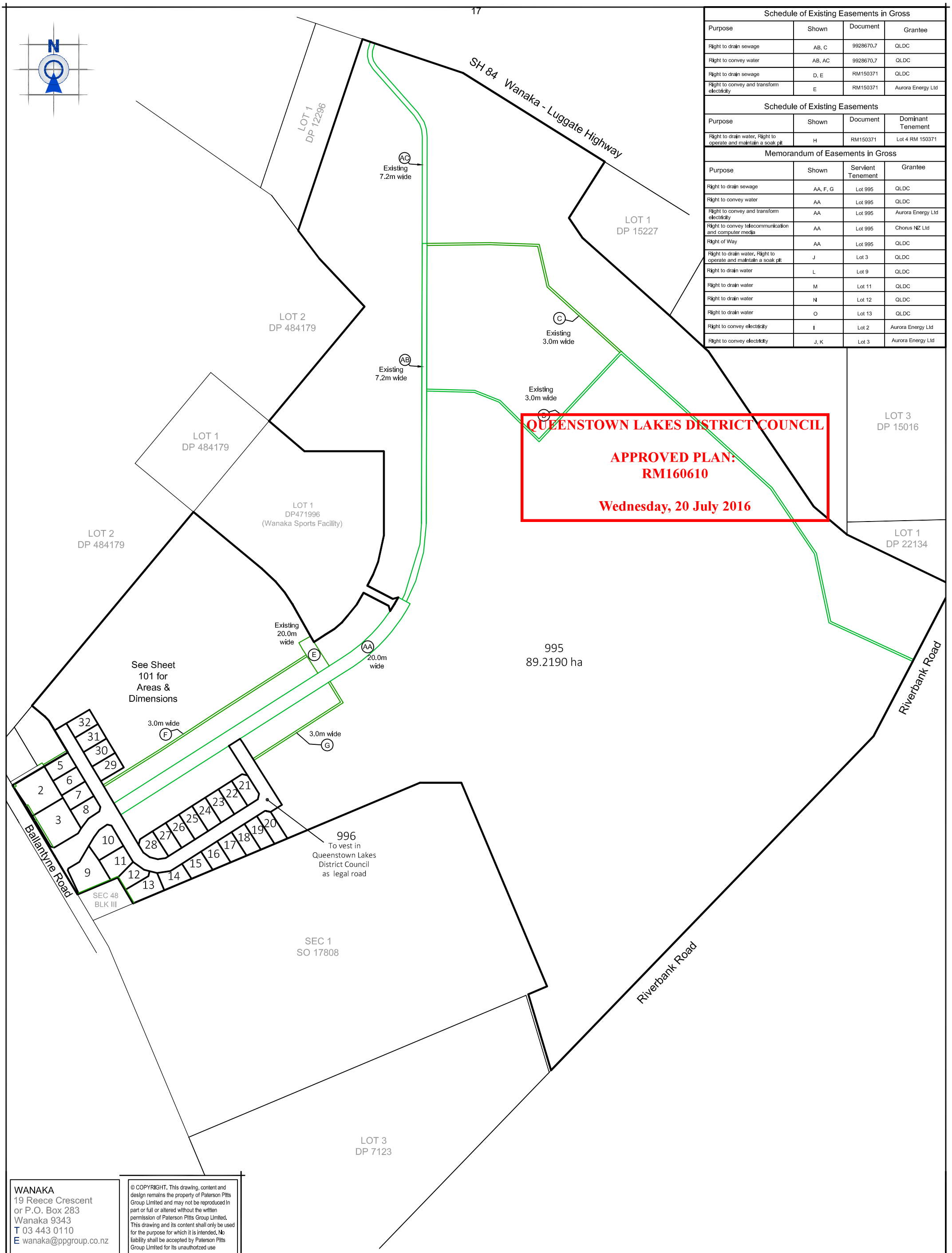
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Version: 1, Version Date: 09/08/2024

9.0 CONCLUSION

9.1 The application proposes a minor amendment to RM160074 to reduce the extent of the road to be vested with Council. Each of the allotments created through RM160074 will still have access to a fully formed road to be vested with Council. The additional section of road has been formed to a sufficient standard to provide secondary access to the B1b subdivision and the Wanaka Sports Facilities.

9.2 The application is not inconsistent with the purpose of the Act or any relevant statutory document and will have no more than minor effects on the environment.

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Schedule of Existing Easements in Gross

Purpose	Shown	Document	Grantee
Right to drain sewage	AB, C	9928670.7	QLDC
Right to convey water	AB, AC	9928670.7	QLDC
Right to drain sewage	D, E	RM150371	QLDC
Right to convey and transform electricity	E	RM150371	Aurora Energy Ltd

Schedule of Existing Easements

Purpose	Shown	Document	Dominant Tenement
Right to drain water. Right to operate and maintain a soak pit	H	RM150371	Lot 4 RM 150371

Memorandum of Easements in Gross

Purpose	Shown	Servient Tenement	Grantee
Right to drain sewage	AA, F, G	Lot 995	QLDC
Right to convey water	AA	Lot 995	QLDC
Right to convey and transform electricity	AA	Lot 995	Aurora Energy Ltd
Right to convey telecommunication and computer media	AA	Lot 995	Chorus NZ Ltd
Right of Way	AA	Lot 995	QLDC
Right to drain water. Right to operate and maintain a soak pit	J	Lot 3	QLDC
Right to drain water	L	Lot 9	QLDC
Right to drain water	M	Lot 11	QLDC
Right to drain water	N	Lot 12	QLDC
Right to drain water	O	Lot 13	QLDC
Right to convey electricity	I	Lot 2	Aurora Energy Ltd
Right to convey electricity	J, K	Lot 3	Aurora Energy Ltd

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM160610

Wednesday, 20 July 2016

WANAKA
19 Reece Crescent
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Client & Location:
Willowridge Developments
Three Parks Stage B1b
Wanaka

Purpose & Drawing Title:
Scheme Plan of Lots 2, 3, 5-32 and 995-996 Being a Subdivision of Lots 999 and 998 RM150371

Surveyed by:		Original Size: A3	Scale: 1:5000 @ A3
Designed by:			DO NOT SCALE
Drawn by:	sjd		
Checked by:	bm		
Approved by:	sjd		
Job No: W3850-2		Sheet No: 100	Revision No: C
			Date Created: 19/07/2016

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Version: 1, Version Date: 09/08/2024

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QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM160610

Wednesday, 20 July 2016

Lot 995
89.2190ha

Lot 1
RM150371

Lot 4
RM150371

Lot 2
2920m²

Lot 3
2995m²

Lot 5
1030m²

Lot 6
1030m²

Lot 7
1030m²

Lot 8
1050m²

Lot 996
14590m²
To vest in Queenstown Lakes District Council as legal road

Lot 9
2340m²

Lot 10
1550m²

Lot 11
1395m²

Lot 12
1010m²

Lot 13
1430m²

Lot 14
1045m²

Lot 15
1000m²

Lot 16
1000m²

Lot 17
1000m²

Lot 18
1000m²

Lot 19
1020m²

Lot 20
1030m²

Lot 21
1030m²

Lot 22
1025m²

Lot 23
1025m²

Lot 24
1025m²

Lot 25
1025m²

Lot 26
1025m²

Lot 27
1025m²

Lot 28
1060m²

Lot 29
1000m²

Lot 30
1000m²

Lot 31
1000m²

Lot 32
1000m²

Ballantyne Road

F AA G H I J K L M N O

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Client & Location:
Willowridge Developments
Three Parks - Stage B1b

Purpose & Drawing Title:
Scheme Plan of Lots 2, 3, 5-32 and 995-996 Being a Subdivision of Lots 999 and 998 RM150371

Surveyed by:		Original Size: A3	Scale: 1:2000 @ A3
Designed by:			DO NOT SCALE
Drawn by:	sjd		
Checked by:	bm		
Approved by:	sjd		
Job No: W3850-2		Sheet No: 101	Revision No: C
			Date Created: 19/07/2016

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Document Set ID: 6528895
Version: 1, Version Date: 09/08/2024



QUEENSTOWN LAKES DISTRICT COUNCIL

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DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

NOTIFICATION UNDER s95 AND DETERMINATION UNDER s104

RESOURCE MANAGEMENT ACT 1991

Applicant:	Willowridge Development Limited
RM reference:	RM160074
Application:	Application under Section 88 of the Resource Management Act 1991 (RMA) for subdivision resource consent to create 30 fee simple Lots being proposed Lots 2, 3 and 5-32 with areas of between 1000m² and 3000m², Lot 996 to vest as legal road and to form the main collector road between Ballantyne Road to the Wanaka Sports Facility. In addition, land use consent is sought to undertake earthworks.
Location:	Ballantyne Road, Wanaka
Legal Description:	Lot 2 deposited Plan 303207 contained in Computer Freehold Register 677472
Zoning:	Three Parks (Business Subzone)
Activity Status:	**Restricted Discretionary**
Decision Date	**14 March 2016**

SUMMARY OF DECISIONS

1. Pursuant to sections 95A-95F of the RMA the application will be processed on a **non-notified** basis given the findings of Section 6.0 of this report. This decision is made by Quinn McIntyre, Consents Team Leader, Wanaka on 14 March 2016 under delegated authority pursuant to Section 34A of the RMA.

2. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 220 of the RMA. The consent only applies if the conditions outlined are met. To reach the decision to grant consent the application was considered (including the full and complete records available in Council's electronic file and responses to any queries) by Quinn McIntyre, Consents Team Leader, Wanaka as delegate for the Council.

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1. PROPOSAL AND SITE DESCRIPTION

Consent is sought to undertake a 30 Lot subdivision to create;

- Create Lots 2, 3, and 5-32
- Create Lot 996 to vest as legal road

In addition, the collector road main street is to be formed from Ballantyne Road to the Wanaka Sports Facility and undertake earthworks.

The applicant has provided a site description in Section 2 and description of the proposal in Section 3 of the report entitled *'Assessment of Effects on the Environment, Three Parks Business Subzone, Subdivision Application (Stage B1b), February 2016',* prepared by Alison Devlin of Willowridge Development Limited, and submitted as part of the application (hereon referred to as the applicant's AEE and attached as Appendix 2). This description is considered accurate and is adopted for the purpose of this report.

2. ACTIVITY STATUS

2.1 THE DISTRICT PLAN

OPERATIVE DISTRICT PLAN

The subject site is zoned Three Parks – Business Subzone and the proposed activity requires resource consent for the following reasons:

- A **controlled** activity resource consent pursuant to Rule 15.2.3.2 for subdivision of land which complies with all site and zone standards. Council's control is limited to those particular matters specified in Subdivision Rules 15.2.6 to 15.2.18 being:
    - Rule 15.2.6.1 (lot sizes and dimensions);
    - Rule 15.2.7.1 (subdivision design);
    - Rule 15.2.8.1 (property access);
    - Rule 15.2.10.1 (natural and other hazards);
    - Rule 15.2.11.1 (water supply);
    - Rule 15.2.12.1 (storm water disposal);
    - Rule 15.2.13.1 (sewerage treatment and disposal);
    - Rule 15.2.15.1 (energy supply and telecommunications);
    - Rule 15.2.16.1 (open space and recreation);
    - Rule 15.2.17.1 (vegetation and landscaping);
    - Rule 15.2.18.1 (easements).

- A **restricted discretionary** activity pursuant to Rule 12.26.3.1 as the Zone-Wide standard in regard to earthworks. The proposed earthworks include;
    - 1,990m³ stripping of topsoil, 4,118m³ cut and 4357m³ of fill, resulting in a total volume of 10,465m³ where 100m³ is provided for.
    - The exposed area of earthworks will cover an area of 2.4ha where a total of 200m² is provided for.
    - A cut that exceeds the height in relation to distance from boundary.
    - A fill depth of 2.8 metres where a maximum of height of 2.4 metres is provided for

    Council's discretion is restricted to these matters.

Overall, the application is considered to be a **restricted discretionary** activity.

There are no rules with immediate legal effect under the Proposed District Plan relevant to this proposal.

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2.2 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Based on the applicant's review of Council records, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply.

It is noted that the area where the proposed subdivision is occurring does not include any of the areas that have been identified as having potentially contaminated land under RM140354, including an underground fuel tank that is identified in the Council hazard register.

3. SECTION 95A NOTIFICATION

The applicant has not requested public notification of the application (s95A(2)(b)).

No rule or national environmental standard requires or precludes public notification of the application (s95A(2)(c)).

The consent authority is not deciding to publicly notify the application using its discretion under s95A(1) and there are no special circumstances that exist in relation to the application that would require public notification (s95A(4)).

A consent authority must publicly notify an application if it decides under s95D that the activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(2)(a)).

An assessment in this respect follows.

4. ASSESSMENT OF EFFECTS ON THE ENVIRONMENT (s95D)

4.1 MANDATORY EXCLUSIONS FROM ASSESSMENT (s95D)

A: Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).

*B: The activity is a **restricted discretionary** activity, so that adverse effects which do not relate to a matter of **discretion** have been disregarded (s95D(c)).*

C: Trade competition and the effects of trade competition (s95D(d)).

4.2 ASSESSMENT: EFFECTS ON THE ENVIRONMENT

Taking into account sections 4.2 above, the following assessment determines whether the activity will have, or is likely to have, adverse effects on the environment that are more than minor.

The relevant assessment matters are found in Section(s) 12.36 Northlake of the District Plan and have been considered in the assessment below. Section 7 of the applicant's AEE includes an assessment of the relevant assessment matters. This is considered accurate and is adopted for the purpose of this report with the addition of the following:

Ms Overton, Council's Resource Management Engineer, has provided comment on the proposal with recommended conditions of consent. This report is accepted and is discussed where relevant below. The report is attached as Appendix 5.

Subdivision

- *lot sizes and dimensions*

The proposed lot sizes are in keeping with that anticipated for the intended Business use of the lots. Any adverse effects associated with lots size or dimensions are considered to be less than minor.

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- *subdivision design*

The design is considered appropriate for the intended land uses anticipated within the Business subzone. Any adverse effects in terms of subdivision design are considered to be less than minor.

Ms Overton has confirmed that the roading layout and design would be appropriate and conditions are recommended to ensure appropriate engineering design and installation of roads for the development. Subject to the implementation of these conditions any adverse effects associated with the roading design would be less than minor.

- *property access*

All sites would be front sites. The road dimensions are considered appropriate to enable adequate vehicle access to all lots. Ms Overton recommends that access is constructed to sites where limited area is available for the instillation of a vehicle crossing points. All other vehicle access could be addressed at the time of development. This is accepted and subject to the imposition of a condition requiring this any adverse effects in terms of access would be less than minor.

- *natural and other hazards*

Ms Overton has considered natural hazard and is satisfied that no conditions in terms of natural hazards are necessary. The proposal is not anticipated to result in any adverse effects in terms of natural hazards.

- *Services including water supply, storm water disposal, waste disposal, energy and telecommunication supply*

Ms Overton has considered required servicing is feasible for the proposal. It is noted that there are infrastructure upgrades currently being undertaken that will service the proposed development. Conditions of consent are recommended to secure the installation of services to each lot. Subject to the imposition of these conditions it is considered that any adverse effects associated with the provision of services would be less than minor.

- *open space and recreation*

The area does not include any open space areas and they are not anticipated within the Business subzone. Further subdivision areas within the Three Parks ODP will provide for open space areas. No adverse effects are anticipated in terms of open space and recreation.

- *vegetation and landscaping*

The applicant intends to provide street tree landscaping. A basic layout plan has been provided. Conditions of consent that requires the detail of the streetscape landscaping is considered appropriate. This would ensure that the design, implementation and maintenance is practical and will provide for well established street trees that can be appropriately maintained. The level of landscaping is basic but would provide for a pleasant streetscape environment. Any adverse effects associated with vegetation and landscaping would be less than minor.

- *easements*

There are no adverse effects anticipated in relation to easements. Suitable easements to ensure the protection of services can be carried out as part of the subdivision process.

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Earthworks

- *Environmental Protection Measures*

A site management plan has been provided. Ms Overton has confirmed that this is considered appropriate. Subject to the implementation of the site management plan it is considered that appropriate environmental measures would be achieved to ensure that adverse effects associated within the earthworks are less than minor.

- *Effects on landscape and visual amenity values*

The earthworks would not significantly change the landform and would be in keeping with the anticipated development of the area and previous works that have been undertaken on the site. Any adverse effects in terms of landscape and visual amenity values are considered to be less than minor.

- *Effects on adjacent sites*

Ms Overton is satisfied that the proposed earthworks would not affect stability for adjacent sites. Subject to the implementation of suitable site management and finish slope, any adverse effects on adjacent sites are considered to be less than minor.

- *General amenity values*

The implementation of site management plan would ensure that any adverse effects on amenity of the surrounding area would be less than minor. The earthworks are in keeping with anticipated development for the site.

The hours of operation are to be between 07:00am and 07:00pm. Any adverse effects associated with the hours of operation are anticipated to be less than minor due to the distance of the works from any residential dwelling, which would be in excess of 700 metres.

- *Cultural Values and Heritage*

There is no known area of cultural or heritage significance within the subject site. A condition of consent can be imposed to ensure that any adverse effects on heritage or culture are avoided or mitigated should any accidental discovery occur.

4.3 DECISION: EFFECTS ON THE ENVIRONMENT (s95A(2))

Overall the proposed activity is not likely to have adverse effects on the environment that are more than minor.

5.0 EFFECTS ON PERSONS

Section 95B(1) requires a decision whether there are any affected persons (under s95E) in relation to the activity. Section 95E requires that a person is an affected person if the adverse effects of the activity on the person are minor or more than minor (but not less than minor).

5.1 MANDATORY EXCLUSIONS FROM ASSESSMENT (s95E)

*A: The activity is a **restricted discretionary** activity, so that adverse effects which do not relate to a matter of **discretion** have been disregarded (s95E(2)(b)).*

5.2 ASSESSMENT: EFFECTS ON PERSONS

Taking into account sections 5.1 and 5.2 above, the following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor:

The subdivision is in keeping with the anticipated development within the Three Parks zone and as such this aspect of the proposal is not anticipated to result in any adverse effects on persons.

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Earthworks have potential effects on persons, particularly within sites that adjoin the subject site. The applicant has provided a site management plan that would ensure that any adverse nuisance effects as a result of the earthworks would be avoided or mitigated. Ms Overton has confirmed that no person would be adversely affected in terms of stability.

Overall, subject to recommended conditions of consent, any adverse effects on persons would be less than minor as a result of the proposed subdivision and earthworks.

5.3 DECISION: EFFECTS ON PERSONS (s95B(1))

In terms of Section 95E of the RMA, no person is considered to be adversely affected.

6.0 OVERALL NOTIFICATION DETERMINATION

Given the decisions made above in sections 4.3 and 5.3 the application is to be processed on a non-notified basis.

7.0 S104 ASSESSMENT

7.1 EFFECTS (s104(1)(a))

Actual and potential effects on the environment have been outlined in section 4 of this report. Conditions of consent can be imposed under s108 of the RMA as required to avoid, remedy or mitigate adverse effects.

7.2 RELEVANT DISTRICT PLAN PROVISIONS (s104(1)(b)(vi))

The applicant has provided an assessment of the relevant objectives and policies of the Operative and Proposed District Plan and the Operative and Proposed Regional Policy Statement. This report is Appendix 1 of the applicant's AEE and is attached as Appendix 3 of this report. The assessment is considered accurate and is adopted for the purposes of this report. Overall the proposal is considered consistent with the relevant objectives and policies of these Plan's.

7.3 PART 2 OF THE RMA

It is considered that the proposed activity would avoid or mitigate any potential adverse effects on the environment while providing for sustainable management of resources and is therefore in keeping with the Purpose and Principles of the RMA.

7.4 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA

Subdivision consent is **granted** subject to the conditions outlined in *Appendix 1* of this decision report imposed pursuant to Section 220 of the RMA.

7.5 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA

Land use consent is **granted** subject to the conditions outlined in *Appendix 1* of this decision report imposed pursuant to Section 108 of the RMA.

8.0 OTHER MATTERS

Local Government Act 2002: Development Contributions

In granting this resource consent, pursuant to the Local Government Act 2002 and the Council's Policy on Development Contributions the Council has identified that a Development Contribution is required. Payment will be due prior to application under the RMA for certification pursuant to section 224(c).

Please contact the Council if you require a Development Contribution Estimate.

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Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or if all conditions have been met.

This resource consent is not a consent to build under the Building Act 2004. A consent under this Act must be obtained before construction can begin.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of Section 125 of the Resource Management Act 1991.

If you have any enquiries please contact Sarah Picard on phone (03) 441 0499 or email sarah.picard@qldc.govt.nz.

Report prepared by



Sarah Picard
SENIOR PLANNER

Decision made by



Quinn McIntyre
TEAM LEADER RESOURCE CONSENTS, WANAKA

APPENDIX 1 - Consent Conditions - Subdivision
APPENDIX 2 - Consent Conditions - Land Use - Earthworks
APPENDIX 3 - Applicant's AEE
APPENDIX 4 - Attachment 1 of Applicant's AEE
APPENDIX 5 - Council's Engineering report

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APPENDIX 1 - CONSENT CONDITIONS - SUBDIVISON

SUBDIVISION

1. That the development must be undertaken/carried out in accordance with the plans:

   Scheme Plans of Lots 2, 3, 5-32 and 995-997 being subdivision of Lots 999 and 998 RM150371 28-10-2015

   - Sheet 100
   - Sheet 101

   stamped as approved on 14 March 2016

   and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

3. The consent holder shall submit a landscape plan for approval by Queenstown-Lakes District Council's parks and Operations Department. The landscape plan shall show detailed landscaping for planting within the road reserve. In this instance the landscape plan shall include, but is not limited to, the following information:
   - A planting list that details plant and tree species, sizes and spacing at time of planting and number of each species t be planted.
   - Specifications for establishing street trees, planting areas and grass areas.
   - A detailed irrigation plan that shows irrigation of street trees and planting areas,
   - Underground services, including depth and location, in relation to street trees.
   - Spacing of trees, including distances from kerbs, footpaths, fences, light poles, driveways and any other hard surfaces or infrastructure.
   - A detailed cross section for street tree planting that shows planting depth, root ball treatment, root barrier installation and staking requirements.

Engineering Conditions

General

4. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

   Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz/planning/resource-consents/qldc-land-development-and-subdivision-code-of-practice/

To be completed prior to the commencement of any works on-site

5. The owner of the land being developed shall provide a letter to the Principal Resource Management Engineer at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.

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6. Prior to commencing works within the road reserve of Ballantyne Road, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Principal Resource Management Engineer at Council prior to works commencing.

7. Prior to the commencement of any works on the land being developed the consent holder shall provide to the Queenstown Lakes District Council for review and approval, copies of design certificates in the form of Schedule 1A of QLDC's Land Development and Subdivision Code of Practice, specifications, calculations and design plans as is considered by Council to be both necessary and adequate, in accordance with Condition (4), to detail the following engineering works required:

   a) The provision of a water supply to Lots 2, 3 and 5 to 32 in terms of Council's standards and connection policy. This shall include an Acuflo GM9000 as the toby valve. The costs of the connections shall be borne by the consent holder.

   b) The provision of a foul sewer connection from Lots 2, 3 and 5 to 32 to Council's reticulated sewerage system in accordance with Council's standards and connection policy, which shall be able to drain the buildable area within each lot. The costs of the connections shall be borne by the consent holder.

   c) The provision of fire hydrants with adequate pressure and flow to service the development with a minimum Class FW4 firefighting water supply in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008(or superseding standard). Any alternative solution must be approved in writing by the Area Manager for the Central North Otago branch of the New Zealand Fire Service.

   d) The provision of a sealed vehicle crossing that shall be constructed to Lots 3 and 9 to Council's standards.

   e) The provision of road lighting in accordance with Council's road lighting policies and standards, including the *Southern Light* lighting strategy. Any road lighting installed on private roads/rights of way/access lots shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on private roads/rights of way/access lots shall be isolated from the Council's lighting network circuits.

   f) The formation of roads 1, 18, 19 and 21, in general accordance with the plans submitted with the application to Council's standards. This shall include the provision for stormwater disposal.

   g) The formation of intersections with Ballantyne Road and Road 1, Road 1 with Roads 19 and 21, Roads 1 with Road 18 and Road 21 with road 18, in accordance with the latest Austroads intersection design guides. These designs shall be subject to review and approval by Council with any associated costs met by the consent holder.

   h) The provision of Design Certificates for all engineering works associated with this subdivision submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.

To be completed before Council approval of the Survey Plan

8. Prior to the Council signing the Survey Plan pursuant to Section 223 of the Resource Management Act 1991, the consent holder shall complete the following:

   a) All necessary easements shall be shown in the Memorandum of Easements attached to the Survey Plan and shall be duly granted or reserved.

   b) The names of all roads, private roads & private ways which require naming in accordance with Council's road naming policy shall be shown on the survey plan.

      [Note: the road naming application should be submitted to Council prior to the application for the section 223 certificate]

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Amalgamation Condition

9. The following shall be registered with Land Information New Zealand (CSN XXXXX):
    - *"That Lots 995 & 997 hereon be held in the same Computer Freehold Register"*

To be completed before issue of the s224(c) certificate

10. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:

    a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision/development at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of ways and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).

    b) The completion and implementation of all works detailed in Condition (7) above.

    c) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of an underground electricity supply has been made available (minimum supply of single phase 15kva capacity) to the boundary of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.

    d) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone services has been made available to the boundary of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.

    11. The submission of Completion Certificates from the Contractor and the Engineer advised in Condition (5) for all engineering works completed in relation to or in association with this subdivision/development (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.

    e) The submission of Practical Completion Certificates from the Contractor for all assets to be vested in the Council.

    f) All newly constructed foul sewer and stormwater mains shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used and lateral connections shall be inspected from inside the main. The CCTV shall be completed and reviewed by Council before any surface sealing.

    g) All signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public or private roads (if any), created by this subdivision.

    h) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.

    i) On completion of earthworks a suitably qualified engineer experienced in soils investigations shall ensure that certification is provided to the Principal Resource Management Engineer at Council, in accordance with NZS 4431:1989, for all areas of fill within the site on which buildings are to be founded.

    j) Any earthworks required for the provision of access and services associated with this subdivision shall be carried out in accordance with the conditions of the Land Use Consent: Earthworks, as outlined above.

    k) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

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Ongoing Conditions/Consent Notices

5. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant to s.221 of the Act.

   a) At the time a building is erected on the Lots 1 to 32, the owner for the time being shall engage a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice to design a stormwater disposal system that is to provide stormwater disposal from all impervious areas within the site. The proposed stormwater system shall be subject to the review of the Principal Resource Management Engineer at Council prior to implementation and shall be installed prior to occupation of the dwelling.

   b) At the time a dwelling is constructed the owner for the time being shall construct a sealed vehicle crossing to the site to Council's standards. The design of the vehicle crossing shall be subject to approval by Council under a 'Connection to Council Service Application'. The approval should be obtained and construction of the crossing approved by a Council Inspector prior to occupation of the dwelling.

Advice Note:

1. This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information please contact the DCN Officer at QLDC.

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APPENDIX 2 - CONSENT CONDITIONS - LAND USE - EARTHWORKS

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:

   Willowridge Development Three Parks, Wanaka W3850-2

   - Engineering Drawings Stage B1b Earthworks Cut-Fill Sheet 201 Rev D
   - Existing & Design contours sheet 201 Rev D dated 07-09-2015
   - Earthworks Section Views sheet 202 Rev D dated 07-09-2015
   - Topsoil and regressing sheet 203 rev C dated 20-08-2015

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of $240. This initial fee has been set under section 36(1) of the Act.

General

4. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

   Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz/planning/resource-consents/qldc-land-development-and-subdivision-code-of-practice/

To be completed prior to the commencement of any works on-site

5. Prior to commencing works within the road reserve of Ballantyne Road the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Principal Resource Management Engineer at Council prior to works commencing.

6. The consent holder shall install measures to control and/or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with QLDC's Land Development and Subdivision Code of Practice and The Paterson Pitts Group *'Willowridge Developments Ltd, earthworks Site Management Plan, Three parks Stage 1b & 1c'* (dated 20 January 2016), and in conjunction with the "*A Guide to Earthworks in the Queenstown Lakes District*' brochure, prepared by the Queenstown Lakes District Council.. These measures shall be implemented **prior** to the commencement of any earthworks on site and shall remain in place for the duration of the project, until all exposed areas of earth are permanently stabilised.

7. At least 7 days prior to commencing excavations, the consent holder shall provide the Principal Resource Management Engineer at Council with the name of a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice and who shall supervise the fill procedure and ensure compliance with NZS 4431:1989 (if required). This engineer shall continually assess the condition of the fill procedure.

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To be monitored throughout earthworks

Hours of Operation – Earthworks

8. Hours of operation for earthworks, shall be Monday to Saturday (inclusive): 7.00am to 7.00pm. Sundays and Public Holidays: No Activity

   In addition, no heavy vehicles are to enter or exit the site, and no machinery shall start up or operate earlier than 7.00am. All activity on the site is to cease by 7.00pm.

9. No permanent batter slope within the site shall be formed at a gradient that exceeds 1(V):3(H).

10. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.

On completion of earthworks

11. On completion of the earthworks, the consent holder shall complete the following:

    a) On completion of earthworks a suitably qualified engineer experienced in soils investigations shall ensure that certification is provided to the Principal Resource Management Engineer at Council, in accordance with NZS 4431:1989, for all areas of fill within the site on which buildings are to be founded.

    a) All earthworked/exposed areas shall be top-soiled and grassed/revegetated or otherwise permanently stabilised.

    b) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

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APPENDIX 3 - APPLICANT'S AEE

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ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

Three Parks Business Subzone

Subdivsion Application

(Stage B1b)

February 2016

WILLOWRIDGE
DEVELOPMENTS LTD

Document Set ID: 6[illegible]5
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APPENDICES

A: Certificate of Title and Consent Notice

B: Scheme Plan

C: Infrastructure Report

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1.0 INTRODUCTION

1.1 This assessment of effects on the environment is prepared in accordance with section 88 and Schedule 4 of the Resource Management Act 1991 (the Act). It accompanies an application by Willowridge Developments Limited (Willowridge) for a subdivision of land within the Three Parks Business Subzone (to be known as Three Parks Stage B1b).

2.0 SITE DESCRIPTION

2.1 The site is within the Business Subzone of the Three Parks Zone on land legally described as Lot 2 DP 303207. A copy of the Certificate of Title is contained at **Appendix A**.

2.2 The land to be subdivided is located to the south of the site, adjacent to Ballantyne Road. The site is currently relatively flat pasture land with a shelterbelt of pines running along the western boundary. Ballantyne Road runs along the southern boundary.

2.3 Earthworks have been undertaken within the Zone to form the main north/south road between Ballantyne Road and the Wanaka-Luggate State Highway and to create ground levels for each subzone. The Wanaka Sports Facilities is currently under construction to the north of the site on land owned by the Queenstown Lakes District Council.

2.4 A two lot business subdivision of the Three Parks Zone to the west of the site has been approved (RM150371) and construction of buildings is underway.

2.5 An Outline Development Plan (ODP), which includes the Three Parks B1b land, has been approved through RM140354.

3.0 DESCRIPTION OF ACTIVITY

3.1 Subdivision consent is sought to create 30 business lots (lots 2, 3 and 5 – 32) ranging in size from 1,000m^2 to 3,000m^2 and Lot 996 to be vested in Council as legal road. The application also proposes to form the Main Street Collector Road from Ballantyne Road through to the Wanaka Sports Facilities. A scheme plan of the proposed subdivision is contained at **Appendix B**.

Access and Roading

3.2 Access to Stage B1b will be from Ballantyne Road. Ballantyne Road is an existing collector road with a legal width of 20m. The carriageway of Ballantyne Road will be widened on both sides of the road to provide for the construction of a slip lane on the western side of the

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road and turning lanes on the eastern side of the road. The slip lane will be marked out as part of this subdivision, however, the right turning lane does not require to be marked out until the Three Parks development is over one third completed. The Bartlett Report contained within the Infrastructure Report at **Appendix C** confirms this. The proposed subdivision does not reach this threshold. The plans contained within **Appendix C** show the proposed road widening and left slip lane.

3.3 The existing gravel footpath along the Ballantyne Road frontage of the site will be replaced by a 2m wide asphalt path at 2% grade, as shown on the plans contained within **Appendix C**.

Road 1

3.4 Road 1 is the Main Street Collector Road, which will ultimately extend through the Three Parks Zone from Ballantye Road to State Highway 84. The application proposes to construct Road 1 from the Ballantyne Road intersection to the Wanaka Sports Facilities site.

Road 1 to intersection with Roads 19 and 21

3.5 Varying carriageway width from 14.2m at Ballantyne Road to 8.4m at the Road 1/19/21 intersection. Legal width will decrease from 37.5m to 23m. The surface will be asphaltic concrete with No1A kerbs. Footpaths will be 2.0m wide to cater for pedestrians and cyclists.

3.6 A commercial vehicle crossing (asphalt) will be installed to Lot 3 on the Road 1 frontage.

Road 1 from intersection with Roads 19 and 21 to intersection with Road 18

3.7 This section of road will have an 8.4m carriageway within a 23m legal width (as per road type E18 of the QLDC LDSC 2015 table 3.2). Construction will be asphaltic concrete with No2 dish channel. The layout will allow for future car parking and footpaths to be added when future stages are developed. The proposed subdivision does not seek to create developed lots on either side of this section of road so no parking is allowed for. A 2m wide metalled footpath on the northern side of the road will cater for both pedestrians and cyclists accessing the Sports Facility until such time as this area is developed further.

3.8 A splitter island on the approach to the intersection of Roads 1/19/21 will narrow each lane to 3.2m and slow vehicles prior to entering the crossroads.

Road 1 from intersection with Road 18 to Wanaka Sports Facility

3.9 Beyond the intersection of Roads 1 and 18, the carriageway will taper to 5.7m sealed width with 0.5m unsealed shoulders and swales on either side (as per road type E15 of QLDC LDSC 2015 table 3.2). This will be widened and upgraded to an 8.4m carriageway when adjoining lots are developed.

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3.10 Stormwater discharge will be to in ground soak pits via flat top mud tanks in the swales. The legal easement will remain at 20m as an access and services easement for the time being but will be vested as a 23m wide legal road in future stages.

3.11 A 2m wide gravelled path will be formed on the left side of the road only.

Roads 18, 19 and 21

3.12 Roads 18. 19 and 21 will have 20m legal width with an 11.0m carriageway. The surface will be asphaltic concrete with No1A kerb. Splitter islands will narrow the carriageway before each intersection to reduce vehicles speed. Pedestrian safety is managed by including pedestrian refuges on the splitter islands. On-street car parking is provided on both sides of the road. 1.5m wide asphalt footpaths are located against the back of the kerb. Cyclists share the carriageway with pedestrians.

Road Safety Audit

3.13 A Road Safety Audit will be prepared and lodged with the engineering assessment and acceptance application. Given that the boundaries and layout comply with the approved ODP, the implementation of additional, or amendments to, traffic control devices can be included within the engineering design process without affecting anything related to the resource consent.

Earthworks

3.14 Preliminary earthworks were carried out under RM100513 and RM110526. Further earthworks were undertaken as part of Stage B1a (RM150371) to fill some of the low area along the Ballantyne Road frontage. This application seeks consent to fill the remainder of this low area to create a berm sloping up to the lots from Ballantyne Road and lift the level of the lots to create adequate overland flow paths across the stage.

3.15 Earthworks will consist of:

- Stripping of topsoil and unsuitable material to stockpiles within Three Parks;
- Cut to fill (and cut from stockpile to fill);
- Reinstatement of the existing haul road and tidying along the southern site boundary;
- Retopsoiling earthworked areas with 150mm minimum depth topsoil;
- All earthworked areas will either be hard surfaced or resown with grass, Council mix.

3.16 The total area of earthworks will be 1.33ha; the total topsoil stripped will be 1,990m^3 (assuming 0.15m depth); total cut will be 4,118m^3 and total fill will be 4,357m^3.

3.17 Assuming a 20% compaction rate, 1,000m^3 of extra fill material will be required and this will be cut from existing stockpiles within Three Parks. Any surplus topsoil/unsuitable material will be added to existing stockpiles within Three Parks.

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3.18 The maximum depth of fill will be 2.2m in Lot 14. The maximum depth of cut is 2.1m at the end of Road 18. The area of earthworks exposed in stage B1b is 1.33ha.

3.19 A site management report setting out the dust, silt and erosion management is contained within the Infrastructure Report at **Appendix C**. The site management report states that methods to manage dust will include:

- Keep stripped areas as small as possible;
- Re-spreading topsoil and grassing as soon as possible;
- Reduce or suspend work during periods of high wind;
- Rolling/compacting stripped surface, stockpiles and completed surfaces;
- Watering with a water cart and/or K-lines.

3.20 The proposed earthworks will retain the current overland flow, which is southeast via an existing overland flow path into neighbouring Sec 1 SO 17808. A cut-off trench leading to a temporary soak pit will be constructed around the outside of Sec 48 Blk III Lower Wanaka Survey District.

3.21 Run-off from earthworks along the southern boundary of lots 13-20 will drain back into Three Parks once works are completed. During construction there may be minor run-off onto Sec 1 SO 17808, which is currently undulating grassland and will not be adversely affected.

3.22 Re-grassing and/or hard surfacing of exposed areas will occur as soon as possible in order to minimise erosion.

Electricity and Telecommunications

3.23 Each lot will be provided with an electrical and telecommunication connection from new underground cables installed in the road berm. The power reticulation layout from Power Line Survey is included in the Infrastructure Report at **Appendix C**. This is currently with Aurora for approval. Correspondence confirming the availability of telecommunication supply to all lots is also contain within **Appendix C**.

Water Supply

3.24 100mm PE and 50mm HDPE watermains will be installed off the Council 350mm PE trunkmain currently under construction down Road 1. Each lot will be provided with 20mm connections via GM2000 toby manifolds to Council standards.

3.25 New hydrants will be installed to meet Fire Service and SNZ PAS 4905 standards.

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Foul Sewer

3.26 Each lot will be provided with a 100mm gravity connection to new gravity mains. Gravity connections will also be installed to Lots 1 and 4 Stage 1a, which are currently served by rising laterals.

Stormwater

3.27 Stormwater disposal will be to ground for all lots. It is anticipated that a consent notice will be registered on the titles requiring the owners to engage a suitably qualified professional to design the stormwater disposal system for each lot.

3.28 Stormwater disposal from roads will be to soakage pits installed in the berms. The soakage pits will be designed such that the post development flows leaving the site will be the same or less than pre development flows. The Infrastructure Report at **Appendix C** contains a stormwater design and feasibility report prepared by Riley Consultants.

Overland Flow Paths

3.29 The stormwater network will be designed to cater for a 1 in 100 year event without overland flow. Overland flow paths within the site will be via the roads and directed to either end of Road 1. Overland flow running north east along Road 1 will discharge to the balance land of Three Parks where it will soak into the ground without leaving the site.

3.30 Overland flow running south west along Road 1 towards Ballantyne Road will discharge to the 2 soakage pits in the sag just before Ballantyne Road. If these are overwhelmed, water will accumulate to a depth of 0.25m in the kerb and channel before overflowing in a formed flowpath in the berm and around the perimeter of Lots 9, 11, 12 and 13 to discharge to Sec 1 SO 17808 (which is the current overland flow discharge location). With the 100 year even being contained on-site, post development flow off-site will be less than pre-development.

4.0 ACTIVITY STATUS

4.1 Rule 15.2.3.2 provides for subdivision that complies with relevant site and zone standards as a Controlled Activity except where specified as a Discretionary or Non-Complying Activity.

4.2 The site is located with the Business Subzone of the Three Parks Special Zone. Rule 15.2.3.4(xi) sets out that any subdivision in the Three Parks Zone that is not in accordance with an approved Outline Development Plan (ODP) or Comprehensive Development Plan (CDP) shall be a non-complying activity. An ODP was approved in November 2016 (RM140354). The proposed subdivision complies with the approved ODP

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4.3 The Zone Standards contained at section 15.2.6.3i(a) set out minimum lot sizes. The minimum lot area for the Three Parks Business Subzone is 1,000m^2. The proposed subdivision complies with the minimum lot size.

4.4 Section 14.2.4.2 relates to access and 14.2.4.1i(a) requires that the length of vehicle crossings for non-residential use must be a minimum of 4.0m and a maximum of 9.0m. A commercial vehicle crossing is proposed for Lot 3. The crossing is 6m wide and therefore complies with this rule.

4.5 The Three Parks Special Zone zone-wide rule 12.26.3.1 Ref 1 relates to earthworks and limits earthworks to a maximum volume of 100m^3 per site and a maximum exposed area of 200m^2 (where the average depth is greater than 0.5m) within a 12 month period. The proposed earthworks comprise stripping 1,990m^3 of topsoil, fill of 4.357m^3 and cut of 4,118m^2 and a total exposed area of 2.4ha. The proposed earthworks exceed the maximum volume and area and are therefore a **restricted discretionary** activity.

5.0 PART 2

5.1 Clause 2(1)(f) of Schedule 4 of the Act requires an assessment against the matters set out in Part 2. Part 2 sets out the purpose and principles.

5.2 The purpose of the Act is to promote the sustainable management of natural and physical resources. Section 5 of the Act defines sustainable management as;

> *managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables communities to provide for their social, economic and cultural well-being and for their health and safety while –*
>
> > *(a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
> >
> > *(b) safeguarding the life supporting capacity of air, water, soil, and ecosystems; and*
> >
> > *(c) avoiding, remedying or mitigating any adverse effects of activities on the environment.*

5.3 The application proposes a 30 lot business subdivision on a site zoned for this purpose. The subdivision is an efficient use of an already-zone piece of land and the business activities enabled by the subdivision will provide for the economic well-being of the community.

5.4 Section 6 of the Act sets out matters of national importance, which need to be recognised and provided for. None of the matters listed are relevant to this application.

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5.5 Section 7 lists other matters to which regard should be taken. The following other matters are of relevance to this application:

- the efficient use and development of natural and physical resources;

5.6 The application proposes the efficient use of business zoned land by seeking subdivision consent to create 30 business lots. The lots will provide for business activity in an area already characterised by this type of use. The proposed subdivision is an efficient use of land.

5.7 The proposal is considered to be consistent with part 2 of the Act.

6.0 SECTION 104(1)(b)

6.1 Section 104(1)(b) requires that in considering an application for a resource consent a consent authority must have regard to any relevant provisions of:

i. a national environmental standard;
ii. other regulations;
iii. a national policy statement;
iv. a New Zealand coastal policy statement
v. a regional policy statement or proposed regional policy statement;
vi. a plan or propose plan.

6.2 There are no national policy statements or New Zealand coastal policy statements relevant to this application. The documents that are relevant are considered below.

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health.

6.3 The National Environmental Standard (NES) for Assessing and Managing Contaminants in Soil to Protect Human Health applies to land that is or has been used for a hazardous activity or industry. These activities are listed on the Hazardous Activities and Industries List (HAIL).

6.4 A geotechnical and natural hazards assessment of the site was undertaken by Opus as part of the Three Parks Plan Change. The assessment identified potentially contaminated areas of land where fuels storage has taken place (located at the existing contactors yard in the centre of the Zone). The fuel tank identified will remain on the balance land, is still in use and will continue to be in use after the subdivision has occurred. This is therefore not relevant to this subdivision.

Policy Statements and Plans

6.5 The policy statements and plans relevant to the application are:

- Otago Regional Policy Statement (RPS), made operative on 1st October 1998;
- Proposed Otago Regional Policy Statement, which was notified on the 23rd May 2015;

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- The Queenstown Lakes District Council District Plan, which was made fully operative in 2009;
- The Proposed Queenstown Lakes District Plan, notified on the 26th August 2015.

6.6 An assessment of the relevant objectives and policies of the policy statements and plans is contained as **Attachment 1.**

7.0 ASSESSMENT OF ACTUAL OR POTENTIAL EFFECTS

7.1 The application site is zoned for the purpose proposed through the application. In confirming the Three Parks Structure Plan and the approved Outline Development Plan the effects of the proposed activity were considered and found to be no more than minor. The remaining effects to be considered relate to the detail proposed in the subdivision application being the servicing effects, effects relating to earthworks and positive effects. An assessment against the relevant assessment matters of the District Plan is also required.

Servicing

7.2 The Infrastructure Report contained at **Appendix C** confirms that the subdivision can be appropriately serviced as described in section 3 of this AEE. The servicing will comply with Council standards and will result in no adverse environmental effects.

Earthworks

7.3 The proposed earthworks exceed the maximum permitted levels for the Zone. The Infrastructure Report in **Appendix C** contains an earthworks site management plan, which confirms that dust will be supressed using various methods including water cart or K-lines, keeping stripped areas to a minimum and regrassing as soon as possible.

7.4 There are no residential properties in the vicinity of the proposed site. There are a number of industrial and commercial activities in the Ballantyne Road area, however, these business are not as sensitive to earthworks as residential activity. In any even the mitigation proposed will ensure that the adverse effects of the earthworks will be no more than minor and will only be temporary in nature.

District Plan Assessment Matters

7.8 The following considers the relevant assessment matters of the District Plan.

Rule 15.2.6.4 (lot sizes, averages and dimensions)

(a) Whether the lot is of sufficient area and dimensions to effectively fulfil the intended purpose or land use, having regard to the relevant standards for land use in the zone.

7.9 The proposed lots are of a sufficient area to provide for the type of business activities anticipated for the zone.

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(b) Whether the lot is of sufficient size, given the nature of the intended development and site factors and characteristics, for on-site disposal of sewage, stormwater and other wastes to avoid adverse environmental effects beyond the boundaries of the lot.

7.10 The sewage from each site will be disposed of via the reticulated system. The sites are considered to be of sufficient size to enable at least 10% of each site to be maintained as permeable space (as required by 12.26.6.3i5), although the final area of permeable space will be a matter for the detailed design of each site.

(d) The relationship of the proposed lots and their compatibility with the pattern of adjoining subdivision and land use activities, and access.

7.11 The subdivision is complaint with the Three Parks ODP, which provides an outline development layout for a substantial proportion of the Three Parks Zone. This master planning approach has ensured that the proposed subdivision is compatible with the future surrounding land use activity and subdivision. The roading network has also been approved through the ODP and is therefore appropriate to service the proposed subdivision and wider future development.

Rule 15.2.7.3 (subdivision design)

The location of pedestrian access

7.12 Pedestrian access has been provided for via 2.0m wide footpaths along the Main Street Collector Road (road 1) as far as the Road 18 intersection. Beyond this point a temporary 2m wide gravelled path will be formed on the left side of the road to provide access to the Wanaka Sports Facility. Roads 19 and 21 will have 1.5m footpaths on either side of the carriageway. These footpaths will provide safe pedestrian access across the site.

The location of building platforms

7.13 No building platforms are proposed through this subdivision application.

The provision and/or use of open stormwater channels and wetland areas

7.14 There are no open stormwater channels or wetland areas proposed through this application.

Orientation of lots to optimise solar gain for buildings and developments

7.15 The lots are located on a flat area of land and most lots have a north facing aspect. The lots are of a sufficient size to enable flexibility in layout to optimise solar gain.

The effect of potential development within the subdivision on views from surrounding properties.

7.16 The site benefits from being located within a largely undeveloped zone. The Wanaka Sports Facilities, which are currently under construction are located to the north of the subdivision site and are orientated such that the proposed subdivision will not impact on views from the sports facilities. Similarly, the 2 lot business subdivision to the west of the site is orientated towards Ballantyne Road and the proposed subdivision will not impact on views. Properties

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beyond the site are of a sufficient distance such that the proposed subdivision will not impact on views.

The scale and nature of earthworks and disposal of excess material

7.17 Some earthworks have already taken place on-site through RM100513 and RM110526. The earthworks proposed through this application comprise an area to be worked of 1.33ha; the total topsoil stripped will be 1,990m^3 (assuming 0.15m depth); total cut will be 4,118m^3 and total fill will be 4,357m^3. Surplus material will be added to the existing stockpiles within Three Parks.

7.18 The scale of earthworks proposed is not unreasonable for a subdivision of this size. The earthworks will be temporary and mitigation measures will ensure that the effects of the earthworks are no more than minor.

Rule 15.2.8.3 (property access)

The number, location, provision and gradients of access from road to lots for vehicles, cycles and pedestrians, their safety and efficiency.

7.19 The only access proposed through this application is the crossing to Lot 3. This is because an end user for the other lots has not yet been determined. It would be an inefficient use of resources to create a crossing at this stage when it may require to be relocated to fit in with the end use of the site.

7.20 The crossing that is proposed for Lot 3 is a safe distance from the proposed road junctions and is located to achieve the optimal sight distances to ensure road safety.

The standards of construction and formation of roads, private access, service lanes, pedestrian access, accessways and cycleways.

7.20 The roads and footpaths will be constructed to Council standards as far as road 18. Beyond road 18 the road will taper to a 5.7m sealed carriageway with unsealed shoulders and a 2m wide gravel footpath on the left side. This will be upgraded as the Three Parks subdivision starts to extend along Road 1.

The provision and vesting of corner spays or rounding at road intersections

7.21 Corner splays and rounding is included in the land to be vested with Council. This will ensure on-going road safety.

Rule 15.2.10.4 (natural and other hazards)

7.14 The proposed site is not likely to be subject to the effects of any natural or other hazard and the proposed subdivision is not likely to cause any adverse effects on other land as a result of a natural hazard.

Rule 15.2.11.4 (water supply)

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7.15 The proposed subdivision will connect to the reticulated water supply to ensure a suitable and secure supply of water for the lots.

Rule 15.2.12.3 (storm water disposal)

7.16 Stormwater for the lots created will be disposed of to ground. A consent notice on the title for each lot will require a suitably qualified professional to design a stormwater system for each lot. This will ensure an adequate and appropriate system will be in place for each lot.

Rule 15.2.13.2 (sewerage treatment and disposal)

7.17 The lots will be connected to the reticulated sewerage system, which has adequate capacity. The connections will be designed by a suitably qualified professional at the time of building consent.

Rule 15.2.14.2 (trade waste disposal)

7.18 Any requirements for trade waste disposal will be addressed at the time of building consent for a trade activity on the site.

Rule 15.2.15.2 (energy supply and telecommunications)

7.19 The availability of energy and telecommunications supplies to the lots have been confirmed by suppliers.

Rule 15.2.16.2 (open space and recreation)

7.20 Open space has been provided as part of the wider Three Parks Special Zone development, predominantly through the transfer of land to the QLDC for the sports facilities.

Rule 15.2.17.4 (landscaping and vegetation)

7.21 Landscaping will occur in the form of tree planting in the road berm and planting at the entranceway from Ballantyne Road. Plan W3850-2 700 E contained within the Infrastructure Report at **Appendix C** shows the proposed landscaping.

8.0 ASSESSMENT OF AFFECTED PERSONS

8.1 Some of the proposed earthworks will take place within the road reserve owned by QLDC. These earthworks comprise the placement of fill to bring the road reserve up to road level. This will improve road safety as well as enabling access to the subdivision across the road reserve. The proposed earthworks will not adversely impact the QLDC but will result in a land improvement. QLDC are therefore not considered to be adversely affected by the activity.

8.2 No other parties are considered to be affected by the proposed subdivision.

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9.0 CONCLUSION

9.1 The application proposes a business subdivision in the Business Subzone of the Three Parks Special Zone. The application complies with the OPD approved through RM140354.

9.2 The proposed subdivision will provide business land, which will have a positive effect on the local economy, is consistent with the relevant statutory framework and will not result in any adverse effects which are more than minor.

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APPENDIX 4 - ATTACHMENT 1 OF APPLICANT'S AEE

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Attachment 1 Assessment of Relevant Objectives and Policies

Otago Regional Policy Statement

Objective 9.4.1 To promote the sustainable management of Otago's built environment in order to: (a) Meet the present and reasonably foreseeable needs of Otago's people and communities; and (b) Provide for amenity values, and (c) Conserve and enhance environmental and landscape quality; and (d) Recognise and protect heritage values.	The proposed subdivision will provide allotments for business development to meet a need identified through the process to zone the Three Parks Special Zone land. The proposed subdivision will enable business development, which will help meet the economic needs of the community. The proposed application is consistent with the Structure Plan and Outline Development Plan for the Zone.
Objective 9.4.2 To promote the sustainable management of Otago's infrastructure to meet the present and reasonably foreseeable needs of Otago's communities.	The proposed development will allow the logical development of a modern and efficient infrastructure system through the Three Parks Special Zone. The proposal will also enable the formation of the roading infrastructure required to service the Wanaka Sports Facilities, which is an important amenity for the local community.
Policy 9.5.2 To promote and encourage efficiency in the development and use of Otago's infrastructure through: (a) Encouraging development that maximises the use of existing infrastructure while recognising the need for more technology; and (b) Promoting co-ordination amongst network utility operators in the provision and maintenance of infrastructure; and (c) Encouraging and reduction in the use of non-renewable resources while promoting the use of renewable resources in the construction development and use of infrastructure; and (d) Avoiding or mitigating the adverse effects of subdivision, use and development of land on the safety and efficiency of regional infrastructure.	

Proposed Otago Regional Policy Statement

Objective 3.8 Urban growth is well designed and integrates effectively with adjoining urban and rural environments.	The proposed subdivision has been designed as part of a zone-wide masterplan to ensure that development within the zone is well-integrated. The proposed subdivision also integrates well with the existing business uses on the opposite side of Ballantyne Road.
Policy 3.8.1a Manage urban growth and the creation of new	The proposed business subdivision will meet the need for such land as identified through the

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urban land in a strategic and co-ordinated way, by: a) Ensuring there is sufficient residential, commercial and industrial land capacity, to cater for demand for such land over at least the next 10 years; and	Three Parks Plan Change (Plan Change 16) and will contribute towards the supply of business land for the next 10 years.

Queenstown Lakes District Plan

Section 12.25.2 Objective 1 A layout and design of development that demonstrates best practice in terms of achieving environmental sustainability. Policy 1.3 To require development and subdivision to demonstrate best practice in regard to managing the quantity and quality of stormwater run-off.	Stormwater from each lot will be disposed of to ground via stormwater disposal systems designed by suitably qualified professionals. This will ensure the quantity and quality of stormwater is appropriately managed.
Section 12.5.2 Objective 8 Establishment of a high quality, functional business area which provides for a wide range of light industrial, service and trade related activities whilst protecting it from residential and inappropriate retail uses.	The proposed subdivision will create allotments which will provide for a wide range of light industrial, service and trade related activities and will be marketed as being suitable for these purposes.
Section 12.5.2 Objective 13 An urban area that is free of contaminated sites or appropriately deals with them so that adverse effects on human health and the environment do not arise. Policy 13.1 To require the consideration of whether contaminated sites exist and ensure that, if they do, development and subdivision does not proceed without an assurance that they will be remediated or managed in a satisfactory manner.	An investigation of the full extent of Lot 2 DP303207 was undertaken by Opus at the time of Plan Change 16. The investigation determined that the only area of potentially contaminated land on the site relates to the fuel pump in the centre of the site, which is currently still in use. The land subject to this subdivision application is not affected by the potentially contaminated site.
Section 15 Objective 1 The provision of necessary services to subdivided lots and developments in anticipation of the likely effects of land use activities on those lots and within the developments. Policies:	The proposed subdivision will be appropriately serviced to Councils standards. The infrastructure report contained at **Appendix C** provides additional detail relating to servicing.

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1.2 To ensure safe and efficient vehicular access is provided to all lots created by subdivision and to all developments. 1.5 To ensure water supplies are of a sufficient capacity, including fire fighting requirements, and of a potable standard, for the anticipated land uses on each lot or development. 1.6 To ensure that the design and provision of any necessary infrastructure at the time of subdivision takes into account the requirements of future development on land in the vicinity, with Council being responsible for meeting any additional capacity of infrastructure above that required for the subdivision then being consented to in accordance with Council's Long Term Community Plan Development Contributions Policy. 1.7 To ensure, upon subdivision or development, that all new lots or buildings are provided with means of treating and disposing of sewage in a manner which is consistent with maintaining public health and avoids or mitigates adverse effects on the environment. 1.8 To ensure, upon subdivision or development, that all new lots or buildings are provided with connections to a reticulated water supply, stormwater disposal and/or sewage treatment or disposal system, where such systems are available.	
Section 15 Objective 2 The cost of the provision of services to and within subdivisions and developments, or the upgrading of services made necessary by that subdivision and development, to the extent that any of those things are necessitated by the subdivision or development to be met by subdividers.	The applicant will meet the costs of provision of services through development contributions in accordance with the relevant development contributions policy.
Section 15 Objective 5 The maintenance or enhancement of the amenities of the built environment through the subdivision and development process. Policies 5.1 To ensure lot sizes and dimensions to provide for the efficient and pleasant functioning of their anticipated land uses, and reflect the levels of	The proposed subdivision is in keeping with the business and industrial development along Ballantyne Road and also complies with the rules relating to lots size for the business subzone of the Three Parks Special Zone. The proposed subdivision therefore complies with this objective.

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open space and density of built development anticipated in each area. 5.5 To minimise the effects of subdivision and development on the safe and efficient functioning of services and roads.	

Queenstown Lakes District Council Proposed District Plan

Objective 3.2.2.1 Ensure urban development occurs in a logical manner: • To promote a compact, well designed and integrated urban form; • To manage the cost of Council infrastructure; and • To protect the District's rural landscapes from sporadic and sprawling development.]	The proposed subdivision is a logical start to the Three Parks development and will enable future stages to be serviced as a logical extension of the business subzone. The proposed subdivision is also a logical expansion of the existing industrial and business area along Ballantyne Road.
Objective 27.2.1 Subdivision will create quality environments that ensure the District is a desirable place to live, visit, work and play. Policy 27.2.1.1 Require subdivision to be consistent with the QLDC Land Development and Subdivision Code of Practice while recognising opportunities for innovative design. Policy 27.2.1.2 Support subdivision that is consistent with the QLDC Subdivision Guidelines, recognising that good subdivision design responds to the neighbourhood context and the opportunities and constraints of the application site. Policy 27.2.1.3 Require that allotments are a suitable size and shape, and are able to be serviced and developed to the anticipated land use of the applicable zone.	The proposed subdivision will create an attractive environment for businesses to develop and provide employment opportunities for the community. The subdivision is consistent with Council guidelines and is of a size and shape that is appropriate for the anticipated end-use.
Objective 27.2.2	The subdivision proposes a legible, accessible

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Subdivision design achieves benefits for the subdivider, future residents and the community. Policy 27.2.2.1 Ensure subdivision design provides a high level of amenity for future residents by aligning roads and allotments to maximise sunlight access. 27.2.2.2 Ensure subdivision maximises the opportunity for buildings to front the road. 27.2.2.5 Subdivision design will provide for safe walking and cycling connections that reduce vehicle dependence within the subdivision.	business area with allotment sizes appropriate to suit a range of businesses. Each of the allotments created has road frontage providing them with a high level of amenity, accessibility and the ability to design to maximise sunlight access. The flat nature of the site will also ensure sunlight access can be maximised for each lot. Footpaths have been provided to provide pedestrian access to all lots in the development. Cycleways are contained within the footpath along Road 1 and within the road carriageway of the other roads.
Objective 27.2.5 Require infrastructure and services are provided to lots and developments in anticipation of the likely effects of land use activities on these lots and within overall developments. Policy 27.2.5.1 Integrate subdivision roading with existing road networks in an efficient manner that reflects expected traffic levels and the provision for safe and convenient walking and cycling. Policy 27.2.5.2 Ensure safe and efficient pedestrian, cycle and vehicular access is provided to all lots created by subdivision and development. Policy 27.2.5.5 Ensure appropriate design and amenity associated with roading, vehicle accessways, trails, walkways and cycleways within subdivisions having regard to: - The location, alignments, gradient and pattern of roading, vehicle parking, service lanes, access to lots, trails, walkways and cycleways, and their safety and efficiency; - The number, location, provision and gradients of access ways and crossings from roads to lots for vehicles, cycles and pedestrians and their safety and efficiency; - The standard of construction and formation of roads, private access ways,	The proposed subdivision links to the existing road network via a junction with Ballantyne Road. The junction has been designed to accommodate right and left turn bays, although at this stage only the left turning bay will be formed. The proposed subdivision provides pedestrian access to each lot via formed footpaths. Cycle access is either through shared footpath or shared road carriageway. The roads within the subdivision will be designed and constructed to Council standards. Only one crossing, a lot 3, is proposed through this application. Crossing points for the other lots will be determined at a later stage but will be designed to ensure safety and efficiency. Corner splays are junctions will be vested with Council to ensure on-going traffic safety. Tree planting consistent with the landscaping plan approved through the ODP is proposed using Elm and Pin Oak species. There is currently no bus service operating in Wanaka, however, the legal road width is such that bus stops and shelters can be accommodated within them in the future. All lots will be provide with connections to reticulated water supply and sewage disposal. Stormwater disposal will be to ground via a system designed by a suitably qualified professional.

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vehicle crossings, service ways, walkways, cycleways and trails; - The provision and vesting of corner splays or rounding at road intersections; - The provision for and standard of street lighting, having particular regard to the avoidance of upward light spill; - The provision of appropriate tree planting within roads; - Any requirements for widening, formation or upgrading of existing roads; - Any provisions relating to access for future subdivision on adjoining land; - The provision of public transport routes and bus shelters. Policy 27.2.5.6 All new lots shall be provided with connections to a reticulated water supply, stormwater disposal and/or sewage treatment and disposal system, where such systems are available or should be provided for.	

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APPENDIX 5 - COUNCIL'S ENGINEERING REPORT

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QUEENSTOWN LAKES DISTRICT COUNCIL

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ENGINEERING REPORT

TO: **Sarah Picard**

FROM: **Lyn Overton**

DATE: **9/03/2016**

APPLICATION DETAILS	
REFERENCE	**RM160074**
APPLICANT	**Willowridge Development Ltd**
APPLICATION TYPE & DESCRIPTION	SUBDIVISION Resource consent undertake 30 lot subdivision, being Stage B1b- Three Parks Business Subzone, one lot for road to vest and to undertake earthworks
ADDRESS	Ballantyne Road, Wanaka
ZONING	Three Parks
LEGAL DESCRIPTION	Lot 2 DP 471996
SITE AREA	87.9120ha
ACTIVITY STATUS	Restricted Discretionary

Application	**Reference Documents**	Consent Application, including stormwater report from Aireys and Infrastructure report from Paterson Pitts Group.
	Previous Relevant Consents	RM100513 – Land use to undertake bulk earthworks. RM110526 – Land Use to undertake bulk earthworks RM140354 – Out Line Development Plan (ODP)
	Date of site visit	Familiar with the site.

Location Diagram



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Comments		
SITE DETAILS	**Existing Use**	Large rural lot with existing buildings containing construction depots for contracting companies Downers and Central Machine Hire.
	Neighbours	The Ballantyne Road industrial area is located to the southwest, Wanaka Maze and rural dwellings to the northeast and the Three Parks North site and the Wanaka Sports Facility are located to the northeast.
	Topography/Aspect	The topography is undulating
	Water Bodies	Nil

ENGINEERING			COMMENTS	Condition
TRANSPORT	Access	**Means of Access**	**Access** Access to the site can be gained from Wanaka – Luggate Highway (SH84) and Ballantyne and Riverbank Roads. This stage of the development will be from Ballantyne Road. The proposal is to create Roads 19, 21, form sections of roads 1 and 18 and undertake road widening within Ballantyne Road to provide auxiliary lanes for the entrance into the Three Parks development. Traffic consultants Bartlett Consulting have provided an initial assessment of the intersection and made recommendations for the design to cater for the full development (final layout) and for the first third of the development (initial layout). The applicants have confirmed that the intersection will be formed in accordance with the final layout to cater for the full development. This includes the road widening to cater for the right turning bay, and includes the provision of flush and raised traffic islands for traffic separation. Road markings will be in accordance with the initial layout and therefore will not include marking out the right turning bay within Ballantyne Road. I am satisfied that the proposed design is in accordance with the Austroads guidelines and meets the requirements of condition 10) of the ODP. The plans submitted indicate that raised traffic islands with the provision for a pedestrian refuge will be provided at all proposed intersections. An appropriate condition is recommended to ensure that all intersections are formed in accordance with Austroads guidelines. **Roads** All roads being created will be vested to Council. Road 1 was identified as a collector road in the ODP and therefore needs to meet the requirements of Council's Code of Practice (COP) type 'E18' as identified in Table 3.2 – Road design standards. The design standard requires a minimum legal road width of 23m, two 4.2m movement lanes, 2.5m footpaths each side of the road (3.5m wide footpaths for shop and trade, work and learn zone), recessed parking bays and include a separate cycle lane where there is a defined cycle route. The target operating speed is 50km/hour. The proposed road will have a legal width varying between 37m and 23m up to the intersection with Roads 19 and 21. From this intersection the legal width will remain at 23m until the intersection with Road 18. The carriageway will be formed to 8.4m in width (2 x 4.2m lanes) for both sections of road and will have a 1.5m wide footpath on each side of the road. From the intersection with Road 18 to the Wanaka Sports Facility the carriage way width will be reduced to 5.7m in width, with 0.5m metal shoulders both sides and swales for stormwater disposal as per type E15 of the COP. This formation will be within the existing right of way.	X

TRANSPORT	**Access**	**Means of Access continued**	Roads 18, 19 and 21 will have 20m legal width and 11m carriageway. The carriageways have been formed to allow kerbside parking. The plans indicate that road narrowing with raised median barrier will be created midway along Road 21 as a speed reduction measure. The COP design standard for these types of road is type E17. This type of Road has an 18m (minimum width) legal width, 2x4.2m carriageways, including either recessed or on-street parking plus a 1.5m footpath on either side of the carriageway. Tracking curves have been provided for 11m Rigid Truck and B-train for the Ballantyne Road intersection that confirms the intersection has been design to cater for vehicles this length. Tracking curves have been provided for 8m and 11m Rigid Trucks for all other intersections proposed to demonstrate vehicle manoeuvring. I am satisfied the proposed roads are in general accordance with the ODP and with Council's and recommend appropriate conditions for engineering review. Road 19 finishes at the boundary to the adjacent lot to the north, and therefore, I am satisfied a link to the land to the north (North Three Parks) has been provided. All roads will be provided a 1.5m wide foot path on both sides. The plans indicate that raised median barrier island will be installed at each intersection and within Road 1 as means to ensure pedestrians safety. Cyclists will share the carriageway with traffic for all roads proposed. No public transport links have been indicated. However I am satisfied that the road formations and widths will allow for future bus stops. The applicants have indicated street lighting on the plans submitted. I am satisfied that the street lighting layout will be assessed at the time the road design are reviewed at engineering acceptance stage. An appropriate condition is recommended. All roads will require naming. Appropriate conditions are recommended. Street signage and road marking will need to be in accordance with MOTSAM (Manual of Traffic Signage and Markings). An appropriate condition is recommended.	**X** **X** **X** **X**
		Vehicle crossing	**<u>Vehicle crossings</u>** Vehicle crossings will be required to Lot 3 and 9 due to setback distance from the intersection with Ballantyne Road and the proposed landscaping within the road reserve for Road 1. An appropriate condition is recommended. The applicants have demonstrated that a vehicle crossing from more than one location can be made for the remaining lots. An appropriate condition is recommended to ensure that a vehicle crossing is created at the time a dwelling is constructed.	**X** **X**

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ENGINEERING			COMMENTS	Condition
EARTHWORKS	Extent	**Description**	Earthworks are required to level the area and fill in depressions along the road frontage of Ballantyne Road.	
		Cut /Fill Volume (m^3)	Approximately 6,106m³ of cut (including stripping 1,988m³ topsoil) and 6,345m³ of fill (including replacing 1,988m³ of top soil) will be undertaken.	
		Total Volume (m^3)	Approximately 12,451m³ of earthworks will be undertaken within the site.	
		Area Exposed (m^2)		
		Max Height Cut/Fill (m)	The maximum height of cut will be approximately 2.1m and the maximum depth of fill will be approximately 2.8m	
		Prox. to Boundary	The plans indicate that earthworks will occur within the road reserve in Ballantyne Road to fill in an existing depression along the road frontage. The road to Central Machine Hire and Downers yards is located along the southern boundary. Earthworks will be required to fill to road and remove crests along the formation. An agreement between Council's engineers and the developer will see the fence between the two lots being removed, the ground levelled and the fence line reinstated. The plans submitted indicate that the ground will be formed at self-supporting gradients within the property to the south. While these earthworks will breach District Plan rule 22.3.3(ii)(b)(iii) in relation to the distance of the top to toe of the fill in relation to the boundary, I am satisfied that there will be no adverse effects on the neighbouring property or road reserve as a result.	
	Stability	**Geotech assessment by**	Not required.	
		Retaining	There is no retaining proposed.	
		Recommendations on cut/batter slopes	The plans submitted indicate that the batter slopes proposed within the lot to the south will be formed at a gradient of 1:3. A condition is recommended to ensure that any batter slopes do not exceed a gradient of 1(V):3(H).	**X**
		Fill certification/specific foundation design required	The plans submitted with the application indicate that there will be areas of fill placed within the potential building areas within the lots. The applicants will need to ensure that the fill is placed in accordance with NZS 4431:1989.An appropriate condition is recommended.	**X**
		Engineers supervision	The fill processes will need to be supervised by a suitably qualified engineer if certification is required. An appropriate condition is recommended.	**X**
	Site Management	**Report reference**	The applicants have provided a site management plan for the works to be completed. I am satisfied that the proposed measures will mitigate any nuisance effects on neighbouring properties. Appropriate conditions are recommended to ensure that the site management is undertaken in accordance with the site management plan submitted in conjunction with the *'Guide to Earthworks in the Queenstown Lakes District'* brochure.	**X**
		Neighbours	I am satisfied that the earthworks are feasible and no adverse effects will result on neighbouring sites.	**X**
		Construction crossing	Not necessary as the contractors yard and stock piles are contained within the site.	

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		Revegetation	An appropriate condition is recommended to ensure all exposed areas are stabilised or re-vegetated at the completion of earthworks.	**X**

NATURAL HAZARDS	**Hazards on or near the site**	The QLDC Hazard Register Maps show the falls within the LIC1 liquefaction hazard category, with an assessed liquefaction risk being "Nil to Low". Based on this hazard category and lack of any obvious site factors which suggest otherwise, I am satisfied that the proposed buildings are unlikely to be at risk of liquefaction in a seismic event and that standard foundations as required under NZS 3604:2011 for timber framed buildings are sufficient. Foundation requirements for the buildings will be addressed under the related building consent and no conditions are necessary. Council's hazards maps also indicate that the site is subject to contamination from an underground tank. I am satisfied that any NES issues as a result of the potential contamination will be addressed in the planners report.	
	Hazard assessment by	A geotechnical report was previously undertaken at the time the land was given the 'Special Zone' status by Opus International Consultants Ltd *'Geotechnical /Natural Hazard Assessment – Three parks Land, Wanaka'* (dated 2007, ref: 6CWM03.46 006DD). The report confirms the site is not at risk from any natural hazards. No conditions are recommended in respect to natural hazards.	

SERVICES	**Existing Services**		A council water main and wastewater main are currently being installed through the site.	
	Water	**Potable**	Council's water supplies are currently being upgraded with the installation of a water main through the site. The water main is currently being extended from Anderson Road along SH84 through the site connecting into the existing water main within Ballantyne Road as part of an agreement between this developer and Council. This water supply will have the capacity to service all of Three parks development. A condition is recommended to ensure each new lot is provided with a water connection.	**X**
		Fire-fighting	There is a fire hydrant located near the entrance of the site within Ballantyne Road that would be available to serve Lots 2, 3 and 8 to 10. Fire hydrants will be required within the new roading network to serve the remainder of lots to be created. The proposed fire hydrants will need to satisfy Class FW4 firefighting water supply in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008 due to the Business Zoning of the subdivision. An appropriate condition is recommended.	**X**
	Effluent Disposal		The developer along with Council is in the process of installing a sewer main to service this site and the Wanaka Sports Facility. I am satisfied that there will be capacity to service the subdivision within this reticulation. An appropriate condition is recommended to ensure that all lots created as part of this subdivision are provided gravity connections.	**X**

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	Stormwater	The following comments were made in the engineering report for the ODP RM140354: *"The applicants are intending to incorporate a Low Impact Design (LID) stormwater system that incorporates the use of the roading network as overland flow paths with wet land areas created in the larger reserve areas. The applicants have confirmed that retention and detention devices such as 'Ecopods' will be incorporated within the stormwater system design for the site. The retention/detention systems will be incorporated within the carriageways of the proposed roads to ensure that the peak flows resulting from a 1 in 100 year rain event are graduated to allow that the stormwater disposal area/wetlands within the reserve areas to cope with the flows rather than become inundated and flood. An appropriate recommendation is proposed to ensure that a Low Impact Design (LID) stormwater system is developed for Three Parks."* The contractors currently working within the site have confirmed in conversation that the site is extremely permeable. Therefore, the applicants are requesting that stormwater is disposed of on-site for all impermeable surfaces. Due to the permeability of the site I accept this as an appropriate solution, and recommend an appropriate consent notice condition. Stormwater disposal from all roads will be made to a series of 'Ecopods' located within the road reserves. I am satisfied that stormwater disposal from the carriageways will be assessed with the carriageway design for the roads. All stormwater overland paths will be redirected via the proposed roading network. I am satisfied that this is acceptable.	**X**
	Power & Telecoms	An email from utility provider Chorus confirms that telecommunications connections can be made available to the lots. A scheme plan indicating the proposed underground electrical layout by utility company Power Line Survey has been provided as confirmation of electricity supply for the lots. Appropriate conditions are recommended to ensure that the lots are provided an electricity and telecommunications supply.	**X** **X**

PROJECT INFORMATION	**Developers Engineering Representative**	There are significant engineering works required to install service connections to all lots and to construct the necessary roading. An appropriate condition is recommended to ensure that the name of the supervising engineering is provided prior to works commencing.	**X**
	Notice of commencement	Not required as the works as construction works are underway.	
	Traffic Management Plan	A traffic management plan will be necessary for all works required within the road reserve in Ballantyne Road. An appropriate condition is recommended.	**X**
	Design Certificates	Design certificates are necessary for this subdivision as there will be infrastructure and roading to be vested to Council. An appropriate condition is recommended.	**X**
	Completion Certificates	Completion certificates will be necessary for all Infrastructure and roading to be vested to Council. An appropriate condition is recommended.	**X**

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	As builts	A condition is recommended to ensure that an asbuilt for all services constructed as part of this subdivision are submitted prior to s224 certification.	**X**

TITLES	**Consent Notices**	There is no consent notice registered on the title of the underlying lot. Conditions are proposed in respect to forming a vehicle crossing at the time a dwelling is constructed and to ensure that all stormwater from permeable surfaces is disposed of onsite.	
	Easements	A condition is recommended to ensure all necessary easements are granted or reserved.	**X**
	Road Names on title plan	As discussed in the roading section of this report, four roads will be created as part of this subdivision. Appropriate conditions are recommended to ensure that the roads are named.	**X**
	Amalgamation Condition	The applicants are proposing to amalgamate Lots 995 (the balance lot) and Lot 997 (future mixed business zone) together to be held in one title.	**X**

RE: ODP CONDITIONS

Engineering

5. *At the time subdivision application is lodged for any stage within the Three Parks Special Zone, all engineering infrastructure shall be designed in accordance with the Queenstown Lakes District Council District Plan, the Three Parks Special Zone rules and the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any subdivision consent.*

   Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz/planning/resource-consents/qldc-land-development-and-subdivision-code-of-practice/

The proposed plans indicate that works will be undertaken in accordance with Council's Code of Practice. A condition is recommended for monitoring purposes.

6. *All land development and subdivision designs shall comply with the following;*

   a) *All roads shall be designed in accordance with QLDC's Land Development and Subdivision Code of Practice, Table 3.2 except where specified elsewhere.*

I am satisfied the proposed roads comply with this condition.

   b) *The proposed design for roading shall illustrate how traffic calming measures have integrated pedestrian facilities, cycling facilities, parking layout and streetscapes into the overall design to achieve the target operating speeds and contribute to the differentiation of the three street typologies. In addition, threshold treatments to the tertiary road network shall be developed to discourage through traffic. The detailed design shall be prepared in consultation with a suitably experienced and qualified traffic engineer and a report submitted by this engineer confirming the designs achieve the target operation speeds.*

No traffic report has been submitted with the application. The general layout of roads was assessed at the time of the ODP. A road safety audit will be required when all drawing are submitted for engineering review, and I am satisfied that any safety issues with the road can be addressed at this stage.

I am satisfied that there are no tertiary roads being created as part of this stage of the subdivision.

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c) *The shared pedestrian and cycle way within the 'Retail' activity area shall be formed to a minimum 2.0 m width.*

The proposed subdivision is not within the retail activity zone and therefore is not applicable.

d) *Provision for bicycle parks shall be made along the mainstreet within the 'Retail' activity zone.*

As above.

e) *Provision for pedestrians and cyclists shall be made within the Riverbank Road legal road reserve adjacent to the site.*

This stage of the proposed subdivision is not located near the Riverbank Road boundary, and therefore, I am satisfied this condition is not applicable. Please note this condition is to be triggered at the time the development forms the proposed accesses from Riverbank Road.

f) *Public Transport stops and routes should be identified in the street design. The provision of bus stops and their design and spacing should comply with the QLDC Bus Stop policy and Guidelines (August 2008).*

Road 1 was identified as being a public transport route at the time of the ODP. The plans submitted do not identify any public transport stops. However, due to the width of the legal road reserves I am satisfied that bus stops could be incorporated into the roading layout at the time public transport becomes available within Wanaka.

g) *Stormwater design within the Three Parks Special Zone shall incorporate Best Practice Low Impact Design measures.*

I am satisfied the proposed stormwater design incorporates LID principals.

h) *Subdivision and development lighting shall be in accordance with Council's road lighting policies and standards, including the Southern Light lighting strategy.*

I am satisfied that lighting will be fully assessed at the time of engineering review and recommend a condition accordingly.

7. *That a T-intersection shall be constructed from SH84 to the Three Parks Special Zone. The design shall include the provision of auxiliary traffic lanes and provision for cyclists and pedestrians.*

I am satisfied that this condition is not applicable to this stage of the development as all access will be gained from Ballantyne Road only.

8. *Traffic monitoring (of user volumes, safety and operation) and modelling of the SH84 T-Intersection (SH84/Main Street) shall be undertaken once the Three Parks development is expected to exceed the traffic flow equivalent of 400 residential dwelling units, being 480 vehicles per hour. If the initial modelling results show the Three Parks Approach (Main Street) to be operating within Level of Service A – D, and the traffic monitoring identifies no safety or operational issues, a new trigger point for further modelling shall be agreed between the developer, QLDC and the NZ Transport Agency.*

As above.

9. *When the Three Parks Approach (Main Street) operational efficiency drops to Level of Service E, or safety or operational issues are identified, the T-intersection with SH84 shall be upgraded to a roundabout intersection. Until the SH84 roundabout intersection is operational any further development of land within the Three Parks Special Zone will require the express written approval of the NZ Transport Agency. The NZ Transport Agency shall not unreasonably withhold approval. When the LOS E trigger has been reached, appropriate and QLDC and NZTA approved warning and guidance signs shall be erected and maintained at the applicants expense until completion of the roundabout construction.*

As above.

10. *The access intersections to the Three Parks Special Zone from SH84, Riverbank and Ballantyne Roads shall be designed and constructed in accordance with the current Austroads design*

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guides. The designs shall include the provision of auxiliary traffic lanes and provision for cyclists and pedestrians.

Access to this stage of the development will be provided from Ballantyne Road. The proposed design incorporates auxiliary lanes and I am satisfied that the proposed design complies with this condition

11. The design of the Main Street/SH84 T-intersection and the final roundabout intersection shall be designed in accordance with current Austroads guidelines. The intersection designs shall be approved by the NZ Transport Agency prior to any intersection construction commencing.

As above.

Open Space and Reserves

12. Prior to s224(c) certification for subdivision of land within the Three Parks Special Zone (excluding boundary adjustments), the applicant shall obtain Council approval for the vesting of recreation reserve land and reserve improvements (where applicable) and shall show that area of land on a subdivision plan. Any vesting of reserve land shall be in general accordance with the Outline Development Plan or as otherwise directed by the Council Committee.

There are no proposed reserve areas associated with this development.

RECOMMENDED CONDITIONS

It is recommended that the following conditions are included in the consent decision:

LANDUSE CONDTIONS FOR EARTHWORKS

General

1. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

   Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz/planning/resource-consents/qldc-land-development-and-subdivision-code-of-practice/

To be completed prior to the commencement of any works on-site

2. Prior to commencing works within the road reserve of Ballantyne Road the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Principal Resource Management Engineer at Council prior to works commencing.

3. The consent holder shall install measures to control and/or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with QLDC's Land Development and Subdivision Code of Practice and The Paterson Pitts Group *'Willowridge Developments Ltd, earthworks Site Management Plan, Three parks Stage 1b & 1c'* (dated 20 January 2016), and in conjunction with the "*A Guide to Earthworks in the Queenstown Lakes District*' brochure, prepared by the Queenstown Lakes District Council.. These measures shall be implemented **prior** to the commencement of any earthworks on site and shall remain in place for the duration of the project, until all exposed areas of earth are permanently stabilised.

4. At least 7 days prior to commencing excavations, the consent holder shall provide the Principal Resource Management Engineer at Council with the name of a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice and who shall supervise the fill procedure and ensure compliance with NZS 4431:1989 (if required). This engineer shall continually assess the condition of the fill procedure.

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To be monitored throughout earthworks

5. No permanent batter slope within the site shall be formed at a gradient that exceeds 1(V):3(H).

6. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.

On completion of earthworks

7. On completion of the earthworks, the consent holder shall complete the following:

   a) On completion of earthworks a suitably qualified engineer experienced in soils investigations shall ensure that certification is provided to the Principal Resource Management Engineer at Council, in accordance with NZS 4431:1989, for all areas of fill within the site on which buildings are to be founded.

   a) All earthworked/exposed areas shall be top-soiled and grassed/revegetated or otherwise permanently stabilised.

   b) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

SUBDIVISION CONDITIONS

General

1. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

   Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz/planning/resource-consents/qldc-land-development-and-subdivision-code-of-practice/

To be completed prior to the commencement of any works on-site

2. The owner of the land being developed shall provide a letter to the Principal Resource Management Engineer at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.

3. Prior to commencing works within the road reserve of Ballantyne Road, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Principal Resource Management Engineer at Council prior to works commencing.

4. Prior to the commencement of any works on the land being developed the consent holder shall provide to the Queenstown Lakes District Council for review and approval, copies of design certificates in the form of Schedule 1A of QLDC's Land Development and Subdivision Code of Practice, specifications, calculations and design plans as is considered by Council to be both necessary and adequate, in accordance with Condition (1), to detail the following engineering works required:

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a) The provision of a water supply to Lots 2, 3 and 5 to 32 in terms of Council's standards and connection policy. This shall include an Acuflo GM9000 as the toby valve. The costs of the connections shall be borne by the consent holder.

b) The provision of a foul sewer connection from Lots 2, 3 and 5 to 32 to Council's reticulated sewerage system in accordance with Council's standards and connection policy, which shall be able to drain the buildable area within each lot. The costs of the connections shall be borne by the consent holder.

c) The provision of fire hydrants with adequate pressure and flow to service the development with a minimum Class FW4 firefighting water supply in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008(or superseding standard). Any alternative solution must be approved in writing by the Area Manager for the Central North Otago branch of the New Zealand Fire Service.

d) The provision of a sealed vehicle crossing that shall be constructed to Lots 3 and 9 to Council's standards.

e) The provision of road lighting in accordance with Council's road lighting policies and standards, including the *Southern Light* lighting strategy. Any road lighting installed on private roads/rights of way/access lots shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on private roads/rights of way/access lots shall be isolated from the Council's lighting network circuits.

f) The formation of roads 1, 18, 19 and 21, in general accordance with the plans submitted with the application to Council's standards. This shall include the provision for stormwater disposal.

g) The formation of intersections with Ballantyne Road and Road 1, Road 1 with Roads 19 and 21, Roads 1 with Road 18 and Road 21 with road 18, in accordance with the latest Austroads intersection design guides. These designs shall be subject to review and approval by Council with any associated costs met by the consent holder.

h) The provision of Design Certificates for all engineering works associated with this subdivision submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.

To be completed before Council approval of the Survey Plan

5. Prior to the Council signing the Survey Plan pursuant to Section 223 of the Resource Management Act 1991, the consent holder shall complete the following:

   a) All necessary easements shall be shown in the Memorandum of Easements attached to the Survey Plan and shall be duly granted or reserved.

   b) The names of all roads, private roads & private ways which require naming in accordance with Council's road naming policy shall be shown on the survey plan.

      [Note: the road naming application should be submitted to Council prior to the application for the section 223 certificate]

Amalgamation Condition

6. The following shall be registered with Land Information New Zealand (CSN XXXXX):

   - *"That Lots 995 & 997 hereon be held in the same Computer Freehold Register"*

To be completed before issue of the s224(c) certificate

7. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:

   a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision/development at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built'

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standards and shall include all Roads (including right of ways and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).

b) The completion and implementation of all works detailed in Condition (3) above.

c) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of an underground electricity supply has been made available (minimum supply of single phase 15kva capacity) to the boundary of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.

d) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone services has been made available to the boundary of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.

8. The submission of Completion Certificates from the Contractor and the Engineer advised in Condition (2) for all engineering works completed in relation to or in association with this subdivision/development (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.

e) The submission of Practical Completion Certificates from the Contractor for all assets to be vested in the Council.

f) All newly constructed foul sewer and stormwater mains shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used and lateral connections shall be inspected from inside the main. The CCTV shall be completed and reviewed by Council before any surface sealing.

g) All signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public or private roads (if any), created by this subdivision.

h) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.

i) On completion of earthworks a suitably qualified engineer experienced in soils investigations shall ensure that certification is provided to the Principal Resource Management Engineer at Council, in accordance with NZS 4431:1989, for all areas of fill within the site on which buildings are to be founded.

j) Any earthworks required for the provision of access and services associated with this subdivision shall be carried out in accordance with the conditions of the Land Use Consent: Earthworks, as outlined above.

k) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Ongoing Conditions/Consent Notices

5. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant to s.221 of the Act.

a) At the time a dwelling is erected on the Lots 1 to 32, the owner for the time being shall engage a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice to design a stormwater disposal system that is to provide stormwater disposal from all impervious areas within the site. The proposed stormwater system shall be subject to the review of the Principal Resource Management Engineer at Council prior to implementation and shall be installed prior to occupation of the dwelling.

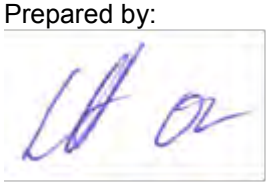
b) At the time a dwelling is constructed the owner for the time being shall construct a sealed vehicle crossing to the site to Council's standards. The design of the vehicle crossing shall be subject to approval by Council under a 'Connection to Council Service Application'. The approval should be obtained and construction of the crossing approved by a Council Inspector prior to occupation of the dwelling.

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Advice Note:

1. This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information please contact the DCN Officer at QLDC.

Prepared by:



Lyn Overton
RESOURCE MANAGEMENT ENGINEER

Reviewed by:



Michael Wardill
RESOURCE MANAGEMENT ENGINEER

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Version: 1, Version Date: 05/07/2020

50

Schedule of Existing Easements in Gross

Purpose	Shown	Document	Grantee
Right to drain sewage	AB & C	9928670.7	QLDC
Right to convey water	AB, AC	9928670.7	QLDC
Right to drain sewage	D & E	RM150371	QLDC
Right to convey and transform electricity	E	RM150371	Aurora Energy Ltd

Memorandum of Easements in Gross

Purpose	Shown	Servient Tenement	Grantee
Right to drain sewage	AA, F & G	Lot 995	QLDC
Right to convey water	AA	Lot 995	QLDC
Right to convey and transform electricity	AA	Lot 995	Aurora Energy Ltd
Right to convey telecommunication and computer media	AA	Lot 995	Chorus NZ Ltd
Right of Way	AA	Lot 995	QLDC

Amalgamation Condition: Lots 995 and 997 be held in the same CFR

SH 84 Wanaka - Luggate Highway

LOT 1 DP 12296

LOT 1 DP 15227

LOT 2 DP 484179

LOT 1 DP 303207

LOT 3 DP 15016

LOT 1 DP 484179

LOT 1 DP471996 (Wanaka Sports Facility)

LOT 2 DP 484179

LOT 1 DP 22134

AC Existing 7.2m wide

AB Existing 7.2m wide

C Existing 3.0m wide

Existing 3.0m wide D

Existing 20.0m wide E

AA 20.0m wide

See Sheet 101 for Areas & Dimensions

3.0m wide F

3.0m wide G

995
87.9120 ha

997

996
To vest in Queenstown Lakes District Council as legal road

Ballantyne Road

Riverbank Road

SEC 48 BLK III

SEC 1 SO 17808

LOT 3 DP 7123

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN: RM160074

Monday, 14 March 2016

WANAKA
19 Reece Crescent
or P.O. Box 283
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Client & Location:
Willowridge Developments
Three Parks Stage B1b
Wanaka

Purpose & Drawing Title:
Scheme Plan of Lots 2, 3, 5-32 and 995-997 Being a Subdivision of Lots 999 and 998 RM150371

Surveyed by:		Original Size: A3	Scale: 1:5000 @ A3
Designed by:			
Drawn by:	sjd		DO NOT SCALE
Checked by:			
Approved by:			
Job No: W3850-2		Sheet No: 100	Revision No: B
			Date Created: 28/10/2015

L:\DATA\3800\3850-1 THREE PARKS STG 1 SUBD\ACAD\SCHEME\W3850-2 THREE PARKS CADASTRAL SCHEME STAGE B1B.DWG

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Version: 1, Version Date: 05/07/2016

51

Lot 995
87.9120ha

Lot 4
RM150371

Lot 1
RM150371

Lot 32
1000m²

Lot 31
1000m²

Lot 30
1000m²

Lot 29
1000m²

Lot 5
1045m²

Lot 6
1045m²

Lot 7
1045m²

Lot 8
1050m²

Lot 2
2920m²

Lot 3
3000m²

Lot 996
18810m²
To vest in
Queenstown Lakes
District Council as
legal road

Lot 997
8790m²

Lot 21
1040m²

Lot 22
1025m²

Lot 23
1025m²

Lot 24
1025m²

Lot 25
1025m²

Lot 26
1025m²

Lot 27
1025m²

Lot 28
1060m²

Lot 20
1035m²

Lot 19
1030m²

Lot 18
1000m²

Lot 17
1000m²

Lot 16
1000m²

Lot 15
1000m²

Lot 14
1045m²

Lot 13
1435m²

Lot 12
1010m²

Lot 11
1395m²

Lot 10
1550m²

Lot 9
2375m²

Ballantyne Road

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM160074

Monday, 14 March 2016

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Client & Location:
Willowridge Developments
Three Parks - Stage B1b

Purpose & Drawing Title:
Scheme Plan of Lots 2, 3, 5-32 and 995-997 Being a Subdivision of Lots 999 and 998 RM150371

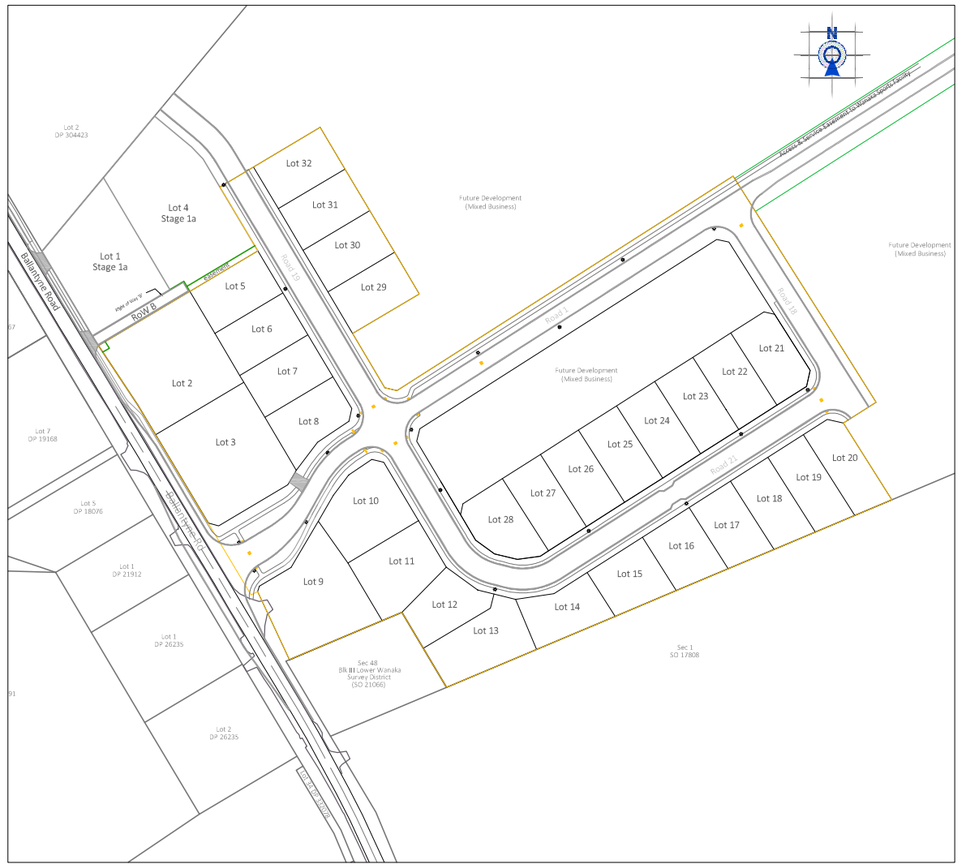
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Drawn by:	sjd		
Checked by:			
Approved by:			
Job No: W3850-2		Sheet No: 101	Revision No: B / Date Created: 28/10/2015

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Version: 1, Version Date: 05/07/2016

THREE PARKS: Stage B1b
30 Commercial Lots
Engineering Drawings



PLAN INDEX

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203	28/08/15		Topsoil reapply / grassing
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302	12/01/16		Road 1/19/21 intersection design vehicle sweep paths
303	12/01/16		Road 1/19/21 intersection check vehicle sweep paths
304	12/01/16		Road 1/18 & Road 21/18 Intersection sweep paths
305	12/01/16		Sight distance plan – ASD
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QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM160074

Monday, 14 March 2016

FOR APPROVAL

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Client & Location:

Willowridge Developments
Three Parks, Wanaka

Purpose & Drawing Title:

Engineering Drawings
Stage B1b
Sheet Index

Surveyed by:	dp	Original Size:	Scale:
Designed by:	bm	A1	NTS
Drawn by:	bm		
Checked by:	sjd		DO NOT SCALE
Approved by:	sjd		
Job No: W3850-2		Sheet No: 100	Revision No: F
			Date Created: 21/01/2016

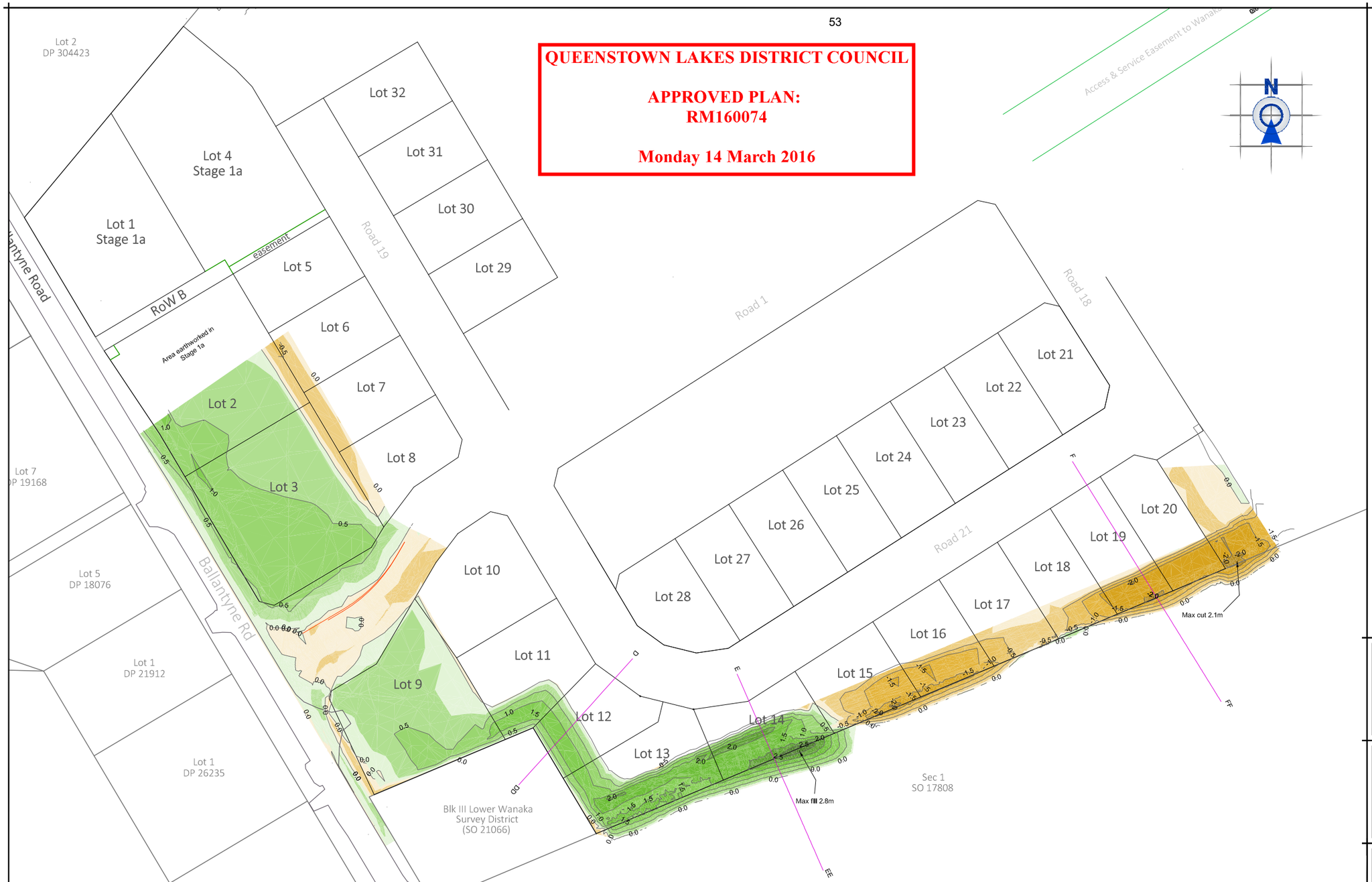
L:\DATA\3800\3850-1 THREE PARKS STG 1 SUBD\ACAD\ENGINEERING\W3850_1 160114 STAGE B1B ENG PLANS REV F.DWG

Document Set ID: 6[illegible]5
Version: 1, Version Date: 09/05/2016

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM160074

Monday 14 March 2016



NOTES

1. The contractor shall be responsible for locating all existing services prior to commencement of works. The contractor shall make good at their own expense any damage to existing services
2. Levels are in terms of Dunedin vertical datum 1958
3. All works are to be installed as per NZS 4404:2010 and QLDC amendments to those standards. Standard drawings are available from the Engineer

LEGEND

- 3.0m +
- 2.5m to 3.0m
- 2.0m to 2.5m
- 1.5m to 2.0m
- 1.0m to 1.5m
- 0.5m to 1.0m
- 0.2m to 0.5m
- CUT 0.0m to 0.2m
- FILL 0.0m to 0.2m
- 0.2m to 0.5m
- 0.5m to 1.0m
- 1.0m to 1.5m
- 1.5m to 2.0m
- 2.0m to 2.5m
- 2.5m to 3.0m
- 3.0m +

Depth contour 0.5m interval
Lot Boundaries
Stage boundaries
A — AA Section views

FOR APPROVAL

Earthworks Data:
Area of earthworks: 1.33Ha
Strip topsoil: 1990m³ (0.15m depth over 1.33Ha)
Fill: 4357m³
Cut: 4118m³
(balance of fill to come from on site stockpiles)
Respread topsoil 150mm depth: 1990m³
Max depth of fill 2.2m
Max depth of cut 2.1m

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Client & Location:

Willowridge Developments
Three Parks, Wanaka

Purpose & Drawing Title:

Engineering Drawings
Stage B1b
Earthworks Cut - Fill

Surveyed by:	dp	Original Size: A1	Scale: 1:1500 @ A3
Designed by:	bm		
Drawn by:	bm		
Checked by:	sjd		DO NOT SCALE
Approved by:	sjd		
Job No: W3850-2		Sheet No: 200	Revision No: D / Date Created: 07/09/2015

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Document Set ID: [illegible]
Version: 1, Version Date: 09/06/2020

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM160074

Monday 14 March 2016

Lot 2 DP 304423
Lot 4 DP 17967
Lot 7 DP 19168
Lot 5 DP 18076
Lot 1 DP 21912
Lot 1 DP 26235
Lot 3 DP 417191
Lot 2 DP 26235
Lot 4 Stage 1a
Lot 1 Stage 1a
Lot 32
Lot 31
Lot 30
Lot 29
Lot 5
Lot 6
Lot 7
Lot 2
Lot 3
Lot 8
Lot 10
Lot 11
Lot 9
Lot 12
Lot 13
Lot 14
Lot 15
Lot 16
Lot 17
Lot 18
Lot 19
Lot 20
Lot 21
Lot 22
Lot 23
Lot 24
Lot 25
Lot 26
Lot 27
Lot 28
Ballantyne Road
RoW B
easement
Blk III Lower Wanaka Survey District (SO 21066)
Lot 1 SO 19808

NOTES

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3. All works are to be installed as per NZS 4404:2010 and QLDC amendments to those standards. Standard drawings are available from the Engineer

LEGEND

- Existing contour major (2m)
- Existing contour minor (0.5m)
- Design contour major (2.0m)
- Design contour minor (0.5m)
- Lot Boundaries
- Stage boundaries

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Client & Location:

Willowridge Developments
Three Parks, Wanaka

Purpose & Drawing Title:

Engineering Drawings
Stage B1b
Existing & Design Contours

Surveyed by:	dp	Original Size:	Scale:
Designed by:	bm	A1	1:1500 @ A3
Drawn by:	bm		
Checked by:	sjd		DO NOT SCALE
Approved by:	sjd		
Job No: W3850-2		Sheet No: 201	Revision No: D
			Date Created: 07/09/2015

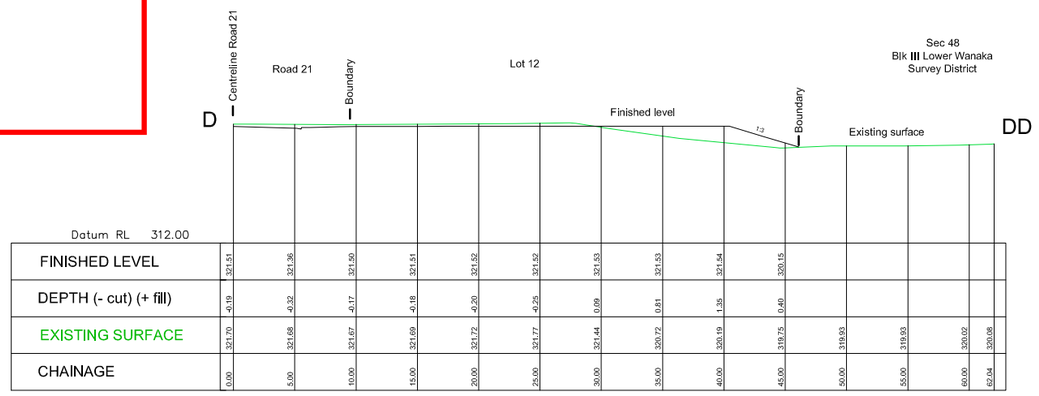
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Document Set ID: [illegible]
Version: 1, Version Date: 08/08/2016

QUEENSTOWN LAKES DISTRICT COUNCIL

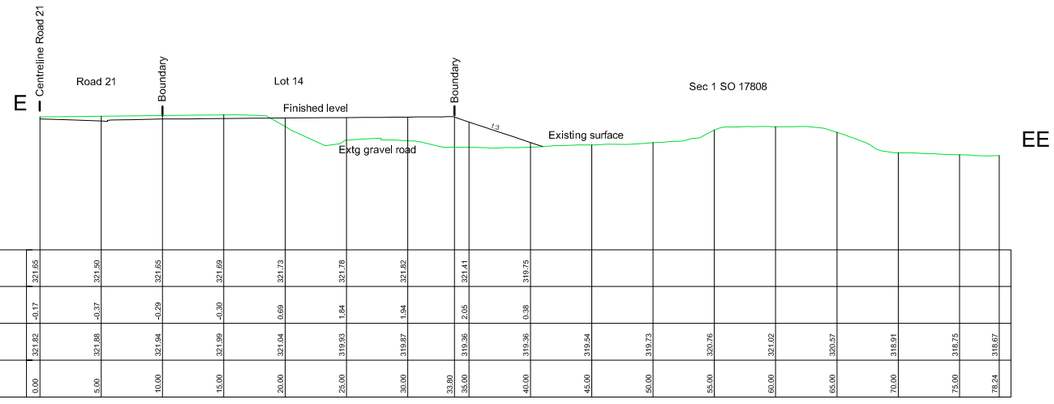
APPROVED PLAN:
RM160074

Monday 14 March 2016



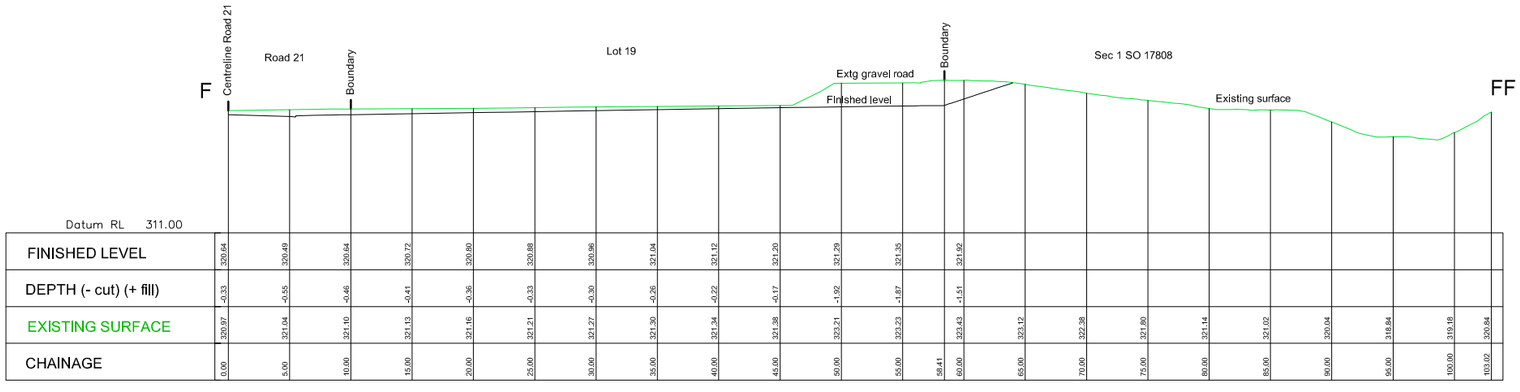
Datum RL 312.00														
FINISHED LEVEL	321.51	321.36	321.50	321.51	321.52	321.52	321.53	321.53	321.54	320.15				
DEPTH (- cut) (+ fill)	-0.19	-0.32	-0.17	-0.18	-0.20	-0.25	0.09	0.81	1.35	0.40				
EXISTING SURFACE	321.70	321.68	321.67	321.69	321.72	321.77	321.44	320.72	320.19	319.75	319.93	319.93	320.02	320.06
CHAINAGE	0.00	3.00	10.00	15.00	20.00	25.00	30.00	35.00	40.00	45.00	50.00	55.00	60.00	62.04

GROUND PROFILE D - DD



Datum RL 311.00																									
FINISHED LEVEL	321.65	321.50	321.65	321.69	321.73	321.78	321.82	321.41	319.75																
DEPTH (- cut) (+ fill)	-0.17	-0.37	-0.29	-0.30	0.69	1.84	1.94	2.05	0.38																
EXISTING SURFACE	321.82	321.88	321.94	321.99	321.04	319.93	319.87	319.36	319.36	319.54	319.73	320.76	321.02	320.57	318.91	318.75	318.67								
CHAINAGE	0.00	5.00	10.00	15.00	20.00	25.00	30.00	33.80	35.00	40.00	45.00	50.00	55.00	60.00	65.00	70.00	75.00	78.24							

GROUND PROFILE E - EE



Datum RL 311.00																																					
FINISHED LEVEL	320.64	320.49	320.64	320.72	320.80	320.88	320.96	321.04	321.12	321.20	321.29	321.35	321.92																								
DEPTH (- cut) (+ fill)	-0.33	-0.55	-0.46	-0.41	-0.36	-0.33	-0.30	-0.26	-0.22	-0.17	-1.92	-1.87	-1.51																								
EXISTING SURFACE	320.97	321.04	321.10	321.13	321.16	321.21	321.27	321.30	321.34	321.38	323.21	322.23	323.43	323.12	322.38	321.80	321.14	321.02	320.04	318.84	319.18	320.84															
CHAINAGE	0.00	5.00	10.00	15.00	20.00	25.00	30.00	35.00	40.00	45.00	50.00	55.00	58.41	60.00	65.00	70.00	75.00	80.00	85.00	90.00	96.00	100.00	103.02														

GROUND PROFILE F - FF

NOTES

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Revisions:
Rev D: Cut fill batters at interface added at 1:3

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Client & Location:

Willowridge Developments
Three Parks, Wanaka

Purpose & Drawing Title:

Engineering Drawings
Stage B1b
Earthworks Section Views

Surveyed by:	dp	Original Size:	Scale:
Designed by:	bm	A1	HZ 1:500 @ A3
Drawn by:	bm		Vert 1:500 @ A3
Checked by:	sjd		DO NOT SCALE
Approved by:	sjd		
Job No: W3850-2		Sheet No: 202	Revision No: D
			Date Created: 07/09/2015

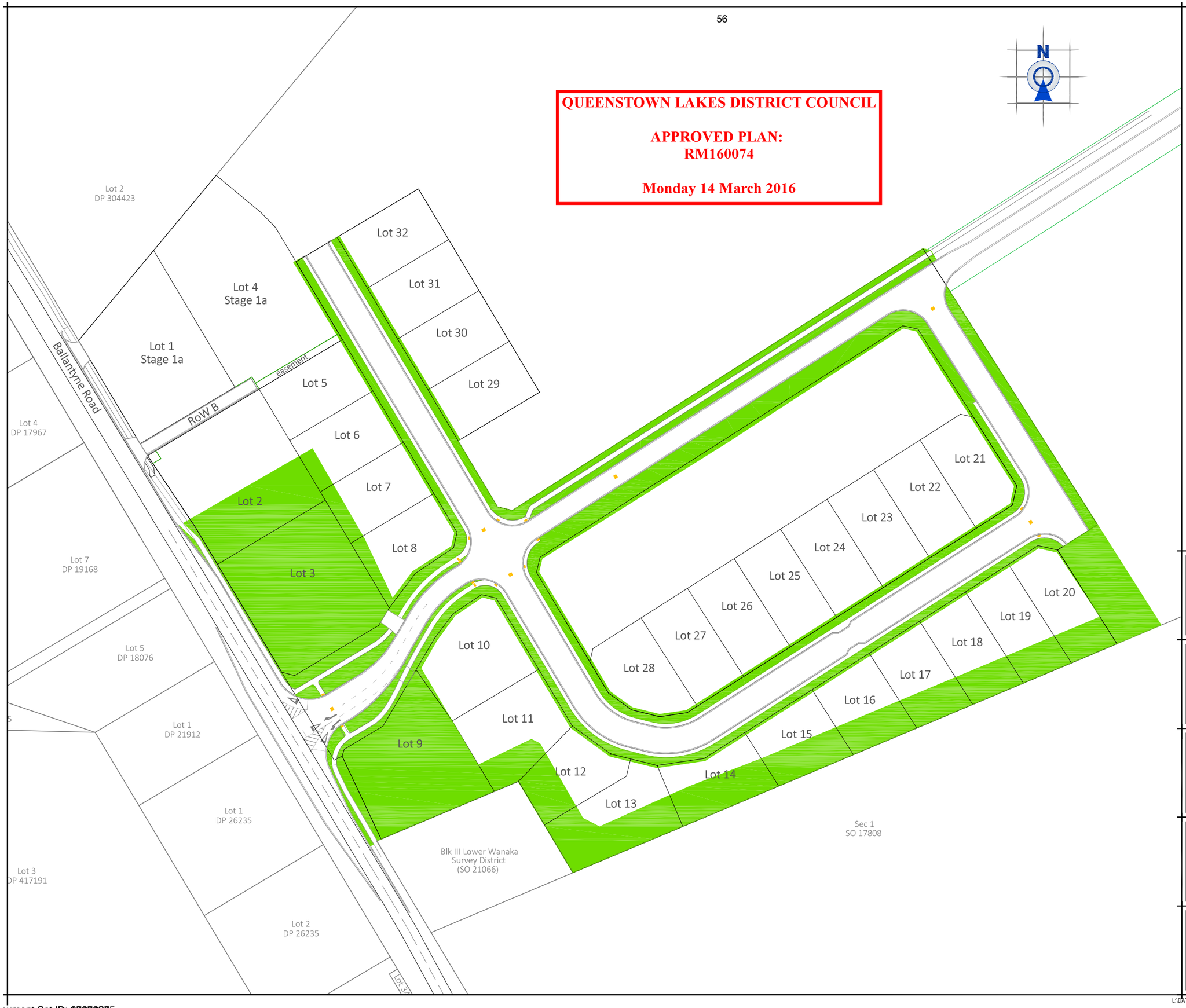
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Document Set ID: [illegible]
Version: 1, Version Date: 08/06/2016

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM160074

Monday 14 March 2016



NOTES

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Client & Location:

Willowridge Developments
Three Parks, Wanaka

Purpose & Drawing Title:

Engineering Drawings
Stage B1b
Topsoil & regrassing

Surveyed by:	dp	Original Size:	Scale:
Designed by:	bm	A1	1:1500 @ A3
Drawn by:	bm		
Checked by:	sjd		DO NOT SCALE
Approved by:	sjd		
Job No: W3850-2		Sheet No: 203	Revision No: C
			Date Created: 20/08/2015

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Document Set ID: 6883895
Version: 1, Version Date: 09/05/2016

TA Approvals

Territorial Authority	Queenstown Lakes District Council TA Certification Division	**TA Reference**	RM160610
Survey Number	LT 500684	**Survey Purpose**	LT Subdivision
Surveyor Reference	W3850-2 Three Parks B1B (jke)	**Land District**	Otago
Surveyor	Kim Marie Botting		
Surveyor Firm	Paterson Pitts Partners (Wanaka) Ltd		
Dataset Description	Lots 2 - 3, 5 - 32, 995 & 996 Being a Subdivision of Lots 998 & 999 DP 489349		

TA Certificates

Pursuant to Section 224(c) Resource Management Act 1991 I hereby certify that some of the conditions of the subdivision consent have been complied with to the satisfaction of the Queenstown Lakes District Council TA Certification Division and that a consent notice has been issued in respect of those conditions that have not been complied with. Dated this 26th day of September 2017 ☑

Signature

Signed by Elizabeth Jane Simpson, Authorised Officer, on 26/09/2017 05:43 PM

Receipt Information

Transaction Receipt Number	11087221
Signing Certificate (Distinguished Name)	Simpson, Elizabeth Jane
Signing Certificate (Serial Number)	1292554438
Signature Date	26/09/2017

***** End of Report *****

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Version: 2, Version Date: [illegible]



QUEENSTOWN LAKES DISTRICT COUNCIL

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DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

NOTIFICATION UNDER s95 AND DETERMINATION UNDER s104

RESOURCE MANAGEMENT ACT 1991

Applicant:	Willowridge Developments Limited
RM reference:	RM150371
Application:	Application under Section 88 of the Resource Management Act 1991 (RMA) for a land use consent to undertake earthworks and subdivision consent to undertake a four lot subdivision with two of the lots to be amalgamated.
Location:	Ballantyne Road, Wanaka
Legal Description:	Lot 2 Deposited Plan 471996 held in Computer Freehold Register 677472
Zoning:	Three Parks Special Zone
Activity Status:	**Non-Complying**
Decision Date:	1 July 2015

SUMMARY OF DECISIONS

1. Pursuant to sections 95A-95F of the RMA the application will be processed on a **non-notified** basis given the findings of Section 6.0 of this report. This decision is made by Adonica Giborees, Senior Planner, on 1 July 2015 under delegated authority pursuant to Section 34A of the RMA.

2. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 108 and Section 220 of the RMA. The consent only applies if the conditions outlined are met. To reach the decision to grant consent the application was considered (including the full and complete records available in Council's electronic file and responses to any queries) by Adonica Giborees, Senior Planner, as delegate for the Council.

Document Set ID: 5
Version: 1, Version Date: 05/08/2015

1. PROPOSAL AND SITE DESCRIPTION

Consent is sought to create two industrial lots, and two balance lots to be amalgamated together, and to undertake associated earthworks.

The applicant has provided a detailed description of the proposal, and the site and locality in Sections 1 - 3 of the report entitled "Three Parks Business Subzone – Subdivision Application (Stage B1a) Revision 1", prepared by Alison Devlin of Willowridge Developments Limited, and submitted as part of the application (hereon referred to as the applicant's AEE and attached as Appendix 2). This description is considered accurate and is adopted for the purpose of this report. It should be noted that the applicant's AEE refers to the subject site as Lot 2 DP 303207, whereas it should correctly be referred to as Lot 2 DP 471996.

A summary of the proposal is outlined below.

Lot 1: 2,750m^2
Lot 4: 4,140m^2
Lot 998: 5920m^2 to be amalgamated with the remainder of the site, being Lot 999 at 93.8 hectares.

The earthworks aspect of the proposal comprises a topsoil stripping of 840m^3, and fill of 1,925m^3, imported from a stockpile within the Three Parks development. A re-topsoil to a depth of 150mm will be undertaken, totalling an additional 840m^3. The maximum depth of fill will be 1.1m, in the southern corner of proposed Lot 1. The earthworks will be undertaken over an area of 5,610m^2.

An access will be created to Lot 1 directly from Ballantyne Road, and access to the rear lot, being Lot 4 will be from a 6m Right of Way (RoW), formed to 5.5m, from Ballantyne Road. The vehicle crossing will be a sealed commercial vehicle crossing constructed to Council standards.

Site History

The site is subject to Designation #376, initially designated under RM120359, and subsequently amended, in terms of size and shape, under RM140723.

RM140706 provided for the subdivision of Willowridge Developments Limited portion of the Wanaka Sports Facility in accordance with Designation #376, and was granted on 20 October 2014.

An application has been received under RM140354 for an Outline Development Plan (ODP). No decision has been issued on this application.

2. ACTIVITY STATUS

2.1 THE DISTRICT PLAN

The subject site is zoned Three Parks (Business Subzone) and the proposed activity requires resource consent for the following reasons:

- A **controlled** activity resource consent pursuant to Rule 15.2.3.2 for subdivision of land which complies with all site and zone standards. Council's control is limited to those particular matters specified in Subdivision Rules 15.2.6 to 15.2.18 being:

  Rule 15.2.6.1 (lot sizes and dimensions);
  Rule 15.2.7.1 (subdivision design);
  Rule 15.2.8.1 (property access);
  Rule 15.2.9.1 (esplanade provision)
  Rule 15.2.10.1 (natural and other hazards);
  Rule 15.2.11.1 (water supply);
  Rule 15.2.12.1 (storm water disposal);
  Rule 15.2.13.1 (sewerage treatment and disposal);
  Rule 15.2.15.1 (energy supply and telecommunications);
  Rule 15.2.16.1 (open space and recreation);

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Version: 1, Version Date: 05/08/2014

Rule 15.2.17.1 (vegetation and landscaping);
Rule 15.2.18.1 (easements).

- A **restricted discretionary** activity pursuant to rule 12.26.3.1(1)(i)(a) in regard to earthworks which sets out a limitation of a total volume of 100m^3 of earthworks. It is proposed to undertake a site strip of 840m^3, and fill of 1,925m^3, imported from a stockpile within Three Parks. A re-topsoil to a depth of 150mm will be undertaken, totalling and additional 840m^3. The area of soil exposed will be over 200m^2. Council's discretion is restricted to this matter.

- A **restricted discretionary** activity pursuant to rule 12.26.3.1(1)(i)(b) in regard to earthworks which sets out a limitation of a maximum area of earthworks to be moved as 200m^2. The area of soil exposed will be 5,610m^2. Council's discretion is restricted to this matter.

- A **restricted discretionary** activity pursuant to rule 12.26.3.1(1)(ii) in regard to height of cut and fill and slope which requires that the vertical height of any cut or fill shall not be greater than the distance of the top of the cut or the toe of the fill from the site boundary. It is proposed to locate the fill across the site boundary onto Council road reserve, therefore the height in relation to boundary rule is also breached. Council's discretion is restricted to this matter.

- A **non-complying** activity resource consent pursuant to Rule 15.2.3.4(xi) for the proposed subdivision which is not in accordance with an approved Outline Development Plan (ODP). An ODP has been submitted to Council for approval, with approval pending.

- A **non-complying** activity pursuant to Rule 15.2.3.4(i) as the proposal breaches zone standard 15.2.6.3(vii) in regard to the creation of rear sites in the Three Parks zone. Proposed Lot 4 will be a rear site.

- A **non-complying** activity pursuant to Rule 12.26.3.1(6)(i) in regard to the creation of rear sites. Proposed Lot 4 will be a rear site.

Overall, the application is considered to be a **non-complying** activity.

2.2 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Based on the applicant's review of Council records, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply.

3. SECTION 95A NOTIFICATION

The applicant has not requested public notification of the application (s95A(2)(b)).

No rule or national environmental standard requires or precludes public notification of the application (s95A(2)(c)).

The consent authority is not deciding to publicly notify the application using its discretion under s95A(1) and there are no special circumstances that exist in relation to the application that would require public notification (s95A(4)).

A consent authority must publicly notify an application if it decides under s95D that the activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(2)(a)).

An assessment in this respect follows.

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Version: 1, Version Date: 05/07/2016

4. ASSESSMENT OF EFFECTS ON THE ENVIRONMENT (s95D)

4.1 MANDATORY EXCLUSIONS FROM ASSESSMENT (s95D)

A: Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).

B: Trade competition and the effects of trade competition (s95D(d)).

4.2 ASSESSMENT: EFFECTS ON THE ENVIRONMENT

Taking into account section 4.1 above, the following assessment determines whether the activity will have, or is likely to have, adverse effects on the environment that are more than minor. Council's resource management engineer, Ms Lyn Overton has also reviewed the application and provided comments below.

The relevant assessment matters are found in Sections 12 – *Three Parks Zone,* and 15 – *Subdivision, Development, and Financial Contributions* of the District Plan and have been taken into considered in the assessment below.

Key assessment matters relating to earthworks require Council to consider any adverse effects arising as a result of the earthworks in terms of environmental protection, visual and landscape amenity, general amenity values, effects on adjoining sites, and impacts on sites of cultural heritage. The assessment below has been made following consideration of these matters.

In regard to subdivision, the relevant assessment matters are found in Sections 15.2.6 to 15.2.19 of the District Plan, and are directly related to the matters of control outlined in Section 2.1 above. The assessment matters have been taken into consideration in the assessment below.

The Assessment of Effects provided at section 7 of the applicant's AEE, is considered accurate. It is therefore adopted for the purposes of this report, however, additional points are discussed below.

Lot Sizes and Dimensions

The proposed lot sizes and dimensions are considered to be appropriate for this site and the intended purpose of the land, being in the Business subzone where a minimum lot size of 1,000m^2 in required. The proposed earthworks would ensure that the proposed lots would be a suitable slope for any future buildings to be located on them. The proposed lots would be compatible with the pattern of development proposed for the Three Parks Zone, and under the ODP. It must be noted that the ODP has not yet been approved, and may be subject to change, however, the proposed subdivision is considered to be in line with what is anticipated to occur in the Business Subzone.

Overall, it is considered that in terms of lots sizes and dimensions, the proposed activity would have no more than a minor effect on the environment.

Subdivision Design

The proposed subdivision is part of a wider development of the Business Subzone within the Three Parks Zone, for which the ODP is currently being assessed. The subject subdivision scheme plan shows that more than 10% of all sites on the plan are 'rear sites', being Lot 4. However, the non-compliance of the rear site is considered to be a technicality, because overall, the total number of 'rear sites' in the Business Subzone will be less than 10% as indicated in the ODP, so that once the remainder of the ODP is implemented, then the subject proposal would no longer be non-compliant. While there is a risk that the ODP is not approved, which could potentially result in more than 10% of rear sites, it is considered highly unlikely that an ODP allowing more than 10% of rear sites to be created would be granted. The application for the ODP will be assessed on its merits in relation to a number of assessment matters which will ensure the subdivision layout and design is considered appropriately.

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Version: 1, Version Date: 05/08/2020

The relationship and size of the proposed lots would be compatible with the remainder of the sites within the Business Sub Zone, located along Ballantyne Road. A shelterbelt of pine trees runs along the western boundary of where proposed Lots 1 and 4 are located, however, even without the trees, the location and orientation of the proposed lots are considered to be compatible within the Three Parks Zone.

The earthworks proposed for the site (see earthworks sections below for further assessment), would be undertaken to create flat sites for future development on the proposed lots, and undertaken so as to avoid or mitigate any adverse effects in terms of the disposal of excess soil. The earthworks would increase the ground level at some points, by up to 1.1m, however this is primarily to build up a hollow which stretches across proposed Lot 1 and Lot 998. Other areas across proposed Lots 1 and 998 would be filled by up to 0.5m, to become more level with proposed Lot 4. This means that while future development of the lots could be built to a higher level than from the original ground level, it is more that the resultant land can more feasibly be built on. Furthermore, the overall level that is raised is considered to be relatively modest, especially when viewed in the context of the subject subdivision within the Three Parks Zone.

Ms Overton recommends an appropriate condition of consent that Lot 998 be amalgamated with Lot 999 to be held in the same Certificate of Title. The amalgamated land is considered to have less than minor effects on the environment.

Overall, in terms of subdivision design, subject to the recommended conditions of consent, it is considered that the proposed activity will have no more than a minor effect on the environment.

Property Access

Ms Overton acknowledges the designs of the accesses to the proposed lots and that the RoW will be formed with a nib kerb on one side, and curb and channel on the other. Stormwater will be made via a sump within the RoW to a soakage pit within Lot 998. Ms Overton recommends a condition of consent to ensure that the final design for RoW and soak pit are submitted for review and certification.

Ms Overton observes that a significant amount of earthworks are to occur within the Council road reserve, along Ballantyne Road. Ms Overton also states that a kerb and channel will be installed along this stretch of Ballantyne Road. Ms Overton notes that in this location, provision will be required for stormwater disposal, and that no parking lines will be installed along the length of kerb and channel. Ms Overton recommends a condition of consent to ensure the full design for the works is submitted for review and certification prior to construction. In addition, Ms Overton states that confirmation will be required from Council's Asset Performance Team that the proposed design within Ballantyne Road is acceptable at the time the submission for review and certification is made.

In terms of sight distances, Ms Overton is satisfied that the District Plan requirements will be upheld. While the vehicle crossing to the RoW will be 5.5m in width, the application states that the vehicle crossing to Lot 1 will be formed as a commercial vehicle crossing, and Ms Overton notes that no width has been specified. Ms Overton recommends a condition of consent to ensure the full details of the vehicle crossing are submitted for review and certification.

Overall, in terms of property access, subject to the recommended conditions of consent, it is considered that the proposed activity would have no more than a minor effect on the environment.

Natural and Other Hazards

Ms Overton notes that a geotechnical report was undertaken for Three Parks by Opus International Limited in 2007. Ms Overton states that the report confirms the site is not at risk from natural hazards.

Ms Overton notes that a geotechnical report has not been supplied with for the stability of the proposed earthworks, but is satisfied in this case that the earthworks are feasible and that any potential adverse effects can be avoided, remedied or mitigated.

Ms Overton raises no other concerns with regard to hazards.

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Overall, it is considered that in terms of hazards, that the proposed activity would have no more than a minor effect on the environment.

Water Supply

Ms Overton states that The Central Machine Hire yards are located within the site, and that it is fully serviced, and that a Council owned wastewater and stormwater main are within the site.

According to Ms Overton, Council's reticulated water supply is available to service proposed Lots 1 and 4, and recommends a condition of consent that a water connection to these sites is provided. Ms Overton is satisfied that Lot 998 being amalgamated with Lot 999 would be connected to an existing water supply.

Ms Overton also observes that fire hydrants are located within Ballantyne Road, and that firefighting water supply would meet New Zealand Fire Service requirements.

Storm Water Disposal

Ms Overton is satisfied that onsite stormwater disposal is feasible, and the applicant has requested an appropriate consent notice is registered on the titles of the properties requiring that a suitably qualified professional design a stormwater disposal system that is to provide disposal from all impervious areas within the site. Ms Overton accepts this, and therefore recommends an appropriate condition of consent.

Sewerage Treatment and Disposal

Ms Overton states that Council's wastewater reticulation is available to connect to, and notes that Lot 998 will not be provided a connection as it is to be amalgamated with the balance lot. Ms Overton also states that it is currently unclear whether a gravity connection will be available to service Lots 1 and 4, and therefore, a pumping connection may need to be provided. Based on an infrastructure design report dated in 3 May 2015, Ms Overton is satisfied that the design report's proposal is appropriate for this subdivision, and recommends conditions to ensure Lots 1 and 4 are provided with a wastewater connection, and that appropriate conditions are registered on the titles of the properties, informing the owners that a gravity connection is not available.

Energy Supply and Telecommunications

Letters have been provided in the application documents confirming that electricity and telecommunications connections can be supplied to the site, from Aurora and Chorus, respectively. Ms Overton recommends appropriate conditions of consent to ensure Lots 1 and 4 are provided connections, and that the balance lots will be provided connections as a requirement for the next stages of the development.

Overall, a condition of consent is recommended by Ms Overton to ensure that an as-built plan for services constructed as part of this subdivision are submitted prior to s224 certification. In addition, as engineering works are required to install service connections and to construct necessary accesses related to the subdivision, Ms Overton recommends a condition of consent that the name of the supervising engineer be provided to Council prior to works commencing on site.

Overall, in terms of services and infrastructure, it is considered that subject to the recommended conditions of consent that the proposed activity would have no more than a minor effect on the environment.

Open Space and Recreation

While the proposed activity does not offer any specified area for open space or recreation, the ODP process anticipates that open space will be provided and the ODP submitted for approval indicates sufficient areas of open space. Overall, therefore, it is considered that the proposed activity would have no more than a minor effect on the environment in terms of open space and recreation.

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Vegetation and Landscaping

As above, while the subject subdivision does not specifically make allowances for landscaping and vegetation, a condition of consent is recommended that the area of earth that has been worked be stabilised or otherwise revegetated upon completion. As above however, the subject subdivision within the Three Parks Zone will be subject to landscaping requirements when future development is undertaken. Overall, in terms of vegetation and landscaping, it is considered that the proposed activity would have no more than a minor effect on the environment.

Easements

Ms Overton notes that a list of the necessary easements is on the scheme plan submitted with the application documents, however, Ms Overton also notes that the infrastructure report by Patterson Pitts Group indicates that the stormwater from the RoW will be disposed of within Lot 998, and that an easement will be necessary to protect the right to drain water. Ms Overton therefore recommends a condition of consent to ensure all necessary easements are granted or reserved.

Associated Earthworks

Ms Overton recommends a condition of consent to ensure that notice of works commencing is provided to Council at least five days prior to the start date of the proposed works, to ensure that all 'prior to' conditions have been met.

Environmental Protection Measures

A site management plan by Patterson Pitts Group has been submitted which addresses matters such as sediment, erosion and dust control. Ms Overton is satisfied that the proposed mitigation measures are appropriate for this site. Ms Overton recommends a condition of consent that the site management plan be enforced by way of condition of consent, and carried out in accordance with Council's "*A Guide to Earthworks in the Queenstown Lakes District*". It is considered that the site management plan, used in conjunction with the Council's Guide would ensure that the earthworks be carried out with environmental protection measures in place.

Overall, it is considered that subject to the recommended conditions of consent that the proposed earthworks would have no more than minor effects on the environment with regard to the appropriate environmental protection measures taken.

Effects on landscape and visual amenity values

Ms Overton notes that fill will be used to raise a hollow area along the south western boundary, but is satisfied that the finished ground level would blend to match the existing levels around the perimeter of the hollow. The applicant proposes in the site management plan, that exposed areas of earthworks be topsoiled and grassed as soon as possible. The resultant earthworks would create a flat site appropriate for future development.

In terms of landscape and visual amenity values, it is considered that with the rehabilitation of the site, and future development, any adverse effects on the environment would likely be no more than minor.

General Amenity Values

The works within the road reserve have the potential to impact on the amenity values of the public in this location. The works in this location would be temporary, and according to the recommended conditions with regard to site management, it is considered that any potential effects on the general public in this regard, would have no more than minor effects. In regard to traffic and pedestrian safety, Ms Overton recommends a traffic management plan be submitted and enforced by way of condition of consent. It is considered that the traffic management plan would avoid, or mitigate any potential effects on the environment, particularly in terms of safety and amenity.

Ms Overton notes the plans submitted with the application indicate that there will be an area of fill placed within the lots that could be constructed on at a later date. The Ms Overton recommends

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appropriate conditions to ensure the fill is placed in accordance with NZS 4431:1989. Ms Overton also notes that all fill processes will need to be supervised by a suitably qualified engineer if certification is required, and recommends an appropriate condition to that effect.

It is considered that with the site management plan, in conjunction with the Council's guide to earthworks, that any noise or dust nuisance can be avoided, remedied, or mitigated. A condition of consent is recommended that a construction crossing be installed prior to works commencing to aid in mitigating any potential deposition of sediment onto surrounding roads to ensure the safety and efficiency of the road network.

Ms Overton also recommends a condition of consent that all exposed areas be stabilised or revegetated at the completion of the earthworks, which is reinforced by the applicant's site management plan.

Subject to the recommended conditions of consent, it is considered that in terms of amenity values, the proposed activity would have no more than minor effects on the environment.

Cultural Heritage

There is no record that the subject site contains Waahi Tapu or Waahi Toaka, nor is the site recorded as an archaeological site. A condition of consent is recommended that should items of archaeological value be discovered that accidently discovery protocol is adhered to. Subject to the recommended condition, it is considered that the proposed activity would have not more than minor effects on the environment in respect to cultural heritage.

4.3 DECISION: EFFECTS ON THE ENVIRONMENT (s95A(2))

Overall the proposed activity is not likely to have adverse effects on the environment that are more than minor.

5.0 EFFECTS ON PERSONS

Section 95B(1) requires a decision whether there are any affected persons (under s95E) in relation to the activity. Section 95E requires that a person is an affected person if the adverse effects of the activity on the person are minor or more than minor (but not less than minor).

5.1 ASSESSMENT: EFFECTS ON PERSONS

The following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor:

Adverse Effects:	**Effects on Persons**
Traffic Generation	Less than minor
Views and Outlook	Less than minor
Land Stability	Less than minor
Safety	Less than minor
Noise	Less than minor

Effects on Adjacent Sites

Ms Overton acknowledges the breach of the District Plan rule with regard to earthworks undertaken in relation to the boundary. In this case, the proposed earthworks would breach the site boundary onto the Council road reserve. Ms Overton is satisfied that there will be no adverse effects relating to ground stability on the neighbouring road reserve as a result of the proposed earthworks.

In addition, as stated above, in terms of the earthworks within the Council road reserve, and in regard to traffic and pedestrian safety, Ms Overton recommends a traffic management plan be submitted and enforced by way of condition of consent. It is considered that the traffic management plan would avoid, or mitigate any potential effects on persons, being the road users and pedestrians, particularly in terms of safety and amenity.

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As discussed above, it is considered that the nature and scale of the proposed earthworks, combined with the appropriate conditions of consent, any amenity values or views onto the site would be maintained so that potential adverse effects on persons would be less than minor.

In terms of the safety and efficiency of the road network, subject to the recommended condition regarding the installation of a construction crossing, it is considered that any effects on persons would be less than minor.

In terms of nuisance, it is considered that appropriate measures have been proposed in the form of a site management plan, and subject to the conditions of consent, any potential adverse effects on persons would likely be less than minor.

In terms of the proposed subdivision, it is considered that the lots sizes and dimensions as well as design are appropriate for the site and the vicinity, and at a scale and level that is anticipated in the Three Parks Zone.

The proposed rear site, being more than 10% of the proposed subdivision would not likely have any impacts on persons. Should the pending ODP be granted, the subject rear site would become compliant. It is considered that even if the ODP were not granted, that owing to Council controls, that any future ODP would not allow more than 10% of the area to have rear sites.

The sites are able to be serviced and subject to the recommended conditions of consent, it is considered that any adverse effects on persons would be less than minor.

Overall, it is considered that any potential adverse effects of the proposed activity on persons would be less than minor.

5.2 DECISION: EFFECTS ON PERSONS (s95B(1))

In terms of Section 95E of the RMA, no person is considered to be adversely affected.

6.0 OVERALL NOTIFICATION DETERMINATION

Given the decisions made above in sections 4.3 and 5.2 the application is to be processed on a non-notified basis.

7.0 S104 ASSESSMENT

7.1 EFFECTS (s104(1)(a))

Actual and potential effects on the environment have been outlined in section 4 of this report. Conditions of consent can be imposed under s108 of the RMA as required to avoid, remedy or mitigate adverse effects.

7.2 RELEVANT DISTRICT PLAN PROVISIONS (s104(1)(b)(vi))

The Operative Plan

The relevant objectives and policies are contained in Section 4 *District Wide Issues – Earthworks*, and Section 12 – *Three Parks Special Zone,* and Part 15 – *Subdivision, Development, and Financial Contributions.*

The Assessment the relevant Objectives and Policies provided at section 6 of the applicant's AEE, is comprehensive and is considered accurate. It is therefore adopted for the purposes of this report. Additional point is outlined below.

The earthworks (relevant objectives and policies identified in Section 4.11 of the District Plan) will be undertaken in a manner that would avoid, remedy or mitigate any potential adverse effects on the environment and on persons. The activity therefore is considered to be consistent with the relevant objectives and policies of the District Plan.

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The District Plan Proposed by Plan Change 49

Plan Change 49 – Earthworks (PC 49) is a Council-initiated Plan Change designed to simplify and streamline the earthworks provisions of the District Plan. PC49 was publicly notified on 2 July 2014, with the summary of decisions requested notified on 24 September 2014. A hearing on the Plan Change is currently adjourned.

Section 86B – 86G of the RMA specifies when a rule in a proposed plan or plan change has legal effect. Section 86A(2) prescribes that a consent authority is not limited in respect of the weighting it gives to objectives, policies, and other issues, reasons, or methods in plans before the plan becomes operative. Therefore it is considered appropriate to assess the relevant objectives and policies of PC49 in relation to the proposal.

The relevant objectives and policies of PC49 have been reviewed. The relevant objectives and policies are related to environmental effects, landscape and visual amenity values, land stability and flooding, cultural heritage and archaeological sites. The proposed earthworks would be undertaken so as to be finished so as to be sympathetic with the natural topography of the site, will not adversely affect land stability or adjoining sites, will not affect water quality, and the site is not identified to have historical/archaeological interest. It is considered therefore that the proposed activity aligns with the relevant objectives an policies of PC49.

Overall the proposal is considered to be consistent with the relevant objectives and policies as proposed to be amended by PC49.

Conclusion

Overall, it is considered that the proposed activity would align with the relevant objective and policy provisions of the District Plan.

7.3 PARTICULAR RESTRICTIONS FOR NON-COMPLYING ACTIVITIES (s104(D))

With respect to the assessment above, the first threshold test for a non-complying activity required under Section 104D has been met in that the application is not considered to create any actual or potential adverse effects which are more than minor in extent.

With respect to the second threshold test under Section 104D it is concluded that the application can pass through the second gateway test given that the proposal is not considered to contrary to the relevant policies and objectives of the District Plan.

On this basis discretion exists to grant consent for this non-complying activity.

7.4 SECTION 106 OF THE RMA

A consent authority may refuse to grant a subdivision consent, or may grant a subdivision consent subject to conditions, if it considers that—

(a) the land in respect of which a consent is sought, or any structure on the land, is or is likely to be subject to material damage by erosion, falling debris, subsidence, slippage, or inundation from any source; or

(b) any subsequent use that is likely to be made of the land is likely to accelerate, worsen, or result in material damage to the land, other land, or structure by erosion, falling debris, subsidence, slippage, or inundation from any source; or

(c) sufficient provision has not been made for legal and physical access to each allotment to be created by the subdivision.

On the basis of the above assessments there is no reason to refuse consent.

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7.5 PART 2 OF THE RMA

It is considered that the proposed activity would avoid or mitigate any potential adverse effects on the environment while providing for sustainable management of resources and is therefore in keeping with the Purpose and Principles of the RMA.

7.6 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA

Consent is **granted** subject to the conditions outlined in *Appendix 1* of this decision report imposed pursuant to Section 108 and Section 220 of the RMA.

8.0 OTHER MATTERS

Local Government Act 2002: Development Contributions

In granting this resource consent, pursuant to the Local Government Act 2002 and the Council's Policy on Development Contributions the Council has identified that a Development Contribution is required. Payment will be due prior to application under the RMA for certification pursuant to section 224(c).

Please contact the Council if you require a Development Contribution Estimate.

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or if all conditions have been met.

This resource consent is not a consent to build under the Building Act 2004. A consent under this Act must be obtained before construction can begin.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of Section 125 of the Resource Management Act 1991.

If you have any enquiries please contact Kate Wasley on phone (03) 441 0499 or email kate.wasley@qldc.govt.nz.

Report prepared by



Kate Wasley
PLANNER

Decision made by



Adonica Giborees
SENIOR PLANNER

APPENDIX 1 - Consent Conditions
APPENDIX 2 - Applicant's AEE

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APPENDIX 1 – CONSENT CONDITIONS

Land Use

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:

   - 'Scheme Plan Lots 1,2, 998 and 999 Being a Subdivision of Lot 2 DP 471996' by Patterson Pitts Group sheet 100 dated 8 May 2015
   - 'Engineering Drawing Stage 1a Earthworks Cut-Fill' sheet 200 dated 5 May 2015
   - 'Engineering Drawing Stage 1a Earthworks Section Views' sheet 202 dated 29 May 2015
   - 'Engineering Drawing Stage 1a Ballantyne Rd Section & Vehicle Crossing Details' sheet 301 dated 30 June 215
   -

   stamped as approved on 30 June 2015

   and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2a. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

2b. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of $100. This initial fee has been set under section 36(1) of the Act.

Engineering

3. All engineering works, including the construction of any retaining walls within the site, shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being New Zealand Standard 4404:2010 with the amendments to that standard adopted on 3 June 2015, except where specified otherwise.

To be completed prior to the commencement of any works on-site

4. Prior to commencing works on site, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Principal Resource Management Engineer at Council prior to works commencing.

5. The consent holder shall install measures to control and/or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with NZS 4404:2004 and the Paterson Pitts Group Ltd *'Earthworks Site Management Plan – Three Parks Stage* 1a' (dated 29 May 2015, Ref W3850-1) and in association with '*A Guide to Earthworks in the Queenstown Lakes District*' brochure, prepared by the Queenstown Lakes District Council. These measures shall be implemented **prior** to the commencement of any earthworks on site and shall remain in place for the duration of the project, until all exposed areas of earth are permanently stabilised.

6. At least 7 days prior to commencing excavations, the consent holder shall provide the Principal Resource Management Engineer at Council with the name of a suitably qualified professional as defined in Section 1.4 of NZS 4404:2004 and who shall supervise the fill procedure and ensure compliance with NZS 4431:1989. This engineer shall continually assess the condition of the fill procedure.

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7. Prior to the commencement of any works on the land being developed the consent holder shall provide to the Queenstown Lakes District Council for review and approval, copies of design certificates in the form of Schedule 1A of NZS 4404:2004, specifications, calculations and design plans as is considered by Council to be both necessary and adequate, in accordance with Condition (**3**), to detail the following engineering works required:

   a) The provision of details of any necessary upgrades to the Ballantyne Road Carriageway. This shall include the details of the proposed kerb and channel and stormwater disposal for the upgrade. The submission shall include written confirmation from Council's Asset Performance Team that the upgrade works are acceptable.

To be monitored throughout earthworks

8. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.

On completion of earthworks

9. On completion of earthworks a suitably qualified engineer experienced in soils investigations shall provide certification to the Principal Resource Management Engineer at Council, in accordance with NZS 4431:1989, for all areas of fill within the site on which buildings are to be founded (if any). Note this will require supervision of the fill compaction by an inspecting engineer as defined in section 3.1 NZS4431:1989 (amendment 1 July 1992).

10. On completion of the earthworks, the consent holder shall complete the following:

    a) All earthworked/exposed areas shall be top-soiled and grassed/revegetated or otherwise permanently stabilised as soon as practicable and in a progressive manner.

    b) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Advice Note

1. Prior approval via a Connection to Council Services for a Temporary Water Take is required if Council's water supply is to be utilised for dust suppression during earthworks. This shall include the use of a backflow prevention device to prevent contamination of Council's potable water supply.

Subdivision Conditions

Engineering

1. All engineering works, including the construction of any retaining walls within the site, shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being New Zealand Standard 4404:2010 with the amendments to that standard adopted on 3 June 2015, except where specified otherwise.

To be completed prior to the commencement of any works on-site

2. Prior to the commencement of any works on site, the consent holder shall provide a letter to the Principal Resource Management Engineer at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this subdivision and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.4 & 1.5 of NZS4404:2004 "Land Development and Subdivision Engineering", in relation to this development.

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3. Prior to commencing works on site, the consent holder shall submit a traffic management plan to the Road Corridor Engineer at Council for approval. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor. All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS on site. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Principal Resource Management Engineer at Council prior to works commencing.

4. Prior to the commencement of any works on the land being developed the consent holder shall provide to the Queenstown Lakes District Council for review and approval, copies of design certificates in the form of Schedule 1A of NZS 4404:2004, specifications, calculations and design plans as is considered by Council to be both necessary and adequate, in accordance with Condition (1), to detail the following engineering works required:

   a) The provision of a water supply to Lots 1 and 4 in terms of Council's standards and connection policy. This shall include an Acuflo GM900 or CM2000 with a removable filter as the toby valve. The costs of the connections shall be borne by the consent holder.

   b) The provision of a foul sewer connection from Lots 1 and 4 to Council's reticulated sewerage system in accordance with Council's standards and connection policy, which shall be able to drain the buildable area within each lot. The costs of the connections shall be borne by the consent holder.

   c) The provision of a sealed vehicle crossing that shall be constructed to Lots 1 and 4 to Council's standards.

   d) The formation of the right of way (B), in accordance with Council's standards. This shall include the provision for stormwater disposal.

   e) The provision of details of any necessary upgrades to the Ballantyne Road Carriageway. This shall include the details of the proposed kerb and channel and stormwater disposal for the upgrade. The submission shall include written confirmation from Council's Asset Performance Team that the upgrade works are acceptable.

   f) The provision of Design Certificates for all engineering works associated within the Ballantyne Road reserve with this subdivision submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the NZS4404 Schedule 1A Certificate.

To be completed before Council approval of the Survey Plan

5. Prior to the Council signing the Survey Plan pursuant to Section 223 of the Resource Management Act 1991, the consent holder shall complete the following:

   a) All necessary easements shall be shown in the Memorandum of Easements attached to the Survey Plan and shall be duly granted or reserved. This shall include the easement indicated on the 'Scheme Plan' and shall include the right to drain stormwater over Lot 998 if required.

Amalgamation Condition

6. The following shall be registered with Land Information New Zealand (CSN XXXXX):

   - *"That Lots 998 & 999 hereon be held in the same Computer Freehold Register"*

To be completed before issue of the s224(c) certificate

7. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:

   a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of ways and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).

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b) The completion and implementation of all works detailed in Condition (4) above.

c) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of an underground electricity supply has been made available (minimum supply of single phase 15kva capacity) to the net area of Lots 1 and 4, and that all the network supplier's requirements for making such means of supply available have been met.

d) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone services has been made available to the net area of Lots 1 and 4, and that all the network supplier's requirements for making such means of supply available have been met.

e) Provide certification to the Principal Resource Management Engineer at Council, in accordance with NZS 4431:1989, for all areas of fill within the site on which buildings are to be founded (if any). Note this will require supervision of the fill compaction by an inspecting engineer as defined in section 3.1 NZS4431:1989 (amendment 1 July 1992).

f) All earthworked/exposed areas shall be top-soiled and grassed/revegetated or otherwise permanently stabilised as soon as practicable and in a progressive manner.

g) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

h) The submission of Completion Certificates from the Contractor and the Engineer advised in Condition (2) for all engineering works completed in relation to or in association with this subdivision (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of a Producer Statement, or the NZS4404 Schedule 1B and 1C Certificate.

Ongoing Conditions/Consent Notices

8. The following conditions of the consent shall be complied with in perpetuity and shall be registered on Lot 1 and 4 by way of Consent Notice pursuant to s.221 of the Act.

   a) At the time a dwelling is constructed on Lots 1 and 4 the owner for the time being will require individual sewage pumps to discharge wastewater to the reticulated network due to the existing ground levels. The lot owner shall be responsible for the installation of such a system and all associated costs.

   b) At the time a building is erected on the lot, the owner for the time being shall engage a suitably qualified professional as defined in Section 1.4 of NZS4404:2004 to design a stormwater disposal system that is to provide stormwater disposal from all impervious areas within the site. The proposed stormwater system shall be subject to the review of Council prior to implementation and shall be installed prior to occupation of the building.

Hours of Operation – Earthworks

9. Hours of operation for earthworks, shall be:
   - Monday to Saturday (inclusive): 8.00am to 6.00pm.
   - Sundays and Public Holidays: No Activity

   In addition, no heavy vehicles are to enter or exit the site, and no machinery shall start up or operate earlier than 8.00am. All activity on the site is to cease by 6.00pm.

Accidental Discovery Protocol

10. If the consent holder:

    a) discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder shall without delay:

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(i) notify Council, Tangata whenua and Heritage New Zealand Pouhere Taonga and in the case of skeletal remains, the New Zealand Police.

(ii) stop work within the immediate vicinity of the discovery to allow a site inspection by the Heritage New Zealand Pouhere Taonga and the appropriate runanga and their advisors, who shall determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.

Any koiwi tangata discovered shall be handled and removed by tribal elders responsible for the tikanga (custom) appropriate to its removal or preservation. Site work shall recommence following consultation with Council, the New Zealand Pouhere Taonga , Tangata whenua, and in the case of skeletal remains, the New Zealand Police, provided that any relevant statutory permissions have been obtained.

b) discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder shall without delay:

(i) stop work within the immediate vicinity of the discovery or disturbance and;

(ii) advise Council, the Heritage New Zealand Pouhere Taonga and in the case of Maori features or materials, the Tangata whenua and if required, shall make an application for an Archaeological Authority pursuant to the New Zealand Pouhere Taonga Act 2014 and;

(iii) arrange for a suitably qualified archaeologist to undertake a survey of the site.

Site work may only recommence following consultation with Council.

Advice Note

1. This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information please contact the DCN Officer at QLDC.

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APPENDIX 2 - APPLICANT'S AEE

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ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

Three Parks Business Subzone

Subdivsion Application

(Stage B1a)

Revision 1

June 2015

WILLOWRIDGE

DEVELOPMENTS LTD

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APPENDICES

A: Certificate of Title and Consent Notice

B: Scheme Plan

C: Existing and Proposed Contours

D: Earthworks Sections

E: Infrastructure Report

F: Three Parks Outline Development Plan

G: Site Management Plan

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Version: 1, Version Date: 05/07/2018

1.0 INTRODUCTION

1.1 This assessment of effects on the environment is prepared in accordance with section 88 and Schedule 4 of the Resource Management Act 1991 (the Act). It accompanies an application by Willowridge Developments Limited (Willowridge) for a subdivision of land within the Three Parks Business Subzone (Three Parks Stage B1a) and consent to breach Zone Standard relating to earthworks.

2.0 SITE DESCRIPTION

2.1 The site is within the Business Subzone of the Three Parks Zone on land legally described as Lot 2 DP 303207. A copy of the Certificate of Title is contained at **Appendix A**.

2.2 The land to be subdivided is located to the south of the site, adjacent to Ballantyne Road. The site is currently relatively flat pasture land with a shelterbelt of pines running along the western boundary. Ballantyne Road runs along the southern boundary.

2.3 Earthworks are currently underway in the remainder of the Zone to form the main north/south road between Ballantyne Road and the Wanaka-Luggate State Highway and to create the building platform for the Wanaka Sports Facilities on land owned by the Queenstown Lakes District Council.

3.0 DESCRIPTION OF ACTIVITY

3.1 Subdivision consent is sought to create 2 industrial lots; Lot 1 comprising 2,750m^2 and Lot 4 comprising 4,140m^2 and two balance lots (Lot 998 and Lot 999) to be amalgamated. A scheme plan of the proposed subdivision is contained at **Appendix B**.

3.2 Access to the front lot will be directly from Ballantyne Road. Access to the rear lot will be via a 6m Right of Way (RoW) from Ballantyne Road. A future stage, Stage 1b, will also require access from the RoW so Lot 998 has been created with an easement over the RoW. Lot 998 is an unserviced lot and will amalgamate with balance lot 999.

3.3 The RoW will have a sealed carriageway of 5.5m wide with a nib kerb on one site and channel on the other. The vehicle crossings will be a sealed commercial vehicle crossings constructed to Council standards.

3.4 Earthworks will be undertaken to fill a significant hollow on the site. Earthworks will consist of:

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- Stripping 840m^3 of topsoil to a stockpile within the wider site;
- Fill of 1,925m^3 to life the Ballantyne Road berm and lot frontages (imported from stockpile within Three Parks);
- Retopsoiling earthworked areas with 150mm minimum depth of topsoil (840m^3);
- All earthworked areas will either be hard surfaced or re-sown with amenity turf lawn seed.

3.5 The maximum depth of fill will be 1.1m in the southern corner of Lot 1 adjacent to the future stage 1b. A topographical showing the existing and design contours is contained at **Appendix C** and cross sections are contained at **Appendix D.**

3.6 Each lot will be provided with an electrical and telecommunication connection from existing supplies in Ballantyne Road. Confirmation of this is contained in the infrastructure report at **Appendix E.**

3.7 Water supply will be taken off the existing Council watermain on the western side of Ballantyne Road and will be installed up the Lot 4 RoW.

3.8 Foul sewer will connect to the existing sewer main on the west side of Ballantyne Road. A consent notice will be registered on each title requiring a pumped wastewater connection be designed by a suitably qualified professional at the time building consent is sought. When stage 1b is constructed a gravity sewer main will be constructed through the site and Lots 1 and 4 will receive gravity connections to the town wastewater reticulation.

3.9 Stormwater disposal will be to ground for both lots. A sump will be installed in the RoW to drain stormwater run-off from the RoW to a soak pit in the Ballantyne Road berm. A condition of consent should require the stormwater disposal system for the RoW be designed at the time of engineering approval. A consent notice will be registered on the title for Lots 1 and 4 requiring owners to engage a suitably qualified professional to design the stormwater disposal system for that lot.

3.10 Overland flow along Ballantyne Road is currently via low areas in the berm and rough swales beside Ballantyne Road. Filling in the berm in front of Lot 1 will block the existing flow at the boundary of Lot 1 and Lot 2 DP304423. Minor filling will redirect this flow into the new kerb and channel to be installed along Ballantyne Road edge of seal. The new kerb and channel extends to midway along the front of future Lot 2, after which the overland flow will revert to the existing swale beside Ballantyne Road. In Stage 1b the kerb will be extended along the full Ballantyne Road frontage.

3.11 Lots 1 and 4 are almost flat with a 1 in 200 slope towards Ballantyne Road. Minimal overland flow will make it to the Ballantyne Road frontage and will then flow along the edge of the berm to the south, past the new Lot 4 vehicle crossing and thence via the existing flow path to the south. The existing overland flow will be reduced by capture of much of the flow by the new sump in the RoW and discharged to the on-site soakage pit.

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3.12 Further details on the proposed services are contained in the infrastructure report contained at **Appendix E**.

4.0 ACTIVITY STATUS

4.1 The site is located with the Business Subzone of the Three Parks Special Zone. Rule 15.2.3.4(xi) sets out that any subdivision in the Three Parks Zone that is not in accordance with an approved Outline Development Plan (ODP) or Comprehensive Development Plan (CDP) shall be a non-complying activity.

4.2 An Outline Development Plan for the Three Parks Zone has been lodged with and is currently being processed by Council. A copy of the overall ODP is contained at **Appendix F**. The proposed subdivision is in accordance with the ODP, however, the ODP has not yet been approved therefore the proposed subdivision is a **non-complying** activity.

4.3 The Zone Standards contained at section 15.2.6.3i(a) set out minimum lot sizes. The minimum lot area for the Three Parks Business Subzone is 1,000m^2. The proposed subdivision complies with the minimum lot size.

4.4 Zone Standard 15.2.6.3vii (and 12.26.3.1 Ref 6 of the Three Parks Special Zone) relate to the creation of rear sites and requires that in any subzone other than the Medium Density Residential Subzone no more than 10% of sites shall be rear sites. The subdivision does create a rear site, however, this is not a rear site when viewed in the context of the overall ODP. For the purposes of this application the activity does not comply with Zone Standard 15.2.63vii.

4.5 Section 14.2.4.2 relates to access and 14.2.4.1i(a) requires that non-residential land uses must have a vehicle crossing of minimum 4.0m and maximum 9.0m. The proposed subdivision complies with this rule.

4.6 The Three Parks Special Zone zone-wide rule 12.26.3.1 Ref 1 relates to earthworks and limits earthworks to a maximum of 100m^3 per site within a 12 month period. The proposed earthworks comprise stripping 840m^3 of topsoil, fill of 1,925m^3 and retopsoiling (840m^3). In terms of cut and fill, the rules require that the vertical height of any cut or fill shall not be greater than the distance of the top of the cut or the toe of the fill from the site boundary. Proposed fill crosses the site boundary and therefore does not comply with this standard. This proposed earthworks exceed the maximum volume, area and cut and fill standards and is therefore a **restricted discretionary** activity.

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5.0 PART 2

5.1 Clause 2(1)(f) of Schedule 4 of the Act requires an assessment against the matters set out in Part 2. Part 2 sets out the purpose and principles.

5.2 The purpose of the Act is to promote the sustainable management of natural and physical resources. Section 5 of the Act defines sustainable management as;

> *managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables communities to provide for their social, economic and cultural well-being and for their health and safety while –*
>
> > *(a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
> >
> > *(b) safeguarding the life supporting capacity of air, water, soil, and ecosystems; and*
> >
> > *(c) avoiding, remedying or mitigating any adverse effects of activities on the environment.*

5.3 The application proposes a 2 lot business subdivision on a site zoned for this purpose. The subdivision is an efficient use of an already-zone piece of land and the business activities enabled by the subdivision will provide for the economic well-being of the community.

5.4 Section 6 of the Act sets out matters of national importance, which need to be recognised and provided for. None of the matters listed are relevant to this application.

5.5 Section 7 lists other matters to which regard should be taken. The following other matters are of relevance to this application:

- the efficient use and development of natural and physical resources;

5.6 The application proposes the efficient use of business zoned land by seeking a subdivision consent to create 2 business lots. There is existing infrastructure along Ballantyne Road to service the proposal and access can also be taken from Ballantyne Road. The proposal is therefore an efficient use of existing infrastructure and services.

5.7 The proposal is considered to be consistent with part 2 of the Act.

6.0 SECTION 104(1)(b)

6.1 Section 104(1)(b) requires that in considering an application for a resource consent a consent authority must have regard to any relevant provisions of:

i. a national environmental standard;

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ii. other regulations;
iii. a national policy statement;
iv. a New Zealand coastal policy statement
v. a regional policy statement or proposed regional policy statement;
vi. a plan or propose plan.

6.2 There are no national policy statements or New Zealand coastal policy statements relevant to this application. The documents that are relevant are considered below.

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health.

6.3 The National Environmental Standard (NES) for Assessing and Managing Contaminants in Soil to Protect Human Health applies to land that is or has been used for a hazardous activity or industry. These activities are listed on the Hazardous Activities and Industries List (HAIL).

6.4 A geotechnical and natural hazards assessment of the site was undertaken by Opus as part of the Three Parks Plan Change. The assessment identified potentially contaminated areas of land where fuels storage has taken place (located at the existing contactors yard). The fuel tank identified will remain on the balance land, is still in use and will continue to be in use after the subdivision has occurred. This is therefore not relevant to this subdivision.

Regional Policy Statement

6.5 The Otago Regional Policy Statement (RPS) was made operative on 1st October 1998.

6.6 Chapter 9 of the RPS relates to the Built Environment. Objective 9.4.1 is to promote the sustainable management of Otago's built environment in order to meet the present and reasonably foreseeable needs of Otago's people and communities; and provide for amenity values; and conserve and enhance environmental and landscape quality; and recognise and protect heritage values. This is supported by policies to promote and encourage efficiency in the development and use of Otago's infrastructure through encouraging development that maximises the use of existing infrastructure while recognising the need for more appropriate technology.

6.7 The proposed subdivision is within an urban area and is consistent with what is anticipated by the District Plan for that site. The site is in an existing business area and not in an area of landscape or heritage value. The proposed subdivision will enable business development, which will help meet the economic needs of the community. There is existing infrastructure in place along Ballantyne Road, which will service the site.

Queenstown Lakes District Plan

6.10 The site is zoned as Three Parks Special Zone in the District Plan. In addition to the Three Parks Special Zone provisions (chapter 12), the District Wide Issues (chapter 4) are also relevant to the application.

6.11 Section 4.9 relates to Urban Growth and objective 2 relates to Existing Urban Areas and Communities and is for urban growth which has regard for the built character and amenity

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values of the existing urban areas and enables people and communities to provide for their social, cultural and economic well-being. The relevant supporting policy seeks to ensure new growth and development in existing urban areas takes place in a manner, form and location which protects and enhances the built character and amenity of the existing residential areas and small townships.

6.12 Objective 8 of the Three Parks Special Zone (and objective 12 of Chapter 15) is for the establishment of a high quality, functional business area which provides for a wide range of light industrial, service and trade-related activities whilst protecting it from residential and inappropriate retail uses. The proposed subdivision will provide for the establishment of service activities, which are anticipated at this location by the District Plan.

6.13 Section 15 relates to subdivision. Objective 1 is for the provision of necessary services to subdivided lots and development in anticipation of the likely effects of land use activities on those lots and within the developments. Policy 1.10 is to ensure that all new lots or buildings are provided with connections to a reticulated water supply, stormwater disposal and/or sewage treatment and disposal system, where such systems are available. The proposed subdivision can be easily serviced by existing infrastructure on Ballantyne Road and will connect to existing reticulated systems. The infrastructure report contained at **Appendix E** provides additional detail relating to servicing.

6.14 Objective 2 is for the cost of services to be met by the subdivider. The applicant will meet the costs of provision of services through development contributions in accordance with the relevant development contributions policy.

6.15 Objective 5 relates to amenity protection and is for the maintenance or enhancement of the amenities of the built environment through the subdivision and development process. The relevant supporting policy seeks to ensure that lot sizes and dimensions provide for the efficient and pleasant functioning of their anticipated land uses, and reflect the levels of open space and density of built development anticipated in each area. The proposed subdivision is in keeping with the business and industrial development along Ballantyne Road and also complies with the rules relating to lots size for the business subzone of the Three Parks Special Zone. The proposed subdivision therefore complies with this objective.

6.16 Objective 8 is for a layout and design that demonstrates best practice in terms of achieving environmental sustainability. The relevant policies seek to:

- ensure, through well-planned layouts, that buildings and open spaces are located and orientated in a way that achieves good solar access;
- require development and subdivision to demonstrate best practice in regard to managing the quantity and quality of stormwater run-off.

6.17 The proposes lot size provides sufficient scope to enable buildings to be orientated for maximum solar gain. Stormwater will be disposed of to ground within both sites, which demonstrates best practice in stormwater management in terms of environmental sustainability.

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6.18 Objective 9 is for an urban structure, well considered building design and other initiatives which, together, help to reduce car use and provide practical alternatives. This two lot subdivision is a small part of the first stage of the Three Parks development. As Three Parks develops the proposed lots will be part of a well-connected urban structure.

6.19 Objective 10 is for a staged development, which keeps pace with the growth of Wanaka and results in a high quality urban area containing a network of open spaces and a mix of compatible uses. The relevant policies seek:

- to avoid development that is not in accordance with the Three Parks Structure Plan or approved Outline Development Plans or Comprehensive Development Plans;
- to ensure development is staged in a manner which results in a logical progression of development, the cost effective provision of infrastructure, an appropriate mix of uses, and a consolidated urban form;
- to ensure that development and subdivision does not occur unless appropriate infrastructure is in place to service it.

6.20 The proposed subdivision is the first stage in the wider Three Parks subdivision. There is existing infrastructure in place to service it and it is in accordance with both the Three Parks Structure plan and the Outline Development Plan, which is with Council in the final stages of processing. The proposed subdivision is therefore appropriately staged and appropriately serviced and will keep pace with the growth of Wanaka.

6.21 Objective 13 seeks a high quality urban fabric, which is consistent with the vision set out in the Wanaka Structure Plan and the subsequent Structure Plan for the Three Parks Zone. The proposed subdivision is consistent with the Wanaka Structure Plan and the Structure Plan for the Three Parks Zone.

6.22 Overall the proposal complies with the relevant objectives and policies of the District Plan.

7.0 ASSESSMENT OF ACTUAL OR POTENTIAL EFFECTS

7.1 The potential effects of the proposed subdivision are effects on servicing, effects relating to earthworks and the effects on the ability to comprehensively develop the Three Parks Special Zone. An assessment against the relevant assessment matters of the District Plan is also required.

Servicing

7.2 There is sufficient capacity in the existing services on Ballanyne Road to service the proposed development. The Infrastructure Report contained at **Appendix E** confirms this. The proposed subdivision will have no adverse effects in terms of servicing.

Earthworks

7.3 The proposed earthworks have the potential to give rise to dust and adverse visual effects. The surrounding environment around the proposed site is generally industrial in character

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and includes such activities as a concrete plant. The surrounding activities are therefore likely to be less sensitive to the effects of earthworks than residential activity.

7.4 In order to mitigate the effects of the earthworks the earthworks will be undertaken over the winter months. Any dust that is generated will be managed with the use of k-lines, water carts and sealing off areas as soon as practical. A site management plan providing details of dust, sediment and erosion control is contained at **Appendix G**.

7.5 While it is considered the effects of the earthworks will be no more than minor, they will be undertaken in an expeditious manner to ensure any effects are temporary.

Comprehensive Development

7.6 The subdivision application comes in advance of an approved ODP for the subzone. At the time of lodging this subdivision application the processing of an ODP for the entire Three Parks Special Zone is almost complete. The proposed subdivision is consistent with the ODP currently being processed by Council and is therefore compatible with the anticipated wider development in the Zone. The application will not have an adverse effect on the ability to develop the remainder of the Zone.

7.7 The subdivision has been lodged in advance of the ODP being approved as new businesses are waiting to develop on the site. Advancing this development in a timely manner will have positive effects for the local economy.

District Plan Assessment Matters

7.8 The following considers the relevant assessment matters of the District Plan.

Rule 15.2.6.4 (lot sizes, averages and dimensions)

7.9 The proposed lots are of a sufficient area to fulfil the proposed business land use and for on-site disposal of stormwater.

7.10 The proposed earthworks will create a flat site suitable for its intended end use for business activity.

7.11 The proposed subdivision is part of a planned wider business subdivision currently being approved as an Outline Development Plan. It is therefore compatible with the future surrounding subdivision in terms of access, layout and servicing.

Rule 15.2.7.3 (subdivision design)

7.12 The proposed subdivision provides lots of sufficient size to enable building layout to take the best solar advantage of the site. The proposed earthworks will create a level site and will be managed so that any adverse effects of the earthworks are avoided or mitigated.

Rule 15.2.8.3 (property access)

7.13 The proposed vehicles crossings to each lot will be constructed to Council Standards and the sealed ROW to Lot 4 will be constructed to an appropriate standard.

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Rule 15.2.10.4 (natural and other hazards)

7.14 The proposed site is not likely to be subject to the effects of any natural or other hazard and the proposed subdivision is not likely to cause any adverse effects on other land as a result of a natural hazard.

Rule 15.2.11.4 (water supply)

7.15 The proposed subdivision will connect to the reticulated water supply to ensure a suitable and secure supply of water for the lots.

Rule 15.2.12.3 (storm water disposal)

7.16 Stormwater for both lots will be disposed of to ground. A consent notice on the title for each lot will require a suitably qualified professional to design a stormwater system for each lot. This will ensure an adequate and appropriate system will be in place for each lot.

Rule 15.2.13.2 (sewerage treatment and disposal)

7.17 The lots will be connected to the reticulated sewerage system, which has adequate capacity. The connections will be designed by a suitably qualified professional at the time of building consent.

Rule 15.2.14.2 (trade waste disposal)

7.18 Any requirements for trade waste disposal will be addressed at the time of building consent for a trade activity on the site.

Rule 15.2.15.2 (energy supply and telecommunications)

7.19 The availability of energy and telecommunications supplies to the lots have been confirmed by suppliers.

Rule 15.2.16.2 (open space and recreation)

7.20 Open space has been provided as part of the wider Three Parks Special Zone development, predominantly through the transfer of land to the QLDC for the sports facilities.

Rule 15.2.17.4 (landscaping and vegetation)

7.21 There is no provision for landscaping as part of the subdivision.

Rule 15.2.18.2 (easements)

7.22 An easement is required to convey telecommunications and computer media, electricity, water, to drain water, to drain sewage and as a right of way. This is shown on the scheme plan in **Appendix B**.

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Version: 1, Version Date: 05/07/2024

8.0 ASSESSMENT OF AFFECTED PERSONS

8.1 Some of the proposed earthworks will take place within the road reserve owned by QLDC. These earthworks comprise the placement of fill to bring the road reserve up to road level. This will improve road safety as well as enabling access to the subdivision across the road reserve. The proposed earthworks will not adversely impact the QLDC but will result in a land improvement. QLDC are therefore not considered to be adversely affected by the activity.

8.2 The proposed subdivision is non-complying as a result of there being no approved ODP for the subzone. An ODP is in the final stages of processing and the proposed subdivision complies with the ODP and the Structure Plan for the Zone. The proposed activity is anticipated at this location and there are not likely to be any persons affected by this proposal.

8.3 Consultation was undertaken with Quinn McIntyre and Blair Devlin of QLDC regarding lodging a subdivision application prior to the ODP being approved.

9.0 CONCLUSION

9.1 The application proposes a business subdivision in the Business Subzone of the Three Parks Special Zone. The application has been lodged in advance of an approved ODP although it is consistent with the ODP currently being processed by Council. The application has been lodged now as new businesses are ready to develop on the site.

9.2 The proposed subdivision is consistent with the relevant statutory framework and will not result in any adverse effects which are more than minor.

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Version: 1, Version Date: 05/07/2018

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM150371

Tuesday, 30 June 2015

Schedule of Existing Easements in Gross			
Purpose	Shown	Document	Grantee
Right to drain sewage	AA, AB, C	9928670.7	QLDC
Right to convey water	AA, AB, AC	9928670.7	QLDC
Right to convey telecommunications & computer media	AA	9928670.8	Chorus NZ Ltd
Right to convey electricity	AA	9928670.9	Aurora Energy Ltd
Right of Way	AA	9928670.7	QLDC

Proposed Memorandum of Easements			
Purpose	Shown	Servient Tenement	Dominant Tenement
Right to convey telecommunications & computer media, right to convey electricity, right to convey water, right to drain water right to drain sewage, right of way	B	Lot 4	Lots 1 & 998

Amalgamation Condition: Lots 998 and 999 be held in the same CFR

SH 84 Wanaka - Luggate Highway

LOT 1 DP 12296

LOT 1 DP 15227

LOT 1 DP 303207

LOT 3 DP 15016

LOT 1 DP 22134

LOT 2 DP 304423

LOT 999
93.8140 ha

Riverbank Road

See Diagram 'A'

1

4

998

Ballantyne Road

SEC 48 BLK III

SEC 1 SO 17808

LOT 3 DP 7123

Diagram 'A' (Not to scale)

Lot 4
4140m²

Lot 1
2750m²

Lot 998
5920m²

LOT 999
93.8150 Ha

WANAKA
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Client & Location:
Willowridge Developments
Three Parks Stage 1a
Wanaka

Purpose & Drawing Title:
Scheme Plan
Lots 1, 2, 998 and 999 Being a Subdivision of Lot 2 DP471996

Surveyed by:		Original Size: A3	Scale: 1:6000 @ A3
Designed by:			DO NOT SCALE
Drawn by:	sjd		
Checked by:			
Approved by:			
Job No: W3850-1	Sheet No: 100	Revision No: B	Date Created: 08/05/2015

L:\DATA\3800\3850-1 THREE PARKS STG 1 SUBD\ACAD\SCHEME\W3850 THREE PARKS CADASTRAL SCHEME STAGE 1A.DWG

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Version: 2, Version Date: 09/07/2020

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM150371

Tuesday, 30 June 2015

NOTES

1. The contractor shall be responsible for locating all existing services prior to commencement of works. The contractor shall make good at their own expense any damage to existing services
2. Levels are in terms of Dunedin vertical datum 1958
3. All works are to be installed as per NZS 4404:2004 and QLDC amendments to those standards. Standard drawings are available from the Engineer

LEGEND

- Area of cut
- Area of fill
- Area of cut or fill less than 250mm
- Depth contour - Fill
- Depth contour - Cut
- Depth Contour - Neutral (depth contours at 0.5m intervals)
- Lot Boundaries
- Stage 1A boundary

FOR APPROVAL

Lot 4

Stage 1a

Lot 1

Lot 5

Stage 1b

Lot 6

Lot 7

Lot 2

Lot 4
DP 17967

AA

BB

0.0

0.5

1.0

Stage 1a earthworks extend to edge of existing seal

Max fill 1.1m

Stage 1a earthworks extend to end of kerb and channel (to be continued in Stage 1b)

End Stage 1a kerb & channel (start of widening)

Area of earthworks: 5610m²
Strip topsoil: 840m³ (0.15m depth)
Fill: 1925m³
Cut: 0m³
Respread topsoil 150mm depth: 840m³
Max fill 1.1m

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Client & Location:

Willowridge Developments
Three Parks, Wanaka

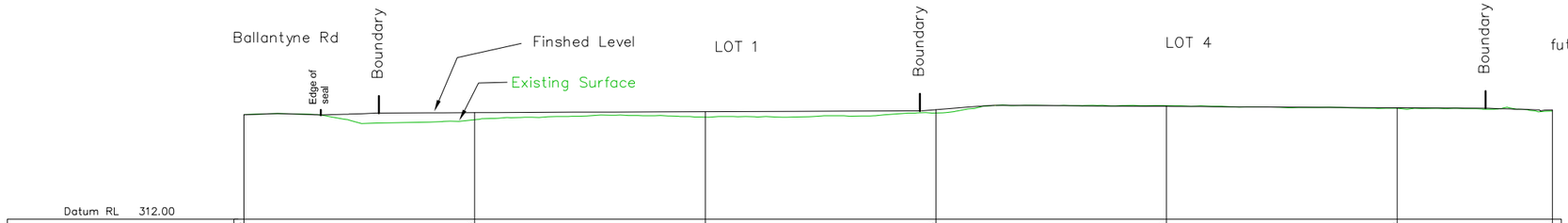
Purpose & Drawing Title:

Engineering Drawings
Stage 1a
Earthworks Cut - Fill

Surveyed by:	dp	Original Size: A1	Scale: 1:500 @ A3
Designed by:	bm		
Drawn by:	bm		DO NOT SCALE
Checked by:	ajd		
Approved by:	ajd		
Job No: W3850-1		Sheet No: 200	Revision No: A
			Date Created: 05/05/2015

L:\DATA\38003850-1 THREE PARKS STG 1 SUB\DIACAD\ENGINEERING\W3850 150505 STAGE 1A ENGINEERING REV B.DWG

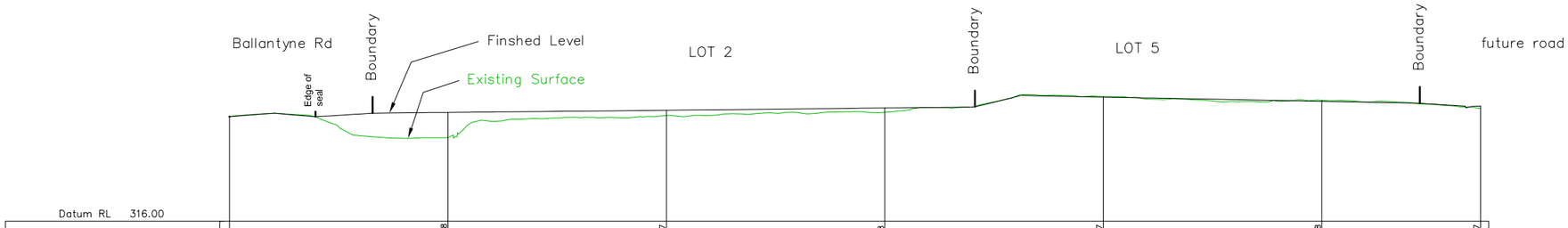
Document Set ID: [illegible]
Version: 2, Version Date: [illegible]



Datum RL 312.00

FINISHED LEVEL	321.04	321.23	321.31	321.48	321.77	321.65	321.46
DEPTH (- cut) (+ fill)	−0.02	0.57	0.36	0.10	−0.08	0.05	−0.09
EXISTING SURFACE	321.06	320.61	320.84	321.21	321.83	321.61	321.37
CHAINAGE	0.00	20.00	40.00	60.00	80.00	100.00	113.46

LONG SECTION A – AA



Datum RL 316.00

FINISHED LEVEL		320.98	321.07	321.18	321.67	321.48	321.27
DEPTH (- cut) (+ fill)		1.14	0.26	0.14	−0.06	0.05	−0.02
EXISTING SURFACE	320.78	319.83	320.83	320.98	321.70	321.53	321.15
CHAINAGE	0.00	20.00	40.00	60.00	80.00	100.00	114.54

LONG SECTION B – BB

NOTES

1. The contractor shall be responsible for locating all existing services prior to commencement of works. The contractor shall make good at their own expense any damage to existing services
2. Levels are in terms of Dunedin vertical datum 1958
3. All works are to be installed as per NZS 4404:2004 and QLDC amendments to those standards. Standard drawings are available from the Engineer

QUEENSTOWN LAKES DISTRICT COUNCIL

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Tuesday, 30 June 2015

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Client & Location:

Willowridge Developments
Three Parks, Wanaka

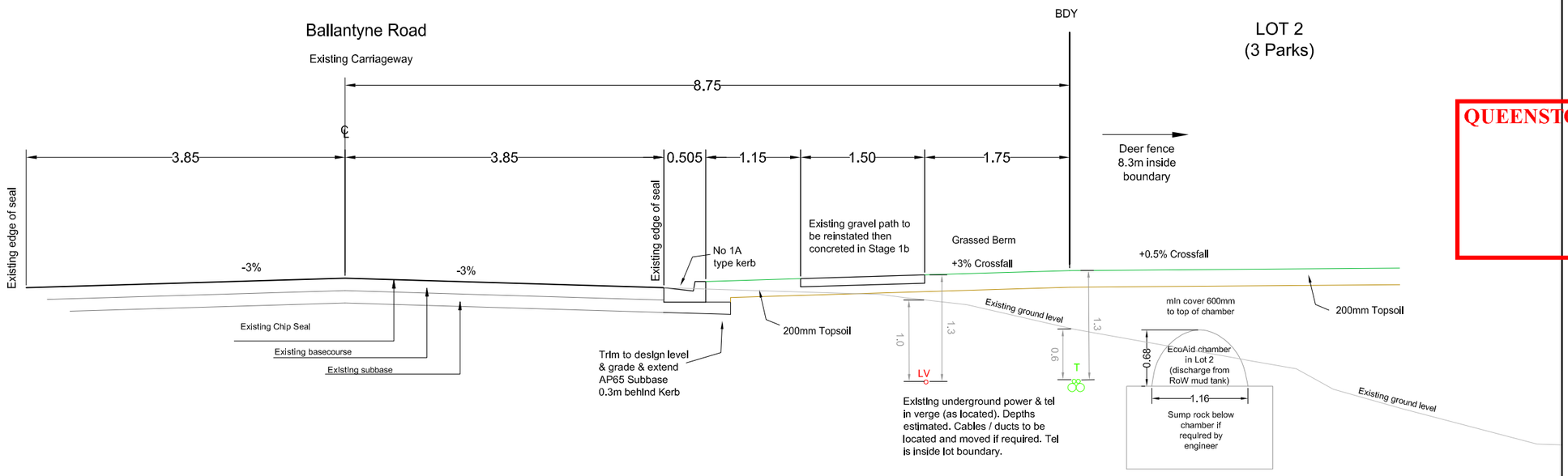
Purpose & Drawing Title:

Engineering Drawings
Stage 1a
Earthworks Section Views

Surveyed by:	dp	Original Size:	Scale:
Designed by:	bm	A1	HZ 1:500 @ A3
Drawn by:	bm		Vert 1:250 @ A3
Checked by:	sjd		DO NOT SCALE
Approved by:	sjd		
Job No: W3850-1		Sheet No: 202	Revision No: A
			Date Created: 29/05/2015

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Version: 1, Version Date: 05/06/2015



Ballantyne Road
Typical Section

SCALE 1:60 @ A3

NOTES

1. The contractor shall be responsible for locating all existing services prior to commencement of works. The contractor shall make good at their own expense any damage to existing services
2. Levels are in terms of Dunedin vertical datum 1958
3. All works are to be installed as per NZS 4404:2004 and QLDC amendments to those standards. Standard drawings are available from the Engineer

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM150371

Tuesday, 30 June 2015

FOR APPROVAL

PATERSONPITTSGROUP
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Client & Location:

Willowridge Developments
Three Parks, Wanaka

Purpose & Drawing Title:

Engineering Drawings Stage 1a
Ballantyne Rd Section &
Vehicle Crossing Details

Surveyed by:	dp	Original Size: A1	Scale: As shown
Designed by:	bm		
Drawn by:	bm		
Checked by:	sjd		
Approved by:	sjd		DO NOT SCALE
Job No: W3850-1		Sheet No: 301	Revision No: B
			Date Created: 30/06/2015

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Version: 1, Version Date: 05/08/2020

TA Approvals

Territorial Authority	Queenstown Lakes District Council TA Certification Division	**TA Reference**	RM150371
Survey Number	LT 489349	**Survey Purpose**	LT Subdivision
Surveyor Reference	W3850 3 Parks 1a (bjm)	**Land District**	Otago
Surveyor	Kim Marie Botting		
Surveyor Firm	Paterson Pitts Partners (Wanaka) Ltd		
Dataset Description	Lots 1, 4, 998 & 999 Being Subdivision of Lot 2 DP 471996		

TA Certificates

Pursuant to Section 224(c) Resource Management Act 1991 I hereby certify that some of the conditions of the subdivision consent have been complied with to the satisfaction of the Queenstown Lakes District Council and that a consent notice has been issued in respect of those conditions that have not been complied with. Dated this 30th day of August 2016 ☑

Signature

Signed by Elizabeth Jane Simpson, Authorised Officer, on 30/08/2016 02:56 PM

Receipt Information

Transaction Receipt Number	10121671
Signing Certificate (Distinguished Name)	Simpson, Elizabeth Jane
Signing Certificate (Serial Number)	1292517577
Signature Date	30/08/2016

***** End of Report *****

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QUEENSTOWN LAKES DISTRICT COUNCIL

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DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

NOTIFICATION UNDER s95 AND DETERMINATION UNDER s104

RESOURCE MANAGEMENT ACT 1991

Applicant:	Willowridge Developments Ltd
RM reference:	RM140706
Application:	Application under Section 88 of the Resource Management Act 1991 (RMA) for a subdivision consent to create a 5.425ha allotment to vest with Council for the Wanaka Sports Facility
Location:	Three Parks, Wanaka
Legal Description:	Lot 2 Deposited Plan 303207 and Part Lot 4 Deposited Plan 15016 held in Computer Freehold Register 12731
Zoning:	Three Parks Special Zone
Activity Status:	**Non Complying**
Decision Date	**20 October 2014**

SUMMARY OF DECISIONS

1. Pursuant to sections 95A-95F of the RMA the application will be processed on a **non-notified** basis given the findings of Section 6.0 of this report. This decision is made by David Wallace, Senior Planner, on 20 October 2014 under delegated authority pursuant to Section 34A of the RMA.

2. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 220 of the RMA. The consent only applies if the conditions outlined are met. To reach the decision to grant consent the application was considered (including the full and complete records available in Council's electronic file and responses to any queries) by David Wallace, Senior Planner, as delegate for the Council.

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1. PROPOSAL AND SITE DESCRIPTION

Subdivision consent is sought to create a 5.425ha allotment to vest with Council for the Wanaka Sports Facility.

The applicant has provided a detailed description of the proposal, the site and locality and the relevant site history in section 2 of the report entitled Sports Facilities Subdivision, Three Parks, Wanaka, prepared by Willowridge Developments Ltd, and submitted as part of the application (hereon referred to as the application report and attached as Appendix 2). This description is considered accurate and is adopted for the purpose of this report.

2. ACTIVITY STATUS

2.1 THE DISTRICT PLAN

The subject site is zoned Three Parks and the proposed activity requires resource consent for the following reasons:

- A **non-complying** activity resource consent pursuant to Rule 15.2.3.4 (xi) for the subdivision of land within the Three Parks Zone which is not in accordance with an approved Outline Development Plan (ODP) or Comprehensive Development Plan (CDP). No ODP's or CDP's have been approved for the Three Parks Zone.

2.2 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

The subject site contains a HAIL site which is a fuel storage facility associated with a historic air strip and more recently a contractor's yard. This site is situated approximately 250m east of the proposed sports facility allotment. The subdivision will not change the use of this piece of land in a way that causes the piece of land to stop being production land. Therefore in accordance with section (5)(8)(d) of the NES, the NES regulations do not apply. Further subdivision consents will follow within the Three Parks Zone that will change the use of the identified HAIL site and at that stage NES requirements will need to be addressed.

3. SECTION 95A NOTIFICATION

The applicant has not requested public notification of the application (s95A(2)(b)).

No rule or national environmental standard requires or precludes public notification of the application (s95A(2)(c)).

The consent authority is not deciding to publicly notify the application using its discretion under s95A(1) and there are no special circumstances that exist in relation to the application that would require public notification (s95A(4)).

A consent authority must publicly notify an application if it decides under s95D that the activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(2)(a)).

An assessment in this respect follows.

4. ASSESSMENT OF EFFECTS ON THE ENVIRONMENT (s95D)

4.1 MANDATORY EXCLUSIONS FROM ASSESSMENT (s95D)

A: Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).

B: Trade competition and the effects of trade competition (s95D(d)).

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4.2 ASSESSMENT: EFFECTS ON THE ENVIRONMENT

Taking into account section 4.1, the following assessment determines whether the activity will have, or is likely to have, adverse effects on the environment that are more than minor.

People and Built Form:

Adverse Effects to consider	**Effects on the Environment**
Character	Less than minor
Density	Less than minor
Views and Outlook	Less than minor
Streetscape	Less than minor
Amenity	Less than minor
Cumulative	Nil
Dominance and Scale	Less than minor
Safety	Nil

The proposed subdivision reflects the layout of the Wanaka Sports Facility Designation (Designation 376 in the District) on land owned by Willowridge Developments Ltd. The Wanaka Sports Facility Designation also extends into North Three Parks and this area of the sports facility is not part of this subdivision and will be incorporated into the proposed allotment at a future time. The Wanaka Sports Facility Designation was recently altered under RM140723 and the proposed allotment replicates this amended designation layout. In this context the proposed allotment reflects an anticipated land use activity that has been approved via a designation process. The designation process for the Wanaka Sports Facility extensively addressed the integration of the sports facility with the Three Parks Zone. Through this process it was concluded that some tension with the urban design concepts underpinning the Three Parks Zone were inevitable however this tension can be avoided or mitigated by:

> *'[i] The location of the Sports Facility within an undeveloped green field site with no established residential amenity values. This will allow the Sports Facility to be established having regard to the eventual uses of the surrounding land and provide flexibility in relation to its integration;*
>
> *[ii] The overall setting of the designation within the future urban area between the commercial core and the Low Density Residential environments within the Three Parks zone where the site has the potential to enhance amenity values for residents by establishing an area of proportionately higher (than medium density housing) green space alongside large-scale commercial activities; and*
>
> *[iii] The planning process required under the zone in relation to the formulation of an outline development plan or a comprehensive development plan prior to any application for land use or subdivision consents required to develop the land. These more detailed plans (which are not currently available) will provide the opportunity for integration of the requirement with the future urban environment. We acknowledge Willowridge's concern that there is, to an extent, a chicken and egg situation that might arise in relation to the relationship between these more detailed plans for the development of the Three Parks zone and the development of the designation; however, we are of the view that the conditions imposed on the designation will ensure that development within the designation is sympathetic to the surrounding environs as this becomes more refined through the planning process'.*

These factors are relevant to the assessment of this subdivision application where further assessment following the subdivision will ensure that development within the proposed allotment integrates sympathetically with the Three Parks Zone. In particular conditions on the designation that require consideration of the sports facility design and how it integrates with the surrounding urban area (Condition 10 of Designation 376).

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Overall, the proposed allotment reflects the layout of an approved designation and in this context any effects in terms of character, density, views and outlook, amenity and dominance as result of the proposed subdivision are likely to be less than minor. The conditions of this designation are considered sufficient to mitigate any effects of the proposed subdivision in terms integration with the Three Parks Zone and in particular the urban design concepts that underpin this zone.

Infrastructure:

Adverse Effects to consider	**Effects on the Environment**
Water Supply	No more than minor
Effluent Disposal	No more than minor
Stormwater Provisions	No more than minor
Energy Supply & Telecommunications	No more than minor

The proposed subdivision is unique in that it does not propose to install any services to the proposed allotment at the time of subdivision. Instead it is proposed to establish easements in favour of QLDC that future services will be installed within. The timing and cost associated with the installation of these services will be directed by an existing private legal agreement between QLDC and Willowridge Developments Ltd. This agreement requires services to be installed to the site within 15 months of subdivision being granted. Title is to be transferred to QLDC within two months of this subdivision consent being granted. Whilst this legal agreement is not binding on any RMA outcomes it is accepted that in this instance it is an appropriate mechanism to manage the timing of the installation of services to this allotment and to ensure the subdivided allotment is fully serviced by the subdivider as is normally the case.

However, it is necessary at this stage to consider the capacity of available services and the arrangement of the proposed easements in respect of the anticipated land use as a sports facility. Resource Management Engineer Ms Lyn Overton has reviewed the proposal and is satisfied that appropriate provision for effluent disposal, power and telecom services can be made available to this site. With respect to potable and fire fighting water Ms Overton has commented:

> *'The applicants intend to create an easement for the right to convey water from Ballantyne Road in favour of Lot 1 over Lot 2, with any future connections coming from the Council water main in Ballantyne Road. Council's Senior Infrastructure Engineer has confirmed that there is not enough capacity within this main to service a 5ha site and that it would be preferable to create an easement to convey water from the SH84 proposed entrance. Council are intending to provide a new 300mm (minimum) water main from the round-about located at the junction of SH84, Anderson Road and Ardmore Street to the proposed entrance to the Three Parks site from SH84. This proposed connection will be connected to a booster pump station located in Link Way and will ensure that there is sufficient water and pressure to service the Three Parks development including the proposed 5.425ha within Lot 1. An appropriate condition is recommended to ensure that an easement for the right to convey water is extended to the SH84 boundary'.*

Based on this engineering advice the proposed water easement (from the sports facility allotment to Ballantyne Road) is not considered adequate as it will not provide a water supply with sufficient water pressure to service the future sports facility. Ms Overton has identified that an easement from Ballantyne Road via the sports facility allotment to State Highway 84 is a suitable solution. This will provide a legal framework to establish a ring main connecting the existing water main in Ballantyne Road to a new water connection scheduled to be established at the entrance to the Three Parks site on State Highway 84. This connection will increase water pressure in the area and allow for a suitable water supply to service the proposed sports facility allotment. This servicing solution is identified as a likely outcome in the legal agreement and provides a mechanism for this to occur. The proposed easement recommended by Ms Overton will follow the alignment of the proposed main on Three Parks Road as set out in the Three Parks Structure Plan. In this respect it will have no impact on Willowridge Development Limited's ability to develop the balance site with services installed under a road alignment being common practise. It is important to also note that the cost of the increased pipe size (over and above a 150mm UPVC water main) to be installed between State Highway 84 and Ballantyne Road will be met by Council in accordance with the terms of the legal agreement.

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Overall, the proposed condition recommended by Ms Overton is accepted and from a RMA perspective it is considered necessary to ensure sufficient water pressure can be supplied to the proposed sports facility allotment recognising its anticipated future land use. This approach is supported by Objective 1 (15.1.3) of Part 15 of the District Plan which states: *'The provision of necessary services to subdivided lots and developments in anticipation of the likely effects of land use activities on those lots and within the developments.* Furthermore, this objective is supported by Policy 1.5 which states *'To ensure water supplies are of a sufficient capacity, including fire fighting requirements, and of a potable standard, for the anticipated land use on each lot or development.* This objective and supporting policy recognise the importance of providing the necessary services to subdivided lots to adequately provide for their anticipated land use.

Ms Overton has recommended that consent notice conditions are established over the sports facility allotment 'alerting' future owners to the fact this lot is not currently serviced with water, effluent disposal, stormwater disposal, power and telecom. Given the future owner of this allotment is QLDC which is secured via a signed legal agreement and this agreement specifies a requirement for Willowridge Developments Limited to install services to this allotment within 15 months of title being issued, the consent notice conditions recommended by Ms Overton are not considered necessary in this instance.

Overall, subject to recommended conditions of consent any adverse effects on the proposal in terms of infrastructure are not likely to be more than minor.

Traffic Generation and Vehicle Movements:

Adverse Effects to consider	**Effects on the Environment**
On-site / On street parking	Less than minor
Driver & Pedestrian Safety	Less than minor
Traffic Generation / Roading Capacity	Less than minor
Vehicle Movements & Noise	Less than minor

Initially it is proposed to access the sports facility allotment via a Right of Way in favour of QLDC onto Ballantyne Road. In line with the servicing arrangement the formation of this Right of Way will follow 15 months after subdivision consent being granted which is a requirement of a legal agreement between Willowridge Developments Ltd and QLDC. Much the same as services it is accepted that in this instance it is an appropriate mechanism to manage the installation of access to this allotment. In reality access via this Right of Way is a temporary measure that will change when further development within the Three Parks Zone is advanced which will allow direct access from the sports facility onto internal roading within the zone. Ms Overton is satisfied that the proposed access easement will provide a sufficient access location into the proposed allotment prior to any future development within the zone.

Much the same as services it is not considered necessary to register a consent notice on the sports facility allotment 'alerting' future lot owners that no physical access has been provided to this site.

In terms of traffic generation, vehicle movements and car parking these were assessed and addressed as part of the designation process and no additional effects beyond that anticipated by the designation will occur as a result of this subdivision.

Overall, any adverse effects on the proposal in terms of traffic generation and vehicles movements are likely to be less than minor.

Natural Hazards:

Adverse Effects to consider	**Effects on the Environment**
Land Stability / Liquefaction	Less than minor
Rock Fall	Less than minor
Flooding	Less than minor

The wider Three Parks Zone contains a concealed fault line. Any effects as a result of this fault line were addressed at the time of the Three Parks Plan Change where it was determined unlikely to result in any adverse effects in terms of future development. This conclusion remains relevant to this subdivision. Land contamination is also identified as a potential hazard for this site. As explained in Section 2.2 above this contamination is sufficiently separated from the sports facility sites to avoid any effects and any future subdivision of the balance land that changes its use from production land will be required to address this potential hazard.

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Overall, any adverse effects on the environment in terms of natural hazards are likely to be less than minor.

4.3 DECISION: EFFECTS ON THE ENVIRONMENT (s95A(2))

Overall the proposed activity is not likely to have adverse effects on the environment that are more than minor.

5.0 EFFECTS ON PERSONS

Section 95B(1) requires a decision whether there are any affected persons (under s95E) in relation to the activity. Section 95E requires that a person is an affected person if the adverse effects of the activity on the person are minor or more than minor (but not less than minor).

5.1 ASSESSMENT: EFFECTS ON PERSONS

The following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor:

Adverse Effects:	**Effects on Persons**
Traffic Generation	Less than minor
Dominance / Privacy	Less than minor
Shading	Less than minor
Amenity / Density	Less than minor
Views and Outlook	Less than minor
Land Stability	Less than minor
Safety	Less than minor
Noise	Less than minor

The proposed subdivision reflects a previously approved designation and a progression of development anticipated by this designation. With the conditions discussed above the subdivision will not compromise the necessary servicing arrangement to this site. The proposed subdivision will not result in any adverse change to the overall character of the site; nor will it reduce surrounding amenity.

For these reasons it is considered that any effects on persons are likely to be less than minor.

5.2 DECISION: EFFECTS ON PERSONS (s95B(1))

In terms of Section 95E of the RMA, no person is considered to be adversely affected.

6.0 OVERALL NOTIFICATION DETERMINATION

Given the decisions made above in sections 4.3 and 5.2 the application is to be processed on a non-notified basis.

7.0 S104 ASSESSMENT

7.1 EFFECTS (s104(1)(a))

Actual and potential effects on the environment have been outlined in section 4 of this report. Conditions of consent can be imposed under s108 of the RMA as required to avoid, remedy or mitigate adverse effects.

7.2 RELEVANT DISTRICT PLAN PROVISIONS (s104(1)(b)(vi))

The relevant objectives and policies are found within *Part 12 – Three Parks* and Part 15 *Subdivision Development & Financial Contributions* of the District Plan.

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The objectives and policies with Part 12 – *Three Parks* strongly supports a sustainable urban development that provides for a range of activities. This approach is supported by a range of objectives and policies that encourages a high quality urban area in terms of both layout and design that will result in a high level of amenity and character. The proposed subdivision reflects the layout of an approved designation and will not result in development that is inconsistent with this anticipated development or any future Outline Development Plan for the site.

The relevant objectives and policies in Part 15 relate to the provision of adequate services, and the protection of amenity values through the subdivision process. While this subdivision process will not result in the installation of services, the subdivision is relatively unique involving the separation of site designated for the Wanaka Sports Facility and the existence of a legal agreement between the applicant and QLDC. This legal agreement will control and ensure the installation of services. With conditions of consent outlined above the proposed subdivision will be provide the legal framework to allow the necessary services to be installed through this legal agreement. The proposed subdivision provides for a progression of development anticipated by the sports facility designation and therefore any amenity effects are likely to be less than minor.

Overall the proposal is considered to be consistent with the relevant provisions of the District Plan.

7.3 PARTICULAR RESTRICTIONS FOR NON-COMPLYING ACTIVITIES (s104(D))

With respect to the assessment above, the first threshold test for a non-complying activity required under Section 104D has been met in that the application is not considered to create any actual or potential adverse effects which are more than minor in extent.

With respect to the second threshold test under Section 104D it is concluded that the application can pass through the second gateway test given that the proposal is not considered to contrary to the relevant policies and objectives of the District Plan.

On this basis discretion exists to grant consent for this non-complying activity.

7.4 PART 2 OF THE RMA

The proposal generally promotes the sustainability of natural and physical resources to meet the needs of future generations and safety. The development will not significantly affect the life supporting capacity of air, water, soil and ecosystems. The proposal can, with the implementation and adherence to appropriate conditions, adequately avoid, remedy or mitigate adverse effects on the environment. The proposal will also facilitate the development of a facility that will cater for the social and cultural wellbeing of the community and this also meets the purpose of the RMA.

7.5 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA

Consent is **granted** subject to the conditions outlined in *Appendix 1* of this decision report imposed pursuant to Section 220 of the RMA.

8.0 OTHER MATTERS

Local Government Act 2002: Development Contributions

In granting this resource consent, pursuant to the Local Government Act 2002 and the Council's Policy on Development Contributions the Council has identified that a Development Contribution may be required. Payment will be due prior to application under the RMA for certification pursuant to section 224(c).

Please contact the Council if you require a Development Contribution Estimate.

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

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The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or if all conditions have been met.

This resource consent is not a consent to build under the Building Act 2004. A consent under this Act must be obtained before construction can begin.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of Section 125 of the Resource Management Act 1991.

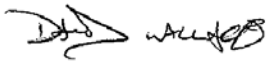
If you have any enquiries please contact Ian Greaves on phone (03) 441 0499 or email ian.greaves@qldc.govt.nz.

Report prepared by



Ian Greaves
SENIOR PLANNER

Decision made by



David Wallace
SENIOR PLANNER

APPENDIX 1 - Consent Conditions
APPENDIX 2 - Application Report
APPENDIX 3 - Engineering Report

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APPENDIX 1 – CONSENT CONDITIONS

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:

   - 'Scheme Plan Lots 1 and 2 DP 471996 Being Subdivision of Lot 2 DP 303207 and Pt Lot 4 DP 15016' Sheet 100 by Paterson Pitts Group dated 22/09/14.
   - 'Scheme Plan Lots 1 and 2 DP 471996 Being Subdivision of Lot 2 DP 303207 and Pt Lot 4 DP 15016' Sheet 101 by Paterson Pitts Group dated 22/09/14.

   stamped as approved on 9 October 2014

   and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

3. All necessary easements shall be shown in the Memorandum of Easements attached to the Survey Plan and shall be duly granted or reserved. This shall include:

   a. A right to convey water over Lot 1 in gross to Council from State Highway 84 through to Ballantyne Road within the alignment of the proposed Three Parks main street collector road (shown on the Three Parks Structure Plan).

   b. All easements indicated on Paterson Pitts Group Ltd *'Willowridge Developments, Three Parks/WSF, Wanaka – Scheme Plan, Lots 1 and 2 DP 471996 Being Subdivision of Lot 2 DP 303207 and Pt Lot 4 DP 15016'* (dated 22/09/2014, job No. W4334 Sheet 100, rev D).

Advice Note

1. A Section 241(2) certificate for the cancellation of the existing amalgamation of Lot 2 DP 303207 and Pt Lot 4 DP 15016, imposed under Deposited Plan 303207 as shown on the Computer Freehold Register 12731 may be required by LINZ in order to facilitate the cancellation of the existing condition for the creation of the new titles.

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APPENDIX 2 - Application Report

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ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

Sports Facilities Subdivision

Three Parks, Wanaka

September 2014

WILLOWRIDGE
DEVELOPMENTS LTD

Document Set ID: 6628955
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APPENDICES

Appendix A Certificate of Title and Consent Notice

Appendix B ODP

Appendix C Scheme Plan

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1.0 INTRODUCTION

1.1 This is an application by Willowridge Developments Limited (Willowridge) for a subdivision of land located at Three Parks, Wanaka. The subdivision relates to land designated by the Queenstown Lakes District Council (QLDC) as suitable for the development of the Wanaka Sports Facilities and an adjacent area of land.

1.2 As required by the section 88 and Schedule 4 of the Resource Management Act 1991 this report includes an assessment of effects on the environment.

2.0 DESCRIPTION OF PROPOSAL

2.1 Site Description and Background

2.1.1 The Three Parks Special Zone is located to the east of the Wanaka town centre; to the south of Mount Iron and the Wanaka-Luggate highway; to the west of the Cardrona River and Riverbank Road and to the north of Ballantye Road and the Ballantyne Road industrial area.

2.1.2 The site is legally described as Lot 2 DP 303207 and Part Lot 4 DP 15016 and has a total area of approximately 100ha. Copies of the Certificate of Title and relevant consent notices are attached as **Appendix A**.

2.1.3 The site was historically used as the Wanaka airport and for deer farming. Currently the site is generally used as grazing land and also accommodates a contractor's yard accessed from Ballantyne Road. Some earthworks have been undertaken in the southern part of the site under earthworks consents RM100513 and RM110526. Earthworks are also currently underway to form access to the subject site.

2.1.4 An Outline Development Plan (ODP) for the majority of the Zone is currently being processed by QLDC. A copy of the ODP is contained at **Appendix B**.

2.1.5 The proposed subdivision relates to an area of land that has been identified by QLDC as being suitable for the development of the Wanaka Sports Facilities. 3.59ha of this land has been designated for Wanaka Sports and Events Facility Purposes (Designation 376). A further 1.835 has been earmarked as being required for the same purpose, although the land has not yet been designated it is identified as sports facilities land in the ODP. A notice of requirement to designate the additional land is currently being prepared.

2.2 Description of Application

2.2.1 Subdivision consent is sought to create a lot of 5.425ha and vest this in the ownership of QLDC. The proposed subdivision is shown on the scheme plan contained in **Appendix C**. The subdivision will be for an unserviced parcel of land. Willowridge has entered into an agreement to provide formed access and servicing to the site as part of the Three Parks development.

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2.2.2 Initially unformed access to the subject site will be provided by way of an easement over the balance lot.

2.2.3 The scheme plan also shows the proposed servicing, which is subject to further agreement between QLDC and Willowridge.

3.0 REASONS FOR APPLICATION

3.1 Rule 15.2.3.4xi of the District Plan provides that any subdivision within the Three Parks Special Zone, which is not in accordance with an approved Outline Development Plan or Comprehensive Development Plan is a **Non-complying** activity. A note in the District Plan states that the intention of this rule is to ensure that an Outline Development Plan is submitted and approved prior to a subdivision consent being applied for.

3.2 An ODP for the majority of the Three Parks Zone has already been lodged and is currently being processed by QLDC. The subdivision area has been shown on the ODP as being for sports facilities. Unfortunately this subdivision required lodging prior to a decision for the ODP being made and therefore the activity status is non-complying. Should the ODP as lodged be approved by QLDC, the status of this application would become Controlled.

3.2 It should also be noted that the majority of the land is designated for sports facilities purposes and a notice of requirement to designate the remainder of the land us due to be served shortly.

4.0 ASSESSMENT OF ACTUAL OR POTENTIAL EFFECTS

4.1 The majority of the site is already designated for sports facilities purposes, so the effects of such an activity at this location are anticipated.

4.2 This is the first subdivision of the Three Parks development. The Three Parks ODP has provided for the sports facilities and provision has been made in the ODP in terms of accessibility, linkages with the rest of the Three Parks Zone and integration with Three Parks recreational and open space. The ODP has been lodged with Council and is currently being processed.

4.3 Servicing of the Three Parks Zone is also being designed in order to service the sports facilities and QLDC and Willowridge have entered into an agreement to provide servicing to the site as well as a formed access.

4.4 The 5.425ha lot created by the subdivision will be transferred to Queenstown Lakes District Council to use for the development of the new Wanaka Sports Facilities. This will provide a positive benefit for the Wanaka community by enabling QLDC to construct a modern sports facility for use by all the community.

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4.5 Overall the subdivision is not likely to result in any more than minor effects.

5.0 STATUTORY ASSESSMENT

5.1 Section 104D of the Resource Management Act provides that a consent authority may grant a resource consent for a non-complying activity only if it is satisfied that either the adverse effects on the environment will be minor or that the application is for an activity that will not be contrary to the objectives and policies of the objective and policies of any relevant or proposed plan.

5.2 Section 4 of this report determines that the effects of the proposal on the environment will be no more than minor therefore the test set out in section 104D is fulfilled. However, in the interests of completeness, this section considers the proposal against the relevant objectives and policies of the District Plan.

5.3 Section 14 of the District Plan relates to subdivision, development and financial contributions. Objective 1 is for the provision of necessary services to subdivided lots and developments in anticipation of the likely effects of land use activities on those lots and within developments.

5.4 The allotment to be created through this subdivision will, in the first instance, be unserviced. The lot sits within the wider Three Parks development and Willowridge has given Council an undertaking to provide the necessary servicing as part of the first stage of the Three Parks development. Willowridge is working closely with Council to achieve this.

5.5 The services that are provided will be sufficient to meet the needs of the proposed use of the site.

5.6 Objective 10 relates specifically to the Three Parks Zone and is for staged development which keeps pace with the growth of Wanaka and results in a high quality urban area containing a network of open spaces and a mix of compatible uses. This is part of the first stage of Three Parks and will enable the new sports facilities, for which there is an outstanding need in Wanaka. The sports facilities will be integrated into the Three Parks network of open space. The proposal is consistent with this objective.

National Environmental Standard for Assessing and Managing Contaminants in Soil

5.7 The National Environmental Standard for Assessing and Managing Contaminants in Soil (NES) applies to land that is or has been used for a hazardous activity or industry. These activities are listed on the Hazardous Activities and Industries List (HAIL).

5.8 A geotechnical investigation carried out by Opus for the Three Parks plan change identified potentially contaminated areas of land where fuels storage has taken place. The fuel tank identified will remain on the balance land, is still in use and will continue to be in use after the subdivision has occurred. This is therefore not relevant to this subdivision.

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5.9 No hail activity has taken place on the smaller parcel of land to be created by the subdivision.

6.0 CONCLUSION

6.1 The application seeks subdivision consent to create a 5.425ha parcel of land within the Three Parks Zone. The allotment created will be transferred to Council for development of the Wanaka Sports Facilities, which is a critical asset for the community.

6.2 The application is non-complying as it precedes the approval of the first ODP. The ODP is currently being processed by QLDC and shows the sports facilities area. If the ODP is approved this application will become a controlled activity.

6.3 Although the subdivision will create an unservices parcel of land, Willowridge has given Council an undertaking to provide services as part of the first stage development of the Three Parks Zone.

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APPENDIX 3 - Engineering Report

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QUEENSTOWN LAKES DISTRICT COUNCIL

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ENGINEERING REPORT

TO: **Ian Greaves**

FROM: **Lyn Overton**

DATE: **8/10/2014**

APPLICATION DETAILS	
REFERENCE	**RM140706**
APPLICANT	**Three Parks Wanaka**
APPLICATION TYPE & DESCRIPTION	Subdivision consent is sought for a two Lot subdivision.
ADDRESS	Ballantyne Road.
ZONING	Three Parks Special Zone
LEGAL DESCRIPTION	Lot 2 DP 303207 and Pt Lot 4 DP 15016
SITE AREA	100.5088ha
ACTIVITY STATUS	Non Complying

Application	**Reference Documents**	Stakeholders Deed between Willowridge Developments Ltd and Queenstown Lakes District Council.
	Previous Relevant Consents	RM100513 - Earthworks consent RM110526 – Earthworks consent. RM140354 – Outline Development Plan for Three Parks is currently being processed.
	Date of site visit	Familiar with the site.

Location Diagram



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Comments		
	Existing Use	The site contains rural pasture land and the Central Machine Hire Ltd yards.
	Neighbours	None immediately adjacent.
	Topography/Aspect	The land is rolling.
	Water Bodies	Nil.

ENGINEERING			COMMENTS	Condition
TRANSPORT		**Means of Access**	**Access** Access to the site can be gained from Ballantyne Road, Riverbank Road or Wanaka-Luggate Highway (SH84). Proposed Lot 1 is to be accessed via a right of way from Ballantyne Road. As part of this subdivision the applicants do not intend to create the access road as the intention at this stage is for the road to be formed as part of the future subdivision. The applicants are in the process of undertaking earthworks to create an access that links Ballantyne Road to the SH84. These works were granted under RM100513 and RM110526. This link road is proposed as part of the Three Parks Subdivision, and the Outline Development Plan is currently being assessed under RM140354. The proposed road follows the link road indicated on the structure plan on page 12-169 of the District Plan. The application states, "*Willowridge has entered into an agreement to provide formed access and servicing to the site as part of the Three Parks development.*" This agreement requires the access road to be constructed within 15 months of this consent being granted and the services within 24 months of the consent being granted. An appropriate consent notice is recommended to alert the owners that no physical access has been provided to the site.	
SERVICES		**Existing Services**	The site is currently serviced by a private water supply from an on-site water bore. The existing contractors' yards are supplied with telecommunications and electricity. There is also a Council wastewater main traversing the site.	

	Water	**Potable**	The applicants intend to create an easement for the right to convey water from Ballantyne Road in favour of Lot 1 over Lot 2, with any future connections coming from the Council water main in Ballantyne Road. Council's Senior Infrastructure Engineer has confirmed that there is not enough capacity within this main to service a 5ha site and that it would be preferable to create an easement to convey water from the SH84 proposed entrance. Council are intending to provide a new 300mm (minimum) water main from the round-about located at the junction of SH84, Anderson Road and Ardmore Street to the proposed entrance to the Three Parks site from SH84. This proposed connection will be connected to a booster pump station located in Link Way and will ensure that there is sufficient water and pressure to service the Three Parks development including the proposed 5.425ha within Lot 1. An appropriate condition is recommended to ensure that an easement for the right to convey water is extended to the SH84 boundary. Whilst Lot 1 is expected to become the property of QLDC this has not occurred yet so there is still the possibility that it may become owned by another party, therefore I recommend a consent notice be registered on the title of Lot 1 to alert future owners to the fact that this lot is not currently serviced with potable water and any future development or subdivision will require services to be installed plus confirmation of minimum flows and pressures as defined under QLDC amendments to NZS4404:2004.	**X** **X**
		Fire-fighting	I am satisfied that fire fighting supplies to the lot can be addressed at the time the water supply is installed and both lots are further developed. No conditions are proposed in relation to fire fighting.	
	Effluent Disposal		The applicants intend to create an easement for the right to drain sewage in favour of lot 1 over Lot 2. This easement will be linked to the existing Council wastewater main within the lot. As mentioned above the applicants have an agreement with Council to install the services at the time Lot 2 is further developed. An appropriate consent notice is recommended to alert the owners that no connection has been provided to the site.	**X**
	Stormwater		Stormwater disposal is to be made on-site. No 'Site and Soil assessment' has been submitted for the site to confirm feasibility. However due to the size of the site and the knowledge that Lot 1 will be used as a sports centre I am satisfied that a solution for on-site disposal will be possible. I recommend a consent notice be registered on the title of Lot 1 to alert future owners to the fact that his lot is not serviced with Stormwater reticulation and that an on-site stormwater system will need to be designed by a suitably qualified engineer. I am satisfied that stormwater disposal for Lot 2 will be addressed at the time the Three Parks development is progressed.	**X**

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	Power & Telecoms	No confirmation from the utility providers has been provided to confirm whether telecommunications or an electricity supply can be made available to the site. An easement is to be provided for these services from Ballantyne Road to Lot 1. The applicants are to provide the services to the site as part of the legal agreement. I recommend a consent notice be registered on the title of Lot 1 to alert future owners to the fact that these lots are currently not provided with power and telecommunication connections and any future development or subdivision will require services to be installed.	**X**

TITLES	**Consent Notices**	Conditions on consent notice 5112262.2 relate to providing fire fighting water supply and on-site wastewater disposal system at the time a dwelling is constructed. I am satisfied that these conditions have no bearing on this report.	
	Easements	A condition is recommended to ensure all necessary easements are granted or reserved.	**X**
	Road Names on title plan	No roads are being created as part of this subdivision.	
	Amalgamation Condition	The applicants are intending to subdivide Lot 2 DP 303207 into 2 lots. This lot is currently held together with Pt Lot 4 DP 15016 on Computer Freehold Register (CFR) 12731. Therefore there is a requirement to de-amalgamate these two lots. New Lot 2 will then need to be amalgamated to Pt Lot 4 DP 15016. Appropriate amalgamation conditions are recommended.	**X**

RECOMMENDED CONDITIONS

It is recommended that the following conditions are included in the consent decision:

General

1. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being New Zealand Standard 4404:2004 with the amendments to that standard adopted on 5 October 2005, except where otherwise agreed by Council.

To be completed before Council approval of the Survey Plan

2. Prior to the Council signing the Survey Plan pursuant to Section 223 of the Resource Management Act 1991, the consent holder shall complete the following:

   a) All necessary easements shall be shown in the Memorandum of Easements attached to the Survey Plan and shall be duly granted or reserved. This shall include the provision of a right to convey water in gross from SH84 in favour of Lot 1 over Lot 2, and include the easements indicated on Paterson Pitts Group Ltd *'Willowridge Developments, Three Parks/WSF, Wanaka – Scheme Plan, Lots 1 and 2 DP 471996 Being Subdivision of Lot 2 DP 303207 and Pt Lot 4 DP 15016'* (dated 22/09/2014, job No. W4334 Sheet 100, rev D).

   b) Amalgamation condition:

      - *'That Lot 2 and Pt Lot 4 DP 15016 hereon be held in the same computer freehold register'. (CSN number to be confirmed).* Final condition to be confirmed

3. The s241 certificate for the de-amalgamation of Lot 2 DP 303207 and Pt Lot 4 DP 15016, currently held in Computer Freehold Register 12731 can be submitted for approval once Condition (2b) above is complied with.

Ongoing Conditions/Consent Notices

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Version: 1, Version Date: 09/08/2024

4. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant to s.221 of the Act.

   a) Lot 1 has not been serviced in accordance with Council's standards and no development contributions have been paid. At the time of any future development of Lot 1, all necessary services shall be provided to the lot (and any additional lots) in accordance with Council's standards and connection policy as they apply at the time of the future development. For the purposes of this condition the term "necessary services" includes physical access, wastewater disposal, water supply, telecommunications and electricity supply. The owner of the lot for the time being shall pay to the Queenstown Lakes District Council any applicable development contributions at that time.

   b) In the event that all necessary services are provided to Lot 1 and any development contributions are paid as per Condition 5(a) above, this consent notice condition shall be deemed to have expired and may be removed from the Computer Freehold Register for Lot 1.

   c) At the time a building is erected on Lot 1, the owner for the time being shall engage a suitably qualified professional as defined in Section 1.4 of NZS4404:2004 to design a stormwater disposal system that is to provide stormwater disposal from all impervious areas within the site. The proposed stormwater system shall take into account any overland flows and shall be subject to the review of the Principal Resource Management Engineer at Council prior to implementation and shall be installed prior to occupation of the dwelling.

Prepared by:

Lyn Overton
RESOURCE MANAGEMENT ENGINEER

Reviewed by:

Steve Hewland
CONSULTANT ENGINEERING

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Schedule of Easements in Gross			
Purpose	Shown	Servient Tenement	Grantee
Right to drain sewage	A,C,D,E,F,U,Y	Lot 2	QLDC
RIght to convey water	A	Lot 2	QLDC
Right to convey telecommunications & computer media	A	Lot 2	Chorus NZ Ltd
Right to convey electricity	A	Lot 2	Aurora Energy Ltd
Right of Way	A	Lot 2	QLDC

Schedule of Easements			
Purpose	Shown	Servient Tenement	Dominant Tenement
Right to convey telecommunications & computer media, right to convey electricity, right to convey water, right to drain sewage, right of way	B	Lot 1	Lot 2

Schedule of Existing Easements			
Purpose	Shown	Servient Tenement	Document
RIght to convey water	T,U,V,W,X,Y,Z	Lot 2	EI 5112262.5
RIght to occupy for bore & pump	W	Lot 2	EI 5112262.5

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM140706

Thursday, 9 October 2014

SH 84 Wanaka - Luggate Highway

LOT 1
DP 12296

LOT 1
DP 15227

LOT 1
DP 303207

LOT 3
DP 15016

LOT 1
DP 22134

PT LOT 4
DP 15016

LOT 2
DP 304423

LOT 1
5.4134 Ha

LOT 2
95.0960 Ha

LOT 2
DP 303207

SEC 48
BLK III

SEC 1
SO 17808

LOT 3
DP 7123

Riverbank Road

Ballantyne Road

Riverbank Road

A B C D E F T U V W X Y Z

WANAKA
19 Reece Crescent
or P.O. Box 283
Wanaka 9343
T 03 443 0110
E wanaka@ppgroup.co.nz

SHEET 1 of 2

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Client & Location:
Willowridge Developments
Three Parks / WSF
Wanaka

Purpose & Drawing Title:
Scheme Plan
Lots 1 and 2 DP 471996
Being Subdivision of Lot 2
DP 303207 and Pt Lot 4 DP 15016

Surveyed by:	bm	Original Size:	Scale:
Designed by:	sjd	A3	1:2000 @ A3
Drawn by:	bm		DO NOT SCALE
Checked by:	sjd		
Approved by:	sjd		
Job No: W4334		Sheet No: 100	Revision No: D
			Date Created: 22/09/2014

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Document Set ID: 6528955
Version: 1, Version Date: 09/10/2014

Schedule of Easements in Gross			
Purpose	Shown	Servient Tenement	Grantee
Right to drain sewage	A,C,D,E,F,U,Y	Lot 2	QLDC
RIght to convey water	A	Lot 2	QLDC
Right to convey telecommunications & computer media	A	Lot 2	Chorus NZ Ltd
Right to convey electricity	A	Lot 2	Aurora Energy Ltd
Right of Way	A	Lot 2	QLDC

Schedule of Easements			
Purpose	Shown	Servient Tenement	Dominant Tenement
Right to convey telecommunications & computer media, right to convey electricity, right to convey water, right to drain sewage, right of way	B	Lot 1	Lot 2

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Purpose	Shown	Servient Tenement	Document
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RIght to occupy for bore & pump	W	Lot 2	EI 5112262.5

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM140706

Thursday, 9 October 2014

LOT 2
DP 304423

LOT 1
5.4134 Ha

222.0
69.5
118.0
125.7
39.9
20.1
18.9
12.0
42.5
8.6
24.3
1.8
42.1
20.2
34.6
14.6
36.4
64.6
21.2
21.2
28.1
132.2
466.6
176.2

A
B
C

N

WANAKA
19 Reece Crescent
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E wanaka@ppgroup.co.nz

SHEET 2 of 2

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Client & Location:
Willowridge Developments
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Purpose & Drawing Title:
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Lots 1 and 2 DP 471996
Being Subdivision of Lot 2
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Checked by:	sjd		
Approved by:	sjd		
Job No: W4334		Sheet No: 101	Revision No: D
			Date Created: 22/09/2014

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Version: 1, Version Date: 25/06/2020

TA Approvals

Territorial Authority	Queenstown Lakes District Council TA Certification Division	**TA Reference**	RM140706
Survey Number	LT 471996	**Survey Purpose**	LT Subdivision
Surveyor Reference	W4334 Three Parks (bjm)	**Land District**	Otago
Surveyor	Kim Marie Botting		
Surveyor Firm	Paterson Pitts Partners (Wanaka) Ltd		
Dataset Description	Lots 1 and 2 Being a Subdivision of Lot 2 DP 303207 and Pt Lot 4 DP 15016		

TA Certificates

I hereby certify that plan LT 471996 was approved by the Queenstown Lakes District Council pursuant to section 223 of the Resource Management Act 1991 on the 18th day of December 2014. ☑

The approval of the Council under Section 223 of the Resource Management Act 1991 is subject to the granting or reserving of the easements set out in the Memorandum of Easements attached as a supporting document to plan LT 471996 ☑

Pursuant to Section 224(c) Resource Management Act 1991 I hereby certify that all the conditions of the subdivision consent have been complied with to the satisfaction of the Queenstown Lakes District Council Dated this 18th day of December 2014 ☑

Signature

Signed by Elizabeth Jane Simpson, Authorised Officer, on 18/12/2014 03:55 PM

Receipt Information

Transaction Receipt Number	8496725
Signing Certificate (Distinguished Name)	Simpson, Elizabeth Jane
Signing Certificate (Serial Number)	1292449618
Signature Date	18/12/2014

***** End of Report *****

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QUEENSTOWN LAKES DISTRICT COUNCIL

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DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

NOTIFICATION UNDER s95 AND DETERMINATION UNDER s104

RESOURCE MANAGEMENT ACT 1991

Applicant:	Willowridge Developments Ltd
RM reference:	RM140354
Application:	Application under Section 88 of the RMA for land use consent to approve an Outline Development Plan for the Three Parks Special Zone.
Location:	Three Parks, Wanaka
Legal Description:	Lot 601 Deposited Plan 471696 held in Computer Freehold Register 640790
Zoning:	Three Parks Special Zone
Activity Status:	**Restricted Discretionary**
Decision Date	**1 December 2015**

SUMMARY OF DECISIONS

1. Pursuant to sections 95A-95F of the RMA the application will be processed on a **non-notified** basis given the findings of Section 6.0 of this report. This decision is made by Quinn McIntyre, Planning Team Leader, on 26 November 2015 under delegated authority pursuant to Section 34A of the RMA.

2. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 108 of the RMA. The consent only applies if the conditions outlined are met. To reach the decision to grant consent the application was considered (including the full and complete records available in Council's electronic file and responses to any queries) by Quinn McIntyre, Planning Team Leader, as delegate for the Council.

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Version: 1, Version Date: 05/12/2016

1.0 PROPOSAL AND SITE DESCRIPTION

Consent is sought for approval of an Outline Development Plan (ODP) for the Three Parks Special Zone (excluding North Three Parks).

The applicant has submitted an application and assessment of environmental effects report titled *'Assessment of Effects on the Environment, Three Parks Wanaka Outline Development Plan, May 2014, Willowridge Developments Ltd.* This report is attached as *Appendix 2* to this report (hereafter referred to as the 'application report') and is accepted and adopted for the purposes of this report unless otherwise stated below. Since the application was lodged, the following amendments have been made to the proposal:

- The angle parking on the main street in the Commercial Core Subzone has been replaced with parallel parking.
- The road classification has been updated to be consistent with the Three Parks Structure Plan.
- The configuration of roads 2b and 3c have been realigned to make for a more efficient road network.
- The public open space and allotment boundaries in the vicinity of the storm water ponds have been amended in the Residential Subzone to allow for more effective use of open space.
- The 'pocket park' open spaces in the Residential Subzone are to remain in private ownership rather than be vested with Council, as originally proposed.
- Minor amendments to allotment sizes and access arrangements to several allotments in the Residential Subzone.
- The trigger point for the construction of a roundabout on State Highway 84 has been amended in the form of a proposed condition of consent which was developed in consultation with the New Zealand Transport Agency.

Site and Locality Description

The applicant has provided a description of the site and locality in section 2.1 of the application report. This description is accepted and adopted for the purposes of this report.

Site History

The applicant has provided a description of the site history in section 2.1 of the application report. This description is accepted and adopted for the purposes of this report.

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Version: 1, Version Date: 05/08/2014

2.0 ACTIVITY STATUS

2.1 THE DISTRICT PLAN

The subject site is located within the Three Parks Special Zone and the proposed activity requires resource consent for the following reason:

- A **restricted discretionary** activity pursuant to Rule 12.26.4.2(8) for an application for an Outline Development Plan within the Residential Subzones for the Three Parks Special Zone. The Council's discretion is restricted to the matters under 12.26.4.5(i) which are listed in *Appendix 3*.

- A **restricted discretionary** activity pursuant to Rule 12.26.5.2(9) for an application for an Outline Development Plan within the Tourism and Community Subzone for the Three Parks Special Zone. The Council's discretion is restricted to the matters under 12.26.5.5(i) which are listed in *Appendix 3*.

- A **restricted discretionary** activity pursuant to 12.26.6.2(21) for an application for an Outline Development Plan within the Business Subzone for the Three Parks Special Zone. The Council's discretion is restricted to the matters under 12.26.6.5(iv) which are listed in *Appendix 3*.

- A **restricted discretionary** activity pursuant to 12.26.7.2(7) for an application for an Outline Development Plan within the Commercial Core Subzone for the Three Parks Special Zone. The Council's discretion is restricted to the following matters under 12.26.7.4(i) which are listed in *Appendix 3*.

Overall, the application is considered to be a **restricted discretionary** activity.

2.2 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

A Preliminary Site Investigation was undertaken by Opus International Consultants Limited (Geotechnical/Natural Hazard Assessment Three Parks Land, Wanaka – March 2007). This report identifies areas of potential contamination and recommends future assessment and potential remediation measures. It is considered appropriate that the recommendations by OPUS be adopted as a condition of consent as part of this ODP.

Future subdivision activity in the areas of potential contamination will trigger the NES for Assessing and Managing Contaminants in Soil to Protect Human Health. This shall be noted as an advice note on this ODP.

3.0 SECTION 95A NOTIFICATION

The applicant has not requested public notification of the application (s95A(2)(b)). No rule or national environmental standard requires or precludes public notification of the application (s95A(2)(c)). The consent authority is not deciding to publicly notify the application using its discretion under s95A(1) and there are no special circumstances that exist in relation to the application that would require public notification (s95A(4)).

A consent authority must publicly notify an application if it decides under s95D that the activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(2)(a)). An assessment in this respect follows.

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4.0 ASSESSMENT OF EFFECTS ON THE ENVIRONMENT (s95D)

4.1 MANDATORY EXCLUSIONS FROM ASSESSMENT (s95D)

A: Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).

*B: The activity is a **restricted discretionary** activity, so that adverse effects which do not relate to a matter of **discretion** have been disregarded (s95D(c)).*

C: Trade competition and the effects of trade competition (s95D(d)).

4.2 PERMITTED BASELINE (s95D(b))

The consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect. In respect of an Outline Development Plan approval, there is no permitted baseline, given that all ODP approvals require resource consent.

4.3 ASSESSMENT: EFFECTS ON THE ENVIRONMENT

Taking into account sections 4.1 and 4.2 above, the following assessment determines whether the activity will have, or is likely to have, adverse effects on the environment that are more than minor:

Queenstown Lakes District Council Engineer, Ms Lyn Overton; consultant Traffic Engineer, Mr Oliver Brown; Council Parks and Reserves Planner, Mr Stephen Quin; consultant Urban Designer, Ms Gillian MacLeod; and consultant Landscape Architect, Dr Marion Read have undertaken assessments of the application and provided advice/recommendations as follows:

- Engineering assessment including Traffic Engineer's Assessment - attached as *Appendix 4* (referred to as the 'engineering report').
- Parks and Reserves Planner's assessment - *Appendix 5* ('open space memo')
- Urban Design comment - *Appendix 6* ('urban design report')
- Landscape Architect's assessment – *Appendix 7* ('landscape memo')

As a restricted discretionary activity, the Council has reserved discretion over the matters outlined in section 2.1 above. The District Plan contains assessment matters relating to this ODP application in 12.26.4.5(ii), 12.26.5.5(ii), 12.26.6.4(v), and 12.26.7.4(ii). Relevant matters assist in assessing the effects of the proposal on the environment and are considered a useful way to structure the assessment. An assessment of the relevant assessment matters is included in the tables within *Appendix 8*. The assessment of effects is based on the conclusions of these assessment matters.

The purpose of an Outline Development Plan is to ensure that a development is undertaken in a high-quality manner when assessed at a high level. Development of land is structured from an ODP and will ideally result in a safe and legible roading pattern, a well-considered subdivision configuration and lot layout, excellent multi-modal connectivity, high-quality public open space, and a form of development that will ensure that the environment is an attractive and functional place to live.

In the case of the proposed ODP for the Three Parks Special Zone, it has been determined that there will be a good roading pattern which will contribute to a high level of connectivity. The detailed design of the zone will be assessed under separate resource consents. This will provide the Council with the opportunity to ensure a site-specific design approach.

The Commercial Core Subzone will contain generous open space areas along the main-street commercial core which have the potential to become high-quality spaces. This will include a large 'village green' to serve as a focal point of the commercial hub. While concerns have been raised by Council's consultant Urban Designer with respect to facets of the Commercial Core, it is considered these issues are able to be appropriately mitigated through detailed design at the time of subdivision.

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The Residential Subzone will contain a high-quality and centrally-located reserve to serve as a focal point. While concerns have been raised by Council's consultant Urban Designer with respect to the quality of pedestrian and cycle linkages, it is considered that space has been provided in the ODP which allows opportunity to provide for quality shared linkages at time of resource consent.

Overall the proposed ODP will lead to a form of development which is anticipated by the District Plan and will adequately serve the living needs of future residents.

Therefore it is concluded that adverse effects on the environment will be minor with respect to the ODP proposed for the Three Parks Special Zone.

4.4 DECISION: EFFECTS ON THE ENVIRONMENT (s95A(2))

Overall the proposed activity is not likely to have adverse effects on the environment that are more than minor.

5.0 EFFECTS ON PERSONS

Section 95B(1) requires a decision whether there are any affected persons (under s95E) in relation to the activity. Section 95E requires that a person is an affected person if the adverse effects of the activity on the person are minor or more than minor (but not less than minor).

5.1 MANDATORY EXCLUSIONS FROM ASSESSMENT (s95E)

*A: The activity is a **restricted discretionary** activity, so that adverse effects which do not relate to a matter of **discretion** have been disregarded (s95E(2)(b))*

5.2 ASSESSMENT: EFFECTS ON PERSONS

Taking into account sections 4.1 and 5.1 above, the following outlines an assessment as to if the activity will have or is likely to have adverse effects on persons that are minor or more than minor:

The purpose of an Outline Development Plan is to ensure that a good subdivision design/layout is achieved at a high level.

The proposed ODP for the Three Parks Special Zone has demonstrated potential an effective roading pattern, good subdivision design, configuration and allotment size, walking/cycling links to be created, and provision for public open space.

The designated Wanaka Sports Facility is located immediately adjacent the Commercial Core. The design for the facility was developed in consultation with the applicant which included the planning of shared infrastructure. The QLDC is not considered to be adversely affected by the proposal.

A 'future education and facilities site' has been identified between the Business Subzone and the Wanaka Sports Facility site. However, it is noted that this area does not form part of this ODP as proposed and a future ODP will be required for this area otherwise any applications will be classified as a non-complying status. Therefore at this time the Ministry of Education is not considered to be adversely affected by the proposal. It is noted that policies for this zone require consultation with the MoE when deciding on location of education facilities so this expected to be included in future applications for such activities.

No other party is considered to be adversely affected by the proposed Outline Development Plan. The design of zone will not be inconsistent with that anticipated by the District Plan and therefore will result in an outcome that is largely what a neighbouring land owner could expect in this area. Site specific adverse effects will be assessed at time of resource consent. Therefore adverse effects on neighbouring and nearby property owners are considered to be less than minor.

Overall adverse effects on neighbouring property owners and other parties are considered to be less than minor.

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5.3 DECISION: EFFECTS ON PERSONS (s95B(1))

In terms of Section 95E of the Act, no person is considered to be adversely affected.

6.0 OVERALL NOTIFICATION DETERMINATION

Given the decisions made above in sections 4.4 and 5.3 the application is to be processed on a non-notified basis.

7.0 S104 ASSESSMENT

7.1 EFFECTS (s104(1)(a))

Actual and potential effects on the environment have been outlined in section 4 of this report. Conditions of consent can be imposed under s108 of the RMA as required to avoid, remedy or mitigate adverse effects.

7.2 RELEVANT DISTRICT PLAN PROVISIONS (s104(1)(b)(vi))

The relevant objectives and policies for the Three Parks Special Zone are found in Section 12.25.2 of the District Plan. Relevant objectives and policies are discussed below.

Objective 1requires that the layout and design of development demonstrates best practice in terms of achieving environmental sustainability. The applicant has built into the ODP the opportunity to achieve best practice environmental sustainability at the future subdivision and land use stage. It is evident now that the stormwater management system has been planned to double as a wetland feature. This is an example of ODP planning that has already achieved best practice environmental sustainability.

Objective 2 requires the establishment of a green network that includes parks, pedestrian and cycleways that permeate all parts of the zone and links seamlessly into the commercial core. The ODP provides for an 'arterial' shared cycle and pedestrian way which connects the parks in the Tourism and Community Facility Subzone, the Residential Subzone and the designated sports and education areas. There is provision built into the ODP to allow for specific linkages into the commercial core including the connection to the public open spaces within. It is noted that residential allotments have been located near Riverbank Road however it is also noted that larger building setbacks of approximately 10m have been indicated.

Objective 3 requires that the urban structure along with other initiatives help to reduce car use and provide practical alternatives. The ODP includes provision for on-street parking, pedestrian and cycle links as well as space for public transport stops in the future. Car-parking within the ODP is provided for based on the Three Park Special Zone parking requirements so is not considered to be excessive.

Objective 4 is concerned with appropriate staging of development. Of particular relevance to ODPs applications is to ensure that incompatible land uses are taken into account. It is noted that the tourism use and commercial land use is generally separated from the residential land uses or has appropriate buffers provided by way of roads, setbacks or appropriate land uses. A large area has been set aside for a future education facility which is in close proximity to the residential zone and is placed centrally when considering future development in North Three Parks. The site is also placed adjacent the Wanaka Sports Facility which is considered to be a complimentary facility to a future school.

Objective 5 requires the establishment of a Commercial Core which complements and does not compromise the Wanaka Town Centre. The ODP identifies 10,000m^2 of retail space to be included in the first stage release in accordance with Policy 5.1. It is also noted that the ODP indicates appropriate uses in the Commercial Core Subzone to ensure Wanaka long term commercial needs and to avoid premature pressure to develop other commercial centres in Wanaka. The submission of a Wanaka Town Centre Health Check with each application for commercial buildings within the Commercial Core will ensure that the growth of this subzone does not compromise the Wanaka Town Centre.

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Objective 6 requires that the Commercial Core evolves into a high quality mixed use urban centre with a main street character and a strong sense of place. It is considered that the use of the main street 'sleeve' along with the public open spaces along it's length will ensure that adverse visual effects from large format buildings are appropriately mitigated and that attractive, active street frontages are established over time. Specific design details will need to be assessed at the time of subdivision and land use to ensure that the core achieves the policies listed under Objective 6.

Objective 7 is concerned with providing for a high level of residential amenity and a range of housing types which promote strong, healthy and inclusive communities. It is noted that the ODP provides for a mix of residential densities consistent with relevant ODP assessment matters which seek a greater range of living choices and affordability. A retirement village and a visitor accommodation precinct are indicated on the ODP on the fringes of the Residential Subzone and these land uses are separated by appropriate buffering land uses. A variation in densities is provided for in the Low Density Residential subzone which will achieve a more diverse streetscape and resident community. Specific design details will need to be assessed at the time of land use to ensure that the subzone achieves the policies listed under Objective 7.

Objective 8 requires the establishment of a high quality, functional business area which provides for a wide range of light industrial, service and trade-related activities whilst protecting it from residential and inappropriate retail uses. Future land use consent applications will need to be appropriately assessed to ensure consistency with this objective.

Objective 9 is requires a high quality, attractively landscaped entrance into the Three Parks zone within which visitor accommodation, places of public assembly are the predominant use. The ODP provides potential for this to occur but specific detail will need to be assessed at subdivision and land use consent to ensure consistency with this objective.

Objective 10 requires that an area of land is preserved adjacent the Commercial Core for future Commercial Core or alternative urban use once the existing Commercial Core is 80% developed. This has been provided as the 'Deferred Zone'.

Objective 12 requires a high quality urban fabric consistent with the vision set out in the Wanaka Structure Plan (2007) and the Structure Plan for the Three Parks Zone. The street layout is generally consistent with the relevant policies under this objective and provision has been made for pedestrian and cycle links and open spaces throughout the zone. Specific design details will need to be assessed at time of subdivision.

Objective 13 requires an urban area that is free of contaminated sites or appropriately manages them such that adverse effects on human health do not arise. As discussed in 2.2 the application includes a technical report that identifies contaminated land onsite and also recommends remediation measures to be employed at time of subdivision.

Conclusion - Objectives and Policies

Overall the proposal is considered to be consistent with the relevant objectives and policies of the District Plan.

7.3 PART 2 OF THE RMA

Section 5 of the RMA outlines the purpose of the Act, to promote the sustainable management of natural and physical resources. This includes avoiding, remedying, or mitigating any adverse effects of activities on the environment. As outlined in detail above, it is considered that the proposal will adequately avoid and mitigate adverse effects on the environment.

Section 6 of the RMA outlines matters of national importance, which a consent authority shall recognise and provide for. Three Parks is not located within an Outstanding Natural Landscape or Feature. The subject land does not contain significant indigenous vegetation or habitats of indigenous fauna. Therefore it is considered that Section 6 of the RMA is not relevant.

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Section 7 of the RMA outlines other matters which a consent authority shall have particular regard to, including kaitiakitanga, the ethic of stewardship, the efficient use and development of natural and physical resources, and the maintenance and enhancement of the quality of the environment. It is considered that the proposal will represent kaitiakitanga/stewardship, will represent an efficient use and development of the land resource, and will not degrade the quality of the environment.

Section 8 of the RMA requires a consent authority to take into account the principles of the Treaty of Waitangi. It is considered that the development proposed will not be contrary to any of the principles of the Treaty of Waitangi.

Overall it is considered that the proposal aligns with Part 2 of the RMA

7.4 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA

Consent is **granted** subject to the conditions outlined in *Appendix 1* of this decision report imposed pursuant to Section 108 of the RMA.

8.0 OTHER MATTERS

Local Government Act 2002: Development Contributions

This proposal may generate a demand for network infrastructure, transportation and reserves and community facilities.

In granting this resource consent, pursuant to Part 8 Subpart 5 and Schedule 13 of the Local Government Act 2002 and the Council's Policy on Development Contributions contained in Long Term Council Community Plan (adopted by the Council on 25 June 2004) the Council has identified that a Development Contribution may be required. If required, this will be sent under separate cover.

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

Should you not be satisfied with the decision of the Council, or certain conditions, an objection may be lodged in writing to the Council setting out the reasons for the objection under Section 357 of the RMA no later than 15 working days from the date this decision is received.

The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or if all conditions have been met.

If you have any enquiries please contact Quinn McIntyre on phone (03) 441 0499 or quinn.mcintyre@qldc.govt.nz.

Decision made by



Quinn McIntyre
SENIOR PLANNER

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APPENDIX 1 – Consent Conditions
APPENDIX 2 – Application Report
APPENDIX 3 – Matters of Discretion
APPENDIX 4 – Engineering Report including Traffic Engineer's Memo
APPENDIX 5 – Parks and Reserve Planner's Memo
APPENDIX 6 – Urban Design Report
APPENDIX 7 – Landscape Architect's Memo
APPENDIX 8 – Assessment of the Relevant Assessment Matters
APPENDIX 9 – Approved Plans

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APPENDIX 1 – CONSENT CONDITIONS

General Conditions

1. That the development must be undertaken/carried out in general accordance with the plans (**stamped as approved on 26 November 2015)**:

   - Titled 'Three Parks Wanaka Outline Development Plan' by Baxter Design Group, dated 30 June 2015
   - Titled 'Three Parks Wanaka Tourism Activity Area Plan' by Baxter Design Group, dated 30 June 2015
   - Titled 'Three Parks Wanaka Campground' by Baxter Design Group, dated 30 June 2015
   - Titled 'Three Parks Wanaka Retail Activity Area' by Baxter Design Group, dated 22 April 2015
   - Titled 'Three Parks Wanaka Indicative Retail Main Street' by Baxter Design Group, dated 22 April 2015
   - Titled 'Three Parks Wanaka Indicative Retail Main Street' by Baxter Design Group, dated 22 April 2015
   - Titled 'Three Parks Wanaka Residential Activity Area' by Baxter Design Group, dated 30 June 2015
   - Titled 'Three Parks Wanaka Business Area' by Baxter Design Group, dated 30 June 2015
   - Titled 'Three Parks Wanaka Pedestrian and Vehicle Routes' by Baxter Design Group, dated 2 July 2015

   and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2a. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

2b. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of $100. This initial fee has been set under section 36(1) of the Act.

Landscaping

3 Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone shall include a detailed landscape plan for open space areas (public and private) to be certified by Council that meets the following objectives:

   a) Is appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal.
   b) Identifies all plant species
   c) Identifies long-term management considerations
   d) Maintains important viewshafts
   e) Integrates with adjoining land uses
   f) Is consistent with Crime Prevention through Environmental Design (CPTED) principles

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Ecological Management Plan

4. Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone that involves the construction of wetlands shall include an ecological management plan to be certified by Council. The ecological management plan shall detail the design of the wetland including planting details, ongoing maintenance and methods to achieve positive ecological benefits in terms of creating and maintaining habitat for aquatic-based flora and fauna

Engineering

5. At the time subdivision application is lodged for any stage within the Three Parks Special Zone, all engineering infrastructure shall be designed in accordance with the Queenstown Lakes District Council District Plan, the Three Parks Special Zone rules and the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any subdivision consent.

   Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz/planning/resource-consents/qldc-land-development-and-subdivision-code-of-practice/

6. All land development and subdivision designs shall comply with the following;

   a) All roads shall be designed in accordance with QLDC's Land Development and Subdivision Code of Practice, Table 3.2 except where specified elsewhere.

   b) The proposed design for roading shall illustrate how traffic calming measures have integrated pedestrian facilities, cycling facilities, parking layout and streetscapes into the overall design to achieve the target operating speeds and contribute to the differentiation of the three street typologies. In addition, threshold treatments to the tertiary road network shall be developed to discourage through traffic. The detailed design shall be prepared in consultation with a suitably experienced and qualified traffic engineer and a report submitted by this engineer confirming the designs achieve the target operation speeds.

   c) The shared pedestrian and cycle way within the 'Retail' activity area shall be formed to a minimum 2.0 m width.

   d) Provision for bicycle parks shall be made along the mainstreet within the 'Retail' activity zone.

   e) Provision for pedestrians and cyclists shall be made within the Riverbank Road legal road reserve adjacent to the site.

   f) Public Transport stops and routes should be identified in the street design. The provision of bus stops and their design and spacing should comply with the QLDC Bus Stop policy and Guidelines (August 2008).

   g) Stormwater design within the Three Parks Special Zone shall incorporate Best Practice Low Impact Design measures.

   h) Subdivision and development lighting shall be in accordance with Council's road lighting policies and standards, including the Southern Light lighting strategy.

7. That a T-intersection shall be constructed from SH84 to the Three Parks Special Zone. The design shall include the provision of auxiliary traffic lanes and provision for cyclists and pedestrians.

8. Traffic monitoring (of user volumes, safety and operation) and modelling of the SH84 T-Intersection (SH84/Main Street) shall be undertaken once the Three Parks development is expected to exceed the traffic flow equivalent of 400 residential dwelling units, being 480 vehicles per hour. If the initial modelling results show the Three Parks Approach (Main Street) to be operating within Level of Service A – D, and the traffic monitoring identifies no safety or operational issues, a new trigger point for further modelling shall be agreed between the developer, QLDC and the NZ Transport Agency.

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9. When the Three Parks Approach (Main Street) operational efficiency drops to Level of Service E, or safety or operational issues are identified, the T-intersection with SH84 shall be upgraded to a roundabout intersection. Until the SH84 roundabout intersection is operational any further development of land within the Three Parks Special Zone will require the express written approval of the NZ Transport Agency. The NZ Transport Agency shall not unreasonably withhold approval. When the LOS E trigger has been reached, appropriate and QLDC and NZTA approved warning and guidance signs shall be erected and maintained at the applicants expense until completion of the roundabout construction.

10. The access intersections to the Three Parks Special Zone from SH84, Riverbank and Ballantyne Roads shall be designed and constructed in accordance with the current Austroads design guides. The designs shall include the provision of auxiliary traffic lanes and provision for cyclists and pedestrians.

11. The design of the Main Street/SH84 T-intersection and the final roundabout intersection shall be designed in accordance with current Austroads guidelines. The intersection designs shall be approved by the NZ Transport Agency prior to any intersection construction commencing.

Open Space and Reserves

12. Prior to s224(c) certification for subdivision of land within the Three Parks Special Zone (excluding boundary adjustments), the applicant shall obtain Council approval for the vesting of recreation reserve land and reserve improvements (where applicable) and shall show that area of land on a subdivision plan. Any vesting of reserve land shall be in general accordance with the Outline Development Plan or as otherwise directed by the Council Committee.

Cycle/Pedestrian Linkages

13. The running track indicated by a red dashed line on the Outline Development Plan shall provide for a dual cycle and pedestrian linkage.

Contaminated Land

14. Any subdivision application lodged for any stage within the Three Parks Special Zone shall include a contaminated land assessment to be certified by Council which achieves the following objectives:

    a) Whether any contaminated sites exist that would be a risk to human health or the environment. If the land that is to be subdivided is not found to be contaminated then the assessment only needs to go as far as providing evidence of this fact.

    b) If so, an explanation and methodology for the appropriate remediation of the sites or appropriate mitigation or avoidance any adverse effects associated with the contamination.

Consent Notice

15. At the time of an application for subdivision of any area of land located within the Three Parks Special Zone (excluding boundary adjustment subdivisions), conditions addressing the following matters shall be registered on all relevant titles by way of a consent notice:

    a) Any multi-unit development sites shown on the ODP as ‘Comprehensive Residential’ shall include an internal boundary setback of 2m from any adjoining allotment shown as ‘Low Density Residential’ on the ODP.

    b) Any empty land in the Commercial Core zone shall be kept mown in a tidy condition and kept free of weeds and pests.

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Advice Note

1 Any future subdivision application that includes the identification of public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide written approval for any open space planned.

2 It is noted that the Geotechnical/Natural Hazard Report prepared by Opus and submitted with the application states that contaminated land is contained within certain areas of the Three Parks Special Zone and therefore will trigger the National Environmental Standard (NES) for Assessing and Managing Contaminants in Soil to Protect Human Health.

3 Those platforms which are identified as "indicative future retail space" will require a Variation to the Outline Development Plan in order for retail to be approved for those spaces.

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APPENDIX 2 – APPLICATION REPORT

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Three Parks Outline Development Plan Addendum: Assessment against Outline Development Plan Assessment Matters.

Tourism and Community Facilities Subzone (T&C Subzone):

The extent to which the indicative building platforms will:

i) Contribute to an informal, open, park-like character which becomes increasingly urban the closer one gets to the Commercial Core
ii) Create a soft edge to the Mainstreet Collector road (as shown on the Three Parks Structure Plan), ranging from substantial setbacks closest to the State Highway to more urban setbacks at the edge of the Commercial Core. The Council expects buildings to be setback between 10 and 20 metres at the end of the Mainstreet closest to the State Highway (with at least one building in each development being set back no more than 20 metres), narrowing to setbacks in the order of 5 metres closest to the Commercial Core.
iii) Create an open space dominant 'campus' type built form that coveys a low scale entry to the Zone from the State Highway. The Council will not normally approve applications that create an impression of high density, intense urban development in the subzone.

The T&C Subzone has been designed so that the area adjacent to the State Highway is open space with the buildings located in the southern part of the Subzone and larger buildings closest to and facing towards the Commercial Core Subzone.

Avenue tree planting and generous setbacks in the T&C Subzone create a soft edge to the Mainstreet Collector Road. The setbacks have been maintained for the length of the Subzone rather than narrowing to keep the low density, campus like feel. The transition to the denser urban form of the Commercial Core is achieved by the continuation of the tree-lined avenue and the location of public open space as you enter the Commercial Core.

Overall the density of the T&C Subzone is very low, particularly at the State Highway entrance.

The extent to which the landscape treatment of the open space buffer and adjacent to the Mainstreet Collector road (as shown on the Three Parks Structure Plan) will:

i) Create an attractive entrance to the Three Parks Zone.
ii) Contribute to an established, park-like character which gets increasingly urban and domesticated the closer one gets to the Commercial Core.
iii) Help to minimise effects arising from the proximity of Visitor Accommodation to collector roads (such as noise and reduced amenity).
iv) Provide for informal pedestrian access along the Mainstreet Collector Road and State Highway 84.
v) Have the potential to adversely affect views of Mt Iron and other prominent natural landscapes.

The Open Space Plans contained in **Appendix E** of the ODP show the landscape treatment of the open space buffer in the T&C Subzone. The landscaping will create an attractive, park-like entrance to the Three Parks Zone. The inclusion of a potential amphitheatre, a wetland area and increased

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walking tracks makes the open space area more domesticated the closer it gets to the Commercial Core.

Setbacks and landscaping along the Maintstreet Collector Road protect the amenity of any visitor accommodation from the effects of the road.

Informal pedestrian access is provided to the Commercial Core and the wider Zone through the open space area walking tracks.

The planting of the open space and the layout of the T&C Subzone has been designed to maintain viewshafts to Mount Iron.

In regard to the location and design of car parking, including bus parking, the Council will not normally approve:

- *i) Car parking areas that dominate views into the site from the street or other public places.*
- *ii) Any surface car parking between the building and the Mainstreet Collector Road.*

The car parking for the T&C Subzone has been discreetly located behind the buildings in order ensure car parking does not dominate views and to avoid locating car parking between the Mainstreet Collector Road and the buildings.

Whether any residential development is being proposed and, if so:

- *i) Whether the proposed location and design effectively avoids or mitigates reverse sensitivity issues with other anticipated uses within the subzone; and*
- *ii) Whether it is located within 400m of amenities including parks, bus stops, shops and other services. The Council will normally expect both these matters to be addressed at the ODP stage.*

No residential development is proposed in the T&C Subzone as part of this ODP application.

Business Subzone:

In regard to building platforms, whereas the Council would normally prefer buildings to not be set back from the road, where building platforms are proposed to be setback from the road boundary, the Council will expect the setback to:

- *i) Be landscaped in a manner that enhances the visual appearance of the building and improves the pedestrian experience; or*
- *ii) Be for the purpose of providing for smaller buildings to be added at a later stage; or*
- *iii) Be used for the purpose of displaying goods such as motor vehicles.*

Buildings in the Business Subzone are setback from the Mainstreet Collector Road in order to maintain the attractive road corridor right through the Zone. This setback will provide for enhanced visual appearance of the buildings along the road and will improve the pedestrian experience. The setbacks are not of a significant scale and are designed to enhance visual and pedestrian amenity.

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Commercial Core Subzone:

Whether crime prevention through environmental design (CPTED) principles have been applied in the indicative layout of buildings, open spaces, access ways, service areas, carparking, any proposed controls on the built form and the location of the proposed tenancies in relation to one another.

The CPTED principles have been applied in the design of the ODP, including the Commercial Core Subzone.

Whether the amount and type of open space proposed is appropriate.

The amount and type of open space in the Subzone is consistent with the Three Parks Open Space Plan and is therefore considered appropriate.

In considering the location of building platforms, the Council will consider the effect of any increased or reduced setback or any height being proposed on the streetscape, the adequate provision of space for pedestrian movement and the treatment of any proposed setback.

Setbacks are not proposed for the buildings on the western side of the Main Street Collector Road. Setbacks on the eastern side of the road are to provide for pedestrian movement.

The general layout of building platforms should enable the resultant buildings to share vehicle access points and carparking.

The layout of the buildings in the Commercial Core is such that buildings share vehicle access and car parking.

Whether the views along a street and/or of surrounding landscape features, including Mt Iron, have been preserved and enhanced through the placement of buildings, with respect to view shafts.

The preservation of view shafts, in particular to Mt Iron, was a key element of the development of the ODP.

Whether the ODP clearly identifies those building platforms for which the retail space is being applied for as part of the ODP application and those platforms which identify 'indicative future retail space'.

The Stage 1 retail applied for through the ODP is clearly identified. The retail space within the area identified as 'future retail' is not being applied for as part of the ODP.

Whether the location and/or design of proposed visitor accommodation and residential activities will minimise reverse sensitivity issues and any potential future incompatibility issues between them and commercial activities and road noise.

A visitor accommodation precinct has been provided for at the edge of the Commercial Core Subzone and adjacent to some higher density residential areas. The visitor accommodation precinct is discrete from the large format retail activity, with separate access and parking areas and a substantial landscape buffer between the retail activity and the visitor accommodation. It is considered that the location and landscape buffer will mitigate any potential future incompatibility issues.

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Whether the location and/or design of proposed visitor accommodation and residential activities will provide a good living environment and contribute positively to the streetscape and safety of the area through 24 occupancy and passive surveillance.

The visitor accommodation has been discretely located within the Zone in order to mitigate the potential reverse sensitivity effects of the Commercial Core Subzone. The visitor accommodation will not therefore make a significant contribution to passive surveillance; however, its existence within the Subzone will contribute to 24 hour occupancy of the Subzone.

Whether the car parking associated with visitor accommodation or residential activity can be located and/or designed so as to not adversely affect the ability to achieve a consolidated urban core.

As the visitor accommodation is located in one area the car parking has been designed to serve the visitor accommodation and does not affect the ability to achieve a consolidated urban core.

Whether the location and design of car parking areas minimises its impact on urban form, congestion on the main street and pedestrian amenity through:

- *The co-location and shared usage of carparks (thus reducing the sheer amount). The ODP should seek to avoid carparking designed for the sole use of one building owner or tenant. There is an expectation that carparking is located and structured such that they are able to be shared and that such arrangements will be secured long term.*
- *Locating car parking to the side or rear of buildings so that it is not visually dominant when viewed from the street.*
- *Minimising the number of vehicle accesses from the main street, through the provision of a rear lane which provides vehicular access to both service areas and to carparking or through vehicle crossings being shared between properties wherever possible.*

Car parking within the Commercial Core is located to the rear of the main street and shared by a number of commercial buildings. The car park is located such that it is not visually dominant and the number of accesses from the main street is limited.

In addition to assessment matters in 12.26.4.5(ii) which relate to roading design, where the Mainstreet Collector passes through the Commercial Core, the Council expects it to:

- *Be designed as a low speed environment where it passes through the Commercial Core.*
- *Be a two way, 2 lane road with a carriageway; and*
- *Include parallel parking on both sides of the road; and*
- *Include a dedicated cycle path within the road corridor; and*
- *Include street trees*
- *Include footpaths on both sides of between x and y in width.*

The mainstreet collector road incorporates different road materials, on street parking and crossing areas in order to create a low speed environment. The road is two-way and has parking on both sides, street trees and footpaths. Provision will be made on the road marking for cycleways.

Whether the level of car parking proposed in stages beyond the first 20,000m^2 of retail space will be appropriate in light of:

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- *Effects on the role, function, vitality and vibrancy of the town centre.*
- *The promotion of the use of public transport, if it is available.*
- *The efficient use of land.*
- *The creation of a pleasant, pedestrian friendly environment.*
- *The need to adequately provide for the demands that the proposed development will create.*

The car parking proposed beyond the first 20,000m^2 of retail space mirrors is considered adequate for the demands created by the proposed development. The car parking is located to the rear of the mains street so as to ensure a pleasant, pedestrian-friendly environment on the main street. The car parking is functional and will contribute to the vitality and vibrancy of the town centre by enabling visitors to the centre to park on-site.

The Council will normally expect short-term bicycle parking to be provided along the mainstreet footpath at a rate of 1 to 2 bicycle stands every 50 metres and that these be designed and located so as not to block the footpath and to adhere to any Bicycle Parking Standards adopted by the Council.

Short-term bicycle parking has been provided on the main street at regular intervals and have been locates so as not to block the footpath.

Whether sites are designed so that buildings and/or landscaping are the dominant features visible from streets and open spaces.

The Commercial Core has been designed so that buildings and/or landscaping are the dominant features visible from streets and open spaces.

With respect to ODP's prior to the retail thresholds being met (as per 12.26.7.4(g)) whether the indicative layout demonstrates elements of attractive pedestrian-orientated development and indications that these elements will become increasingly apparent over time as the Commercial Core develops into an attractive, pedestrian-orientated 'mainstreet' commercial core. The Council expects this to be facilitated through:

(i) Establishing a pedestrian-friendly block size and providing pedestrian space;

(ii) A mix of appropriately located uses, which will reinforce an eventual retail mainstreet with employment and other uses around it;

(iii) Providing for land use intensification through, amongst other techniques, setting large format retail buildings back from the mainstreet in order to provide for smaller buildings to be built along the street edge in the future or ensuring that the large format buildings present a small scale character to the street or can be retrofitted to establish a specialty retail character. The Council expects the applicant to propose mechanisms in order to ensure such intensification occurs within a reasonable timeframe. The Council also expects the applicant to demonstrate how a future intensified urban environment can function appropriately and achieve the outcomes sought by this Plan.

The ODP shows the ultimate layout for the Commercial Core, which is a well-functioning, pedestrian friendly block size with a pedestrian orientated main street flanked by employment uses and open space. The large format buildings have been set back from the main street and are sleeved by specialty retail units in order to create a specialty character for the mainstreet.

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In considering the Wanaka Town Centre Health Check, the Council will not normally approve the ODPs unless it is satisfied that the development will not undermine the vitality of Wanaka town centre.

The first 10,000m^2 retail space, as applied for in this ODP, is permitted without the need for a town centre health check or a retail needs analysis. However, prior to the commencement of operation of the first retail activity in the Commercial Core and baseline Town Centre Health Check should be carried out in order to provide a comparison for future health checks. It is appropriate that the baseline health check be carried out just prior to commencement of operation of the Commercial Core. Willowridge suggests a condition to this effect be included on the ODP consent.

Whether the Retail Needs Assessment adequately demonstrates a demand for the additional retail floorspace proposed and that the Three Parks Zone is an appropriate location for these building types and anticipated use.

No additional retail floorspace over the initial 10,000m^2 is proposed through this ODP application therefore a Retail Needs Assessment is not required.

In assessing the appropriateness of the Gross Floor Area of each unit proposed, consider whether the proposed retail formats/layouts will result in an appropriate mix and scale of retail, commercial and residential uses, which will incrementally result in a main street character and pedestrian environment within the Commercial Core.

The overall ODP shows that the Commercial Core will evolve into a main street oriented environment with large format retail sleeved by smaller scale speciality retail, creating a main street character and pedestrian-friendly environment.

Consideration of whether since the Council Decision was issued on the Plan Change that created the Three Parks Zone, there has been any fundamental change in the strategic planning by the Council such that the vitality of other commercial areas need to be given regard. This may include future iterations of the Wanaka Structure Plan or other community planning exercises carried out in the wider Wanaka region in accordance with the Local Government Act 2002 and adopted by Council.

There has been no fundamental change in the strategic planning by the Council such that the vitality other commercial areas need to be given regard.

In considering the extent of the ODP and staging, the Council will consider whether a Land Management Plan has been provided outlining what the interim use of land will be on adjoining Commercial Core land and how this will be managed until it is developed.

The undeveloped land adjoining the Commercial Core will be kept as mowed grass maintained until it is developed.

In regard to open space areas, in addition to those Assessment Matters listed in 12.26.4.5 a number of public and semi-public open spaces should be provided within the Commercial Core; the number, type and location of which should be commensurate with the amount of development and the anticipated number of employees and residents working and living within the Commercial Core. These spaces are expected to include:

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(i) A public square of approximately 30mx30m in size;

(ii) A village green of approximately 30mx40m in size;

(iii) A number of pocket parks which provide a mix of experiences, including hardscape, active, urban spaces surrounded by commercial uses as well as softer space which offer an escape from the commercial atmosphere and traffic. In regard to the latter, these may not necessarily be located on busy intersections.

A public square and a village green have been provided in the Commercial Core as well as other 'soft space' and landscaped areas.

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APPENDIX 3 – MATTERS OF DISCRETION

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Appendix 3 –Matters of Discretion for Outline Development Plans

12.26.4.5 – Residential subzones

i Matters of discretion – For Outline Development Plans in all residential subzones, discretion is reserved in respect of:

(a) The indicative subdivision or development layout (unless submitted as part of a combined subdivision and landuse Resource Consent), including roading design details.

(b) Residential density in the LDR and MDR subzones

(c) Open space areas, open space networks, and pedestrian and cycle links

(d) Landscaping and streetscape design

(e) The location of indicative building platforms

(f) The management of reverse sensitivity issues and issues arising from future incompatible uses.

(g) The location and amount/ extent of visitor accommodation in the MDR subzone.

(h) Any proposed methods of ensuring high quality design (such as design guidelines).

(i) The staging of development

(j) The extent to which any preceding ODP in the subzone has been given effect to.

(k) The inclusion of initiatives which help reduce private car use and encourage alternative modes of transport (i.e. travel demand management).

(l) The provision of Public Transport facilities and/or infrastructure or space to enable its future development.

Note: With respect to l) and m) above, any ODP application which will enable development which exceeds one or more of the following thresholds shall include a full Integrated Transport Assessment (ITA):

(i) Residential development of at least 100 or more dwellings

(ii) Retail space of at least 1,000 m^2 GFA

(iii) Office space of at least 2,500 m^2 GFA.

(iv) Industrial space of at least 5,000 m^2 GFA; or

(v) Warehousing or storage space of at least 10,000 m^2 GFA.

(m) The level of flexibility that the applicant requests between the ODP and the subdivision consent application.

(n) The provision of infrastructure to service the development such as water, sewage treatment, stormwater, lighting, power and telecommunications facilities.

(o) Measures to address any adverse effects resulting from any contaminated sites.

(p) Approaches to stormwater disposal, having regard to the need to provide for the management of stormwater from other sites in the catchment, including the provision of open spaces for stormwater management.

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(q) Measures to restore or create wetland habitats of ecological and cultural value if opportunities exist

(r) The appropriateness of uses identified for sites identified for non-residential activities.

Note: Any Affordable and Community Housing contributions that may otherwise be applied in this zone are instead dictated by the Stakeholder Agreement reached between Council and Landowner. The agreement binds subsequent landowners.

12.26.5.5 – Tourism and Commercial

i Matters of discretion – For Outline Development Plans in all residential subzones, discretion is reserved in respect of:

(a) All those matters listed in Rule 12.26.4.5 (i) in relation to the LDR and MDR subzones, except where identified that the matter is specific to the residential subzones; and

(b) Fixed building platforms (as opposed to indicative) Landscape treatment of the open space buffer adjacent to SH 84 and the areas adjacent to the Mainstreet Collector Road as shown on the Three Parks Structure Plan.

(c) Note: For the avoidance of doubt, any subsequent landscaping not in accordance with the ODP will require a variation to the ODP.

(d) The location and design of carparking, including bus parking.

12.26.6.5 - Business

iv Matters of discretion – For any Outline Development Plan, discretion is reserved in respect of:

(a) All those matters listed in Rule 12.26.4.5 (i) in relation to the LDR and MDR subzones, except where identified that the matter is specific to the residential subzones; and

(b) The location and indicative design of carparking, acknowledging that this will need to be further refined as part of subsequent land use consents once carparking requirements are known.

(c) Landscaping, including the landscape treatment and/ or identified future use of any building setbacks being proposed (e.g. the addition of smaller buildings within the road setback).

12.26.7.4 – Commercial Core

iv Matters of discretion – For Outline Development Plans, discretion is reserved in respect of:

(a) All those matters listed in rule 12.26.4.5 (i) in relation to the LDR and MDR subzones, except where identified that the matter is specific to the residential subzones, and, in addition:

(b) The location and amount/ extent of visitor accommodation and residential activities.

(c) The location and design of carparking (including vehicle accesses from collector roads)

(d) In regard to retail development beyond the first 20,000m² GFA of retail space, the amount of parking to be provided and how this is appropriate. Note: The Council will reserve the right to impose a maximum or minimum amount of parking as a condition.

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(e) The location and design of bicycle parking along the mainstreet (limited to that part of the mainstreet that is subject to the ODP application).

(f) With respect to the first Outline Development Plan applied for, whether the urban structure shows elements of a pedestrian-orientated 'mainstreet' urban core, and that the urban structure will enable it to become a pedestrian-orientated 'mainstreet' urban core over time. This will include showing future road links, how land use will intensify, and how walk-ability will be achieved.

(g) The effects of proposed additional retail activity, excluding any 'indicative future retail space" shown on the Outline Development Plan, shall be a matter of discretion wherever:

(i) The retail activity applied for, excluding any 'indicative future retail space" shown on the Outline Development Plan, will result in the total amount of retail in the Commercial Core exceeding 10,000m² GFA; or

(ii) The retail activity applied for, excluding any 'indicative future retail space" shown on the Outline Development Plan, will result in the total number of specialty retail tenancies in the Commercial Core l exceeding 5; or

(iii) The retail activity applied for, excluding any 'indicative future retail space" shown on the Outline Development Plan, will result in the maximum number of retail tenancies in the Commercial Core exceeding 10;

(iv) Whereby the Council's discretion is restricted to:

a. The outcomes of a Wanaka Town Centre Health Check.
b. The outcomes of a Retail Needs Assessment.
c. The maximum Gross Floor Area of each unit proposed.
d. Evidence that the development proposed will more clearly give effect to the desired pedestrian-orientated 'mainstreet' urban core and facilitate later stages to also achieve this outcome.
e. The extent to which the 3 Parks Zone, as a whole, is working toward becoming an integrated mixed use area, including residential, retail, and employment land.

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APPENDIX 4 – ENGINEERING REPORT INCLUDING TRAFFIC ENGINEER'S MEMO

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ENGINEERING MEMO

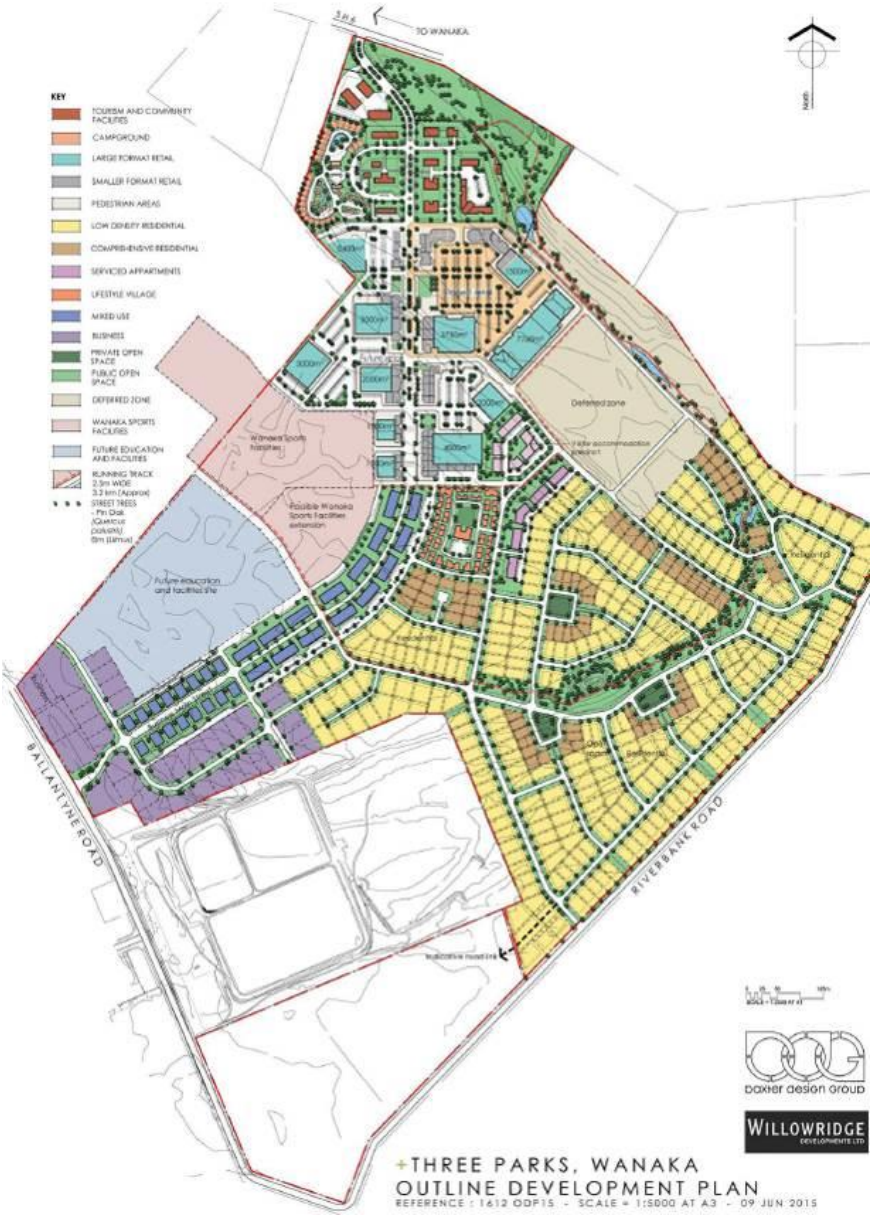
TO: **Quinn McIntyre**

FROM: Lyn Overton

DATE: 9/09/2015

SUBJECT: **RM140354 Willowridge Developments Ltd – Three Parks Special Zone**

Plan Change 16 located between Ballantyne Road, Riverbank Road and Wanaka – Luggate Highway (SH84) was adopted by Council on 20 January 2011 and will provide for approximately 750 residential dwellings. The area is located on the eastern boundaries of the Wanaka Township. The site has historically been used for grazing stock. The Three Parks land is separated into activity areas as identified on the Structure Plan.



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The District Plan provisions for Three Parks Special Zone require a separate ODP for each of the activity areas as they develop and restrict Councils' control over roading, conceptual subdivision design, pedestrian and cycle links and public open space.

District Plan Section 12.26 -Three Parks Special Zone - Outline Development Plan Assessment Matters - Engineering related assessment matters only

12.26.3 Zone-Wide Rules

12.26.3.1 Zone-Wide Assessment matters

ii - Earthworks

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

(a) Environmental Protection Measures

(i) Whether and to what extent proposed sediment/erosion control techniques are adequate to ensure that sediment remains on-site.

(ii) Whether the earthworks will adversely affect stormwater and overland flows, and create adverse effects off-site.

(iii) Whether earthworks will be completed within a short period, reducing the duration of any adverse effects.

(iv) Where earthworks are proposed on a site with a gradient >18.5 degrees (1 in 3), whether a geotechnical report has been supplied to assess the stability of the earthworks.

(v) Whether appropriate measures to control dust emissions are proposed.

(vi) Whether any groundwater is likely to be affected, and any mitigation measures are proposed to deal with any effects. NB: Any activity affecting groundwater may require resource consent from the Otago Regional Council.

I am satisfied the environmental measures can be applied at the time of each stage of the subdivision or Land use consents for the earthworks. The ground water table is not expected to be affected due to the current depth. Earthworks have been approved for the earthworks related to the Wanaka Sports Facility site, the industrial area and the Road 1 through the site under RM100153 and RM110526. I am satisfied that environmental measures can be addressed at each stage of the development under the relevant Subdivision or Land Use consent.

A geotechnical report has been undertaken for the site by Opus International Consultants Ltd *'Geotechnical /Natural Hazard Assessment – Three parks Land, Wanaka'* (dated 2007, ref: 6CWM03.46 006DD). The report confirms the site is not at risk from any natural hazards. A geotechnical report has not been supplied for the stability of the earthworks. In the event that one is required for future earthworks consents I am satisfied that it can be supplied with the relevant consent at the time.

(c) Effects on adjacent sites:

(i) Whether the earthworks will adversely affect the stability of neighbouring sites.

(ii) Whether the earthworks will change surface drainage, and whether the adjoining land will be at a higher risk of inundation, or a raised water table.

(iii) Whether cut, fill and retaining are done in accordance with engineering standards.

I am satisfied that the earthworks can be conducted to appropriate measures to ensure that there are no adverse effects on neighbouring sites. While the earthworks that have been undertaken have changed the surface drainage I am satisfied that adjoining land has not been placed at risk of inundation and the underlying water table has not been altered. I am satisfied that the earthworks undertaken under RM100153

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and RM110526 has been undertaken in accordance with Council's standards and that any further earthworks will be monitored under the relevant conditions of future consents.

(d) General amenity values

(i) Whether the removal of soil to or from the site will affect the surrounding roads, and neighbourhood through the deposition of sediment, particularly where access to the site is gained through residential areas.

(ii) Whether the activity will generate noise, vibration and dust effects, which could detract from the amenity values of the surrounding area.

(iii) Whether natural ground levels will be altered.

Earthworks to date have been undertaken within the site and I am satisfied that the surrounding sites and roads have been relatively unaffected. Access to the site is currently opposite the Ballantyne Road industrial area and not through a residential area. While the activity has and will generate noise and dust effects I am satisfied that these effects can be minimised through the use of site management measures at the time of future consents. Ground levels are likely to be altered during the construction of future roading. However, as with dust and noise I am satisfied that any affects can be mitigated through the use of site management measures to ensure that no adverse effects occur on neighbouring sites.

12.26.4 Low Density Residential, Medium Density Residential, And Medium Density Residential (Mixed Use Precinct) Subzones – Rules

12.26.4.5 Restricted discretionary Activities – Matters over which the Council has reserved discretion and the Assessment Matters

iii Outline Development Plan - Assessment Matters

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

*In regard to the **indicative subdivision/ development layout**:*

(a) Whether the road layout is efficient, legible, and pedestrian-friendly. The Council expects roading layouts and hierarchies (ranging from collectors to local streets) to be immediately navigable and understandable by users. The Council expects to see the use of roundabouts avoided in places where there is anticipated to be high numbers of pedestrians and cyclists. The Council expects roading cross sections to be provided, which illustrate the width, character, landscaping, anticipated speed environment, and how the roading corridors provide for cyclists and pedestrians, as well as cars.

The road classifications and designs are indicated on the Paterson Pitts Group Ltd (PPG) *'Road Classifications for Outline Development Plan*' (dated 10/06/2015, Job No. W3850, Sheet 1 Rev B) and *'Three Parks Road Classifications'* table (ref: L:\Data\3800\3850\docs\Planning\W3850 Road Classifications Table Alternative.xlsx). While no cross sections have been submitted with the application the road classifications and cross sections indicated in the PPG plan and table are directly reflected to the design standards indicated in QLDC's Land Development and Subdivision Code of Practice Table 3.2 – Road design standards and the cross sections in Appendix E.

(b) With regard to the location of collector roads, the Council will not normally approve movement of more than 30 metres for a collector road unless the integrity of the Three Parks Structure Plan is not compromised (including the relative amounts of land in the various subzones) and normally only for the following reasons:

(i) Where there are key infrastructure matters that make the indicated path of the roads impracticable (for example land needed for stormwater management); and/ or

(ii) More appropriate subdivision patterns and street layouts will result from the movement of the collector road.

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The Council encouraged the roading network to be designed in accordance with latest standard being New Zealand Standard 4404:2010 (NZS 4404:2010). Council's transport network consultant MWH has undertaken an assessment of the proposed roading network. The following response was received from MWH:

> *"I have reviewed the latest Three Parks Road Classifications and confirm the collector road locations are in general accordance with the Three Parks Structure Plan. You note the location of Road 2 has moved by more than 30 metres compared to the structure plan, however I do not envisage any transport issues associated with this and therefore no further analysis by the applicant is required. The only condition to this, is the sight distances at the intersections with Road 3 and 6 will need to be confirmed at subdivision consent stage, which is already a requirement.*
>
> *The road classification for collector roads is appropriate and fully consistent with the NZS4404:2010. All other road classifications also appear appropriate. The only concern I have with the proposed road classifications are the lack of internal and external cyclist provisions, as noted in bullet 15 of my technical note dated 5 May 2015. It is possible the design could progress to subdivision consent stage without the development of clear and logical cycle routes and subsequently result with redesign being required by the applicant."*

I accept the comments made by MWH and I am satisfied that the design submitted meets the objectives outlined in assessment matter (ii) above and allows for a larger area within the deferred zone. I am satisfied that the sight lines from the intersection will be assessed at the time of subdivision.

Please note: NZS 4404:2010 has been incorporated within Council's new subdivision and development standard being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

(d) Whether the urban structure is well-connected. The Council will not normally approve an Outline Development Plan:

(i) Which proposes any cul de sacs in the MDR subzone; and

(ii) Which proposes that more than 20% of streets be cul de sacs (i.e. more than 1 in every 5 streets) in the LDR subzone; and

(iii) Which proposes any cul de sacs which are longer than 75m, are not straight, and which serve more than 20 lots; and

NB: 'Back lanes' are not considered to be cul de sacs.

(iv) Which does not include specific timeframes for the completion of those collector roads (in full) that pass through the area subject to the Outline Development Plan.

The ODP indicates that there will be approximately 12 areas created for medium density residential development. Six of these areas will front loop roads and will be separated by a reserve area with walkway, and at least one area will be services by a cul-de-sac.

There will be between 50 and 60 roads (including lanes) created as part of the Three Parks development. Of these roads 26 will created within the LDR zone, and this shall include approximately 8 culs-de-sac. For the purposes of this report I have identified roads 20, 24, 26, 29, 32, 33, 35 and 39. Roads 32 and 33 are indicated as ending at the deferred zone located to the northeast of the site and have the potential of becoming through roads.

I am satisfied that no cul-de-sac indicated on the plan will serve more than 20 lots. Roads 20, 29, 32 and 33 are indicated as being greater than 75m in length. All of these roads have a bend located along the length with the longest straight section of road being approximately 83m in length on both roads 20 and 29.

I am satisfied that that assessment matter (iv) will be assessed as a requirement of subdivision and proposed staging related to the subdivision consent.

(g) Whether the lot configuration, dimensions, and orientation will result in lots that:

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(i) Are orientated in order to maximise solar gain,

(ii) Enable land uses to connect with the street

(iii) Are easy to maintain, and

(iv) Have logical boundary lines.

(v) Avoid long narrow lots with narrow street frontages, which encourage multi-unit development aligned perpendicular to streets (creating back lots, shared drives, long narrow lines of flats, and body corporates).

The Council will not normally approve designs that result in awkward, irregular boundaries and which do not achieve the above outcomes.

I am satisfied that the lot and street configuration will ensure that infrastructure services will be kept within the confines of the road reserves and not located within private property.

(h) Whether any 'back lanes' that are proposed are appropriately designed and of an appropriate scale (in terms of their width and the number of units they serve) to ensure that they will provide a 'back lane' character and will function effectively and not result in adverse effects in terms of safety and amenity. The Council expects back lanes to be between 5m and 6m wide, depending on the number of units serviced. The Council would not normally approve a back lane which serves more than 8 units per entrance but, rather, expects 'lanes' of such a scale to be developed as a public street with greater width, footpaths, and an active street frontage. For example; the Council would not expect a back lane to run the entire way through a 100m block but, rather, a lane may provide rear access to part of the block or the block itself may be reduced in length in order to enable it to be dissected by a narrow back lane, for its full length (with an entrance at either end).

(i) Refer also to Rule 14.2.4.1(iv) in regard to access widths, to Section D for a definition of "back lanes", and to the illustrative diagram entitled "Typical back lane (plan view)" beneath Assessment Matter 12.26.4.5 (viii)(d) for further explanation.

The ODP indicates that there will be back lanes located at the rear of the Mixed Use buildings located along Road 1b. The plan also indicates that the reserve width of these lanes will be approximately 15m in width and will therefore allow the construction of an access road that will be wide enough to cater for two traffic lanes, with provision for pedestrians. I am satisfied the lanes will meet the requirements of District plan rule 14.2.4.1 (iv). The lanes will also be wide enough to include infrastructure.

(i) Whether, in the MDR (mixed use precinct), the impact of commercial activities on the safety and efficiency of the mainstreet collector road have been mitigated through minimising the number of vehicle crossings directly off the mainstreet and avoiding, where possible, any deliveries or servicing from the Road 1. The Council expects this to be achieved through the provision of rear lanes which provide vehicular access to both service areas and to carparking or through vehicle crossings being shared between properties wherever possible.

The ODP indicates that access will be provided to the rear of the buildings via a series of lanes with carparks within the mixed use precinct. I am satisfied that there will be no vehicle crossings from these buildings onto the mainstreet collector.

(k) Whether, in the LDR subzone, the lot configuration will ensure against monotonous building setbacks and fencing along Riverbank Road and will avoid individual or shared access lots and right of ways onto Riverbank Road. It is noted that pedestrian and cycle links between the 3 Parks Zone and Riverbank Road are considered appropriate.

The ODP indicates that there will be the provision of two access points (roads 2 and 5) from Riverbank road. While these two roads will provide access for pedestrians and cyclists there will also be a further three

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reserve strips located along Riverbank Road to cater for cyclists and pedestrians exclusively. No indication has been made for provision for cyclists and pedestrians along the Riverbank Road road boundary. A recommendation is proposed to ensure that provision is made for cyclists and pedestrians at the time of subdivision.

(n) Whether and to what extent the Outline Development Plan incorporates the various open spaces identified as non-fixed on the Indicative Open Space Plan. The Council will expect the Outline Development Plan to maximise opportunities to combine stormwater disposal and open space and to include land which is otherwise unsuitable for building in the green network.

The open space areas adjacent to roads 6, between roads 2, 33 and 3 will all include water features which will be part of the Low Impact Design (LID) for stormwater disposal within the site.

*(u) Whether and to what extent dedicated, direct and safe **pedestrian and cycle links** are provided. There are benefits for pedestrian or cycle links to be located within the public street. However, off-street links may be appropriate provided they are designed and located in such a way as to provide a good level of safety and amenity for users. The Council would normally expect there to be good surveillance of such links and for them to be straight, well lit, at least 6 m wide and no more than 75 m long, and to avoid the use of under-passes.*

Majority of the pedestrian/cycle links will be located directly within the road reserve areas and will therefore have the advantage of street lighting. The applicants have indicated that there will be cycle and pedestrian links within the open space areas adjacent to roads 6, between roads 2, 33 and 3 will meander through the landscaped areas. The cycle/pedestrian links from the cul-de-sac heads in roads 24, 26 and 35 appear to be less than 50m in length and straight. Lighting will be required for safety purposes along these links. An appropriate recommendation is proposed.

*(cc) Whether the **staging of development** (shown in the ODP), if any, will facilitate a logical progression of development which enables the cost effective provision of infrastructure; provides for a range of housing types/ densities; supports public amenities; and achieves a critical mass capable of contributing to a sense of community and/ or sense of place.*

I am satisfied that staging will be assessed at the time of subdivision as a requirement of QLDC's Land Development and Subdivision Code of Practice, and that the development will be staged in a logical manner that will ensure that each staged will be provided connections to infrastructure and roading. A recommendation is proposed to ensure that the infrastructure installed for each stage will be of sufficient capacity to cater for the whole development.

*(dd) **The extent to which any previous ODP relating to the same subzone has been given effect to** (defined as the section 224c certificate having been issued). The Council would normally expect:*

(i) The timing of development to occur in accordance with the Indicative Staging Plan for the Three Parks Zone.

(ii) That 60% of the area shown in the ODP (and which relates to the same subzone as the current application) has been given effect to;

(iii) That a mixture of densities has been provided prior to granting another ODP within that subzone.

I am satisfied that no previous 'Out Line Development Plan' has been undertaken for any subzone within this development.

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*(ee) Whether an **Integrated Transport Assessment** (ITA) has been provided which satisfactorily outlines how the proposed land use/urban design will affect the sustainability of transportation. The Integrated Transport Assessment should cover all those matters listed in the Council's guide on the subject. Refer to Council guidelines relating to ITA.*

An 'Integrated Traffic Assessment' (ITA) has been submitted with the application by Bartlett Consulting. I am satisfied that the ITA has been undertaken in accordance with Council's ITA guidelines. Council's transport network consultant MWH has undertaken an assessment of the ITA, and their comments are contained within Appendix A of this report.

(ff) The provision of Public Transport facilities and/or infrastructure or space to enable the future development of Public Transport facilities and/ or infrastructure. The Council would normally expect adequate space to be provided in the road reserve for a bus stop to be located every 400 m along any bus route as identified by the Council or negotiated with the Council, as part of the ODP consent process.

The ITA indicates that the primary vehicle routes will be used as the public transport route. The report also indicates that the intersection with SH84 and Ballantyne Road should be designed to accommodate bus movements and that the *"primary routes should be designed to accommodate bus movements with bus stops identified."* A recommendation is proposed to ensure that provision is made for the public transport route at the time of subdivision.

*(hh) Whether the development proposed will ensure appropriate **stormwater management** in light of the capacity of stormwater infrastructure, the management of overland flows from the site and other sites in the catchment and measures to reduce contaminants entering the receiving environment. The Council expects a significant proportion of all stormwater to be disposed of within the zone through the use of open spaces and that such a stormwater disposal plan will be prepared in consultation with Council's engineers and will be consistent with any stormwater catchment management plan that the Council has for this area.*

There are constraints within the existing stormwater main that traverses the site. The applicants are intending to incorporate a Low Impact Design (LID) stormwater system that incorporates the use of the roading network as overland flow paths with wet land areas created in the larger reserve areas. The applicants have confirmed that retention and detention devices such as 'Ecopods' will be incorporated within the stormwater system design for the site. The retention/detention systems will be incorporated within the carriageways of the proposed roads to ensure that the peak flows resulting from a 1 in 100 year rain event are graduated to allow that the stormwater disposal area/wetlands within the reserve areas to cope with the flows rather than become inundated and flood. An appropriate recommendation is proposed to ensure that a Low Impact Design (LID) stormwater system is developed for Three Parks.

*(ii) Whether the development and subdivision would provide opportunities to create or restore **wetland** areas. This may be the case with existing land and water features (including those shown as open space in the Three Parks Structure Plan) and open spaces created for stormwater management. Indigenous plants should be used where possible to restore ecological and cultural values.*

As discussed above the applicants are intending to create wet land areas within the larger reserve areas. There are currently no water features within the site. Landscape issues will be addressed by others.

*(jj) Whether the development has provided appropriately for the ongoing access to and function of the **Stormwater Main Line** and **Transmission Line** that traverse the Three Parks Zone. The Council expects that the intended treatment of these features will be discussed and that they will be aligned with public access areas such as roads and reserves.*

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The stormwater main line currently within the site will remain within a reserve area. I am satisfied that access to the main will remain unimpeded. The transmission line currently traversing the site is under contract to be removed from the site as part of an agreement between Aurora and the developer.

12.26.5 Tourism and Community Facilities Subzone

12.26.5.5 Restricted Discretionary Activities – Matters over which discretion is reserved and Assessment Matters

ii Assessment Matters - Outline Development Plan

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

*In regard to the **indicative subdivision/ development layout**:*

(a) Whether the road layout is efficient, legible, and pedestrian-friendly. The Council expects roading layouts and hierarchies (ranging from collectors to local streets) to be immediately navigable and understandable by users. The Council expects to see the use of roundabouts avoided in places where there is anticipated to be high numbers of pedestrians and cyclists. The Council expects roading cross sections to be provided, which illustrate the width, character, landscaping, anticipated speed environment, and how the roading corridors provide for cyclists and pedestrians, as well as cars.

As discussed earlier in this report the road classifications and designs are indicated on the Paterson Pitts Group Ltd (PPG) *'Road Classifications for Outline Development Plan*' (dated 10/06/2015, Job No. W3850, Sheet 1 Rev B) and *'Three Parks Road Classifications'* table (ref: L:\Data\3800\3850\docs\Planning\W3850 Road Classifications Table Alternative.xlsx). While no cross sections have been submitted with the application the road classifications and cross sections indicated in the PPG plan and table are directly reflected to the design standards indicated in QLDC's Land Development and Subdivision Code of Practice Table 3.2 – Road design standards and the cross sections in Appendix E.

(b) With regard to the location of collector roads, the Council will not normally approve movement of more than 30 metres for a collector road unless the integrity of the Three Parks Structure Plan is not compromised (including the relative amounts of land in the various subzones) and normally only for the following reasons:

(i) Where there are key infrastructure matters that make the indicated path of the roads impracticable (for example land needed for stormwater management); and/ or

(ii) More appropriate subdivision patterns and street layouts will result from the movement of the collector road.

Road 1 (mainstreet) is the only collector road within the Tourism and Community Facilities Subzone, and I am satisfied that ODP demonstrates this road is in the location indicated in the structure plan.

(d) Whether the urban structure is well-connected. The Council will not normally approve an Outline Development Plan:

(iii) Which proposes any cul de sacs which are longer than 75m, are not straight, and which serve more than 20 lots; and

NB: 'Back lanes' are not considered to be cul de sacs.

(iv) Which does not include specific timeframes for the completion of those collector roads (in full) that pass through the area subject to the Outline Development Plan.

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The ODP indicates that there are no culs-de-sac proposed for the Tourism and Community Facilities Subzone.

(h) Whether any 'back lanes' that are proposed are appropriately designed and of an appropriate scale (in terms of their width and the number of units they serve) to ensure that they will provide a 'back lane' character and will function effectively and not result in adverse effects in terms of safety and amenity. The Council expects back lanes to be between 5m and 6m wide, depending on the number of units serviced. The Council would not normally approve a back lane which serves more than 8 units per entrance but, rather, expects 'lanes' of such a scale to be developed as a public street with greater width, footpaths, and an active street frontage. For example; the Council would not expect a back lane to run the entire way through a 100m block but, rather, a lane may provide rear access to part of the block or the block itself may be reduced in length in order to enable it to be dissected by a narrow back lane, for its full length (with an entrance at either end).

(i) Refer also to Rule 14.2.4.1(iv) in regard to access widths, to Section D for a definition of "back lanes", and to the illustrative diagram entitled "Typical back lane (plan view)" beneath Assessment Matter 12.26.4.5 (viii)(d) for further explanation.

The ODP indicates that there are no back lanes proposed for the Tourism and Community Facilities Subzone.

(n) Whether and to what extent the Outline Development Plan incorporates the various open spaces identified as non-fixed on the Indicative Open Space Plan. The Council will expect the Outline Development Plan to maximise opportunities to combine stormwater disposal and open space and to include land which is otherwise unsuitable for building in the green network.

The open space areas adjacent to road 3 will all include a water feature which will be part of the Low Impact Design (LID) for stormwater disposal within the site.

*(u) Whether and to what extent dedicated, direct and safe **pedestrian and cycle links** are provided. There are benefits for pedestrian or cycle links to be located within the public street. However, off-street links may be appropriate provided they are designed and located in such a way as to provide a good level of safety and amenity for users. The Council would normally expect there to be good surveillance of such links and for them to be straight, well lit, at least 6 m wide and no more than 75 m long, and to avoid the use of under-passes.*

Majority of the pedestrian/cycle links will be located directly within the road reserve areas and will therefore have the advantage of street lighting. The applicants have indicated that there will be cycle and pedestrian link within the open space area to the east of road 3. This link will meander through the landscaped reserve area on the east side of the Tourism and Community Facilities Subzone and connect with the proposed intersection with the State Highway. Lighting will be required for safety purposes along these links. An appropriate recommendation is proposed.

*(cc) Whether the **staging of development** (shown in the ODP), if any, will facilitate a logical progression of development which enables the cost effective provision of infrastructure; provides for a range of housing types/ densities; supports public amenities; and achieves a critical mass capable of contributing to a sense of community and/ or sense of place.*

As discussed previously, I am satisfied that staging will be assessed at the time of subdivision as a requirement of QLDC's Land Development and Subdivision Code of Practice, and that the development will be staged in a logical manner that will ensure that each staged will be provided connections to infrastructure and roading. A recommendation is proposed to ensure that the infrastructure installed for each stage will be of sufficient capacity to cater for the whole development.

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(ee) *Whether an **Integrated Transport Assessment** (ITA) has been provided which satisfactorily outlines how the proposed land use/urban design will affect the sustainability of transportation. The Integrated Transport Assessment should cover all those matters listed in the Council's guide on the subject. Refer to Council guidelines relating to ITA.*

As discussed previously in this report an 'Integrated Traffic Assessment' (ITA) has been submitted with the application by Bartlett Consulting. I am satisfied that the ITA has been undertaken in accordance with Council's ITA guidelines. Council's transport network consultant MWH has undertaken an assessment of the ITA, and their comments are contained within Appendix A of this report.

(ff) *The provision of Public Transport facilities and/or infrastructure or space to enable the future development of Public Transport facilities and/ or infrastructure. The Council would normally expect adequate space to be provided in the road reserve for a bus stop to be located every 400 m along any bus route as identified by the Council or negotiated with the Council, as part of the ODP consent process.*

The ITA indicates that the primary vehicle routes will be used as the public transport route. The report also indicates that the intersection with SH84 and Ballantyne Road should be designed to accommodate bus movements and that the *"primary routes should be designed to accommodate bus movements with bus stops identified."* A recommendation is proposed to ensure that provision is made for the public transport route at the time of subdivision.

(hh) *Whether the development proposed will ensure appropriate **stormwater management** in light of the capacity of stormwater infrastructure, the management of overland flows from the site and other sites in the catchment and measures to reduce contaminants entering the receiving environment. The Council expects a significant proportion of all stormwater to be disposed of within the zone through the use of open spaces and that such a stormwater disposal plan will be prepared in consultation with Council's engineers and will be consistent with any stormwater catchment management plan that the Council has for this area.*

As discussed previously, there are constraints within the existing stormwater main that traverses the site. The applicants are intending to incorporate a Low Impact Design (LID) stormwater system that incorporates the use of the roading network as overland flow paths with wet land areas created in the larger reserve areas. The applicants have confirmed that retention and detention devices such as 'Ecopods' will be incorporated within the stormwater system design for the site. The retention/detention systems will be incorporated within the carriageways of the proposed roads to ensure that the peak flows resulting from a 1 in 100 year rain event are graduated to allow that the stormwater disposal area/wetlands within the reserve areas to cope with the flows rather than become inundated and flood. An appropriate recommendation is proposed to ensure that a Low Impact Design (LID) stormwater system is developed for Three Parks.

(ii) *Whether the development and subdivision would provide opportunities to create or restore **wetland** areas. This may be the case with existing land and water features (including those shown as open space in the Three Parks Structure Plan) and open spaces created for stormwater management. Indigenous plants should be used where possible to restore ecological and cultural values.*

As discussed above the applicants are intending to create wet land areas within the larger reserve areas. There are currently no water features within the site. Landscape issues will be addressed by others.

(jj) *Whether the development has provided appropriately for the ongoing access to and function of the **Stormwater Main Line** and **Transmission Line** that traverse the Three Parks Zone. The Council expects that the intended treatment of these features will be discussed and that they will be aligned with public access areas such as roads and reserves.*

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As discussed previously, the stormwater main line currently within the site will remain within a reserve area. I am satisfied that access to the main will remain unimpeded. The transmission line currently traversing the site is under contract to be removed from the site as part of an agreement between Aurora and the developer.

*(d) In regard to the location and design of **carparking**, including bus parking, the Council will not normally approve:*

(i) Carparking areas that dominate views into the site from the street or other public places.

(ii) Any surface carparking between the building and the Mainstreet Collector road.

I am satisfied that ODP demonstrates that car parking areas for this subzone are set back from the mainstreet and will be screened by the buildings.

12.26.6 Business (Three Parks) Subzone

12.26.6.5 Restricted discretionary Activities – Matters over which discretion is reserved and Assessment Matters

iv Matters of discretion – For any Outline Development Plan, discretion is reserved in respect of:

*In regard to the **indicative subdivision/ development layout**:*

(e) Whether the road layout is efficient, legible, and pedestrian-friendly. The Council expects roading layouts and hierarchies (ranging from collectors to local streets) to be immediately navigable and understandable by users. The Council expects to see the use of roundabouts avoided in places where there is anticipated to be high numbers of pedestrians and cyclists. The Council expects roading cross sections to be provided, which illustrate the width, character, landscaping, anticipated speed environment, and how the roading corridors provide for cyclists and pedestrians, as well as cars.

The road classifications and designs are indicated on the Paterson Pitts Group Ltd (PPG) *'Road Classifications for Outline Development Plan*' (dated 10/06/2015, Job No. W3850, Sheet 1 Rev B) and *'Three Parks Road Classifications'* table (ref: L:\Data\3800\3850\docs\Planning\W3850 Road Classifications Table Alternative.xlsx). While no cross sections have been submitted with the application the road classifications and cross sections indicated in the PPG plan and table are directly reflected to the design standards indicated in QLDC's Land Development and Subdivision Code of Practice Table 3.2 – Road design standards and the cross sections in Appendix E.

(f) With regard to the location of collector roads, the Council will not normally approve movement of more than 30 metres for a collector road unless the integrity of the Three Parks Structure Plan is not compromised (including the relative amounts of land in the various subzones) and normally only for the following reasons:

(i) Where there are key infrastructure matters that make the indicated path of the roads impracticable (for example land needed for stormwater management); and/ or

(ii) More appropriate subdivision patterns and street layouts will result from the movement of the collector road.

Road 1 (mainstreet) is the only collector road within the Tourism and Community Facilities Subzone, and I am satisfied that ODP demonstrates this road is in the location indicated in the structure plan.

(g) Whether the urban structure is well-connected. The Council will not normally approve an Outline Development Plan:

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(v) Which proposes any cul de sacs which are longer than 75m, are not straight, and which serve more than 20 lots; and

NB: 'Back lanes' are not considered to be cul de sacs.

(vi) Which does not include specific timeframes for the completion of those collector roads (in full) that pass through the area subject to the Outline Development Plan.

The ODP indicates that there are no culs-de-sac proposed for the Business Subzone.

(h) Whether any 'back lanes' that are proposed are appropriately designed and of an appropriate scale (in terms of their width and the number of units they serve) to ensure that they will provide a 'back lane' character and will function effectively and not result in adverse effects in terms of safety and amenity. The Council expects back lanes to be between 5m and 6m wide, depending on the number of units serviced. The Council would not normally approve a back lane which serves more than 8 units per entrance but, rather, expects 'lanes' of such a scale to be developed as a public street with greater width, footpaths, and an active street frontage. For example; the Council would not expect a back lane to run the entire way through a 100m block but, rather, a lane may provide rear access to part of the block or the block itself may be reduced in length in order to enable it to be dissected by a narrow back lane, for its full length (with an entrance at either end).

(i) Refer also to Rule 14.2.4.1(iv) in regard to access widths, to Section D for a definition of "back lanes", and to the illustrative diagram entitled "Typical back lane (plan view)" beneath Assessment Matter 12.26.4.5 (viii)(d) for further explanation.

The ODP indicates that there will be back lanes approximately 200m in length within the business zone of the proposed development. The plan also indicates that the reserve width of these lanes will be approximately 15m in width and will therefore allow the construction of an access road that will be wide enough to cater for two traffic lanes, with provision for pedestrians. I am satisfied the lanes will meet the requirements of District plan rule 14.2.4.1 (iv). The lanes will also be wide enough to include infrastructure.

(o) Whether and to what extent the Outline Development Plan incorporates the various open spaces identified as non-fixed on the Indicative Open Space Plan. The Council will expect the Outline Development Plan to maximise opportunities to combine stormwater disposal and open space and to include land which is otherwise unsuitable for building in the green network.

The ODP indicates there will be no open space areas within the business zone.

*(u) Whether and to what extent dedicated, direct and safe **pedestrian and cycle links** are provided. There are benefits for pedestrian or cycle links to be located within the public street. However, off-street links may be appropriate provided they are designed and located in such a way as to provide a good level of safety and amenity for users. The Council would normally expect there to be good surveillance of such links and for them to be straight, well lit, at least 6 m wide and no more than 75 m long, and to avoid the use of under-passes.*

Majority of the pedestrian/cycle links will be located directly within the road reserve areas and will therefore have the advantage of street lighting.

*(cc) Whether the **staging of development** (shown in the ODP), if any, will facilitate a logical progression of development which enables the cost effective provision of infrastructure; provides for a range of housing types/ densities; supports public amenities; and achieves a critical mass capable of contributing to a sense of community and/ or sense of place.*

As discussed previously, I am satisfied that staging will be assessed at the time of subdivision as a requirement of QLDC's Land Development and Subdivision Code of Practice, and that the development will

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be staged in a logical manner that will ensure that each staged will be provided connections to infrastructure and roading. A recommendation is proposed to ensure that the infrastructure installed for each stage will be of sufficient capacity to cater for the whole development.

(gg) *Whether an **Integrated Transport Assessment** (ITA) has been provided which satisfactorily outlines how the proposed land use/urban design will affect the sustainability of transportation. The Integrated Transport Assessment should cover all those matters listed in the Council's guide on the subject. Refer to Council guidelines relating to ITA.*

As discussed in previous sections of this report an 'Integrated Traffic Assessment' (ITA) has been submitted with the application by Bartlett Consulting. I am satisfied that the ITA has been undertaken in accordance with Council's ITA guidelines. Council's transport network consultant MWH has undertaken an assessment of the ITA, and their comments are contained within Appendix A of this report.

(hh) *The provision of Public Transport facilities and/or infrastructure or space to enable the future development of Public Transport facilities and/ or infrastructure. The Council would normally expect adequate space to be provided in the road reserve for a bus stop to be located every 400 m along any bus route as identified by the Council or negotiated with the Council, as part of the ODP consent process.*

As discussed in previous sections of this report the ITA indicates that the primary vehicle routes will be used as the public transport route. The report also indicates that the intersection with SH84 and Ballantyne Road should be designed to accommodate bus movements and that the *"primary routes should be designed to accommodate bus movements with bus stops identified."* A recommendation is proposed to ensure that provision is made for the public transport route at the time of subdivision.

(kk) *Whether the development proposed will ensure appropriate **stormwater management** in light of the capacity of stormwater infrastructure, the management of overland flows from the site and other sites in the catchment and measures to reduce contaminants entering the receiving environment. The Council expects a significant proportion of all stormwater to be disposed of within the zone through the use of open spaces and that such a stormwater disposal plan will be prepared in consultation with Council's engineers and will be consistent with any stormwater catchment management plan that the Council has for this area.*

As discussed in previous sections of this report there are constraints within the existing stormwater main that traverses the site. The applicants are intending to incorporate a Low Impact Design (LID) stormwater system that incorporates the use of the roading network as overland flow paths with wet land areas created in the larger reserve areas. The applicants have confirmed that retention and detention devices such as 'Ecopods' will be incorporated within the stormwater system design for the site. The retention/detention systems will be incorporated within the carriageways of the proposed roads to ensure that the peak flows resulting from a 1 in 100 year rain event are graduated to allow that the stormwater disposal area/wetlands within the reserve areas to cope with the flows rather than become inundated and flood. An appropriate recommendation is proposed to ensure that a Low Impact Design (LID) stormwater system is developed for Three Parks.

(ll) *Whether the development and subdivision would provide opportunities to create or restore **wetland** areas. This may be the case with existing land and water features (including those shown as open space in the Three Parks Structure Plan) and open spaces created for stormwater management. Indigenous plants should be used where possible to restore ecological and cultural values.*

As discussed above the applicants are intending to dispose stormwater within the road reserves within this subzone. Landscape issues will be addressed by others.

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*(mm) Whether the development has provided appropriately for the ongoing access to and function of the **Stormwater Main Line** and **Transmission Line** that traverse the Three Parks Zone. The Council expects that the intended treatment of these features will be discussed and that they will be aligned with public access areas such as roads and reserves.*

As discussed in previous sections of this report the stormwater main line currently within the site will remain within a reserve area. I am satisfied that access to the main will remain unimpeded. The transmission line currently traversing the site is under contract to be removed from the site as part of an agreement between Aurora and the developer.

b) The location and indicative design of carparking, acknowledging that this will need to be further refined as part of subsequent land use consents once carparking requirements are known.

The ODP indicates that service lanes will be provided along the rear of the mixed use development within this zone. The ODP also indicates that two car parking areas will be formed on roads 19 and 21. I am satisfied that final car parking requirements will be assessed at the time of subdivision.

12.26.7 COMMERCIAL CORE - RULES

12.26.7.4 Restricted discretionary Activities – Matters over which discretion is reserved and Assessment Matters

ii Outline Development Plan – Assessment Matters

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

*In regard to the **indicative subdivision/ development layout**:*

(a) Whether the road layout is efficient, legible, and pedestrian-friendly. The Council expects roading layouts and hierarchies (ranging from collectors to local streets) to be immediately navigable and understandable by users. The Council expects to see the use of roundabouts avoided in places where there is anticipated to be high numbers of pedestrians and cyclists. The Council expects roading cross sections to be provided, which illustrate the width, character, landscaping, anticipated speed environment, and how the roading corridors provide for cyclists and pedestrians, as well as cars.

The road classifications and designs are indicated on the Paterson Pitts Group Ltd (PPG) *'Road Classifications for Outline Development Plan*' (dated 10/06/2015, Job No. W3850, Sheet 1 Rev B) and *'Three Parks Road Classifications'* table (ref: L:\Data\3800\3850\docs\Planning\W3850 Road Classifications Table Alternative.xlsx). While no cross sections have been submitted with the application the road classifications and cross sections indicated in the PPG plan and table are directly reflected to the design standards indicated in QLDC's Land Development and Subdivision Code of Practice Table 3.2 – Road design standards and the cross sections in Appendix E.

(b) With regard to the location of collector roads, the Council will not normally approve movement of more than 30 metres for a collector road unless the integrity of the Three Parks Structure Plan is not compromised (including the relative amounts of land in the various subzones) and normally only for the following reasons:

(i) Where there are key infrastructure matters that make the indicated path of the roads impracticable (for example land needed for stormwater management); and/ or

(ii) More appropriate subdivision patterns and street layouts will result from the movement of the collector road.

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The ODP indicates that Roads 1 (mainstreet), 2 and 15 are the collector roads within the Commercial Subzone. I am satisfied that ODP demonstrates these roads are in the location indicated in the structure plan.

(d) Whether the urban structure is well-connected. The Council will not normally approve an Outline Development Plan:

(vii) Which proposes any cul de sacs which are longer than 75m, are not straight, and which serve more than 20 lots; and

NB: 'Back lanes' are not considered to be cul de sacs.

(viii) Which does not include specific timeframes for the completion of those collector roads (in full) that pass through the area subject to the Outline Development Plan.

I am satisfied that the ODP indicates there are no culs-de-sac within the commercial subzone.

(i) Whether any 'back lanes' that are proposed are appropriately designed and of an appropriate scale (in terms of their width and the number of units they serve) to ensure that they will provide a 'back lane' character and will function effectively and not result in adverse effects in terms of safety and amenity. The Council expects back lanes to be between 5m and 6m wide, depending on the number of units serviced. The Council would not normally approve a back lane which serves more than 8 units per entrance but, rather, expects 'lanes' of such a scale to be developed as a public street with greater width, footpaths, and an active street frontage. For example; the Council would not expect a back lane to run the entire way through a 100m block but, rather, a lane may provide rear access to part of the block or the block itself may be reduced in length in order to enable it to be dissected by a narrow back lane, for its full length (with an entrance at either end).

(i) Refer also to Rule 14.2.4.1(iv) in regard to access widths, to Section D for a definition of "back lanes", and to the illustrative diagram entitled "Typical back lane (plan view)" beneath Assessment Matter 12.26.4.5 (viii)(d) for further explanation.

There are no back lanes indicated in the Commercial subzone.

(n) Whether and to what extent the Outline Development Plan incorporates the various open spaces identified as non-fixed on the Indicative Open Space Plan. The Council will expect the Outline Development Plan to maximise opportunities to combine stormwater disposal and open space and to include land which is otherwise unsuitable for building in the green network.

There are several small reserve areas within the commercial subzone that may be useful to incorporate water features as part of the Low Impact Design (LID) for stormwater disposal within the site.

*(u) Whether and to what extent dedicated, direct and safe **pedestrian and cycle links** are provided. There are benefits for pedestrian or cycle links to be located within the public street. However, off-street links may be appropriate provided they are designed and located in such a way as to provide a good level of safety and amenity for users. The Council would normally expect there to be good surveillance of such links and for them to be straight, well lit, at least 6 m wide and no more than 75 m long, and to avoid the use of under-passes.*

Majority of the pedestrian/cycle links will be located directly within the road reserve areas and will therefore have the advantage of street lighting. A dedicated cycle/pedestrian link is to be provided within the mainstreet through the commercial core. An appropriate recommendation is proposed.

*(cc) Whether the **staging of development** (shown in the ODP), if any, will facilitate a logical progression of development which enables the cost effective provision of infrastructure;*

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provides for a range of housing types/ densities; supports public amenities; and achieves a critical mass capable of contributing to a sense of community and/ or sense of place.

As discussed previously, I am satisfied that staging will be assessed at the time of subdivision as a requirement of QLDC's Land Development and Subdivision Code of Practice, and that the development will be staged in a logical manner that will ensure that each staged will be provided connections to infrastructure and roading. A recommendation is proposed to ensure that the infrastructure installed for each stage will be of sufficient capacity to cater for the whole development.

*(ii) Whether an **Integrated Transport Assessment** (ITA) has been provided which satisfactorily outlines how the proposed land use/urban design will affect the sustainability of transportation. The Integrated Transport Assessment should cover all those matters listed in the Council's guide on the subject. Refer to Council guidelines relating to ITA.*

As discussed previously, an 'Integrated Traffic Assessment' (ITA) has been submitted with the application by Bartlett Consulting. I am satisfied that the ITA has been undertaken in accordance with Council's ITA guidelines. Council's transport network consultant MWH has undertaken an assessment of the ITA, and their comments are contained within Appendix A of this report.

(jj) The provision of Public Transport facilities and/or infrastructure or space to enable the future development of Public Transport facilities and/ or infrastructure. The Council would normally expect adequate space to be provided in the road reserve for a bus stop to be located every 400 m along any bus route as identified by the Council or negotiated with the Council, as part of the ODP consent process.

As discussed previously, the ITA indicates that the primary vehicle routes will be used as the public transport route. The report also indicates that the intersection with SH84 and Ballantyne Road should be designed to accommodate bus movements and that the *"primary routes should be designed to accommodate bus movements with bus stops identified."* A recommendation is proposed to ensure that provision is made for the public transport route at the time of subdivision.

*(nn) Whether the development proposed will ensure appropriate **stormwater management** in light of the capacity of stormwater infrastructure, the management of overland flows from the site and other sites in the catchment and measures to reduce contaminants entering the receiving environment. The Council expects a significant proportion of all stormwater to be disposed of within the zone through the use of open spaces and that such a stormwater disposal plan will be prepared in consultation with Council's engineers and will be consistent with any stormwater catchment management plan that the Council has for this area.*

As discussed previously, there are constraints within the existing stormwater main that traverses the site. The applicants are intending to incorporate a Low Impact Design (LID) stormwater system that incorporates the use of the roading network as overland flow paths with wet land areas created in the larger reserve areas. The applicants have confirmed that retention and detention devices such as 'Ecopods' will be incorporated within the stormwater system design for the site. The retention/detention systems will be incorporated within the carriageways of the proposed roads to ensure that the peak flows resulting from a 1 in 100 year rain event are graduated to allow that the stormwater disposal area/wetlands within the reserve areas to cope with the flows rather than become inundated and flood. An appropriate recommendation is proposed to ensure that a Low Impact Design (LID) stormwater system is developed for Three Parks.

*(oo) Whether the development and subdivision would provide opportunities to create or restore **wetland** areas. This may be the case with existing land and water features (including those shown as open space in the Three Parks Structure Plan) and open spaces created for stormwater management. Indigenous plants should be used where possible to restore ecological and cultural values.*

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As discussed above the applicants are intending to create wet land areas within the larger reserve areas. There are currently no water features within the site. Landscape issues will be addressed by others.

*(pp) Whether the development has provided appropriately for the ongoing access to and function of the **Stormwater Main Line** and **Transmission Line** that traverse the Three Parks Zone. The Council expects that the intended treatment of these features will be discussed and that they will be aligned with public access areas such as roads and reserves.*

As discussed previously, the stormwater main line currently within the site will remain within a reserve area. I am satisfied that access to the main will remain unimpeded. The transmission line currently traversing the site is under contract to be removed from the site as part of an agreement between Aurora and the developer.

(d) The general layout of building platforms should enable the resultant buildings to share vehicle access points and carparking.

I am satisfied that the ODP meets the requirement for the above assessment matter and indicates that shared car parking will be provided for buildings within the Commercial core of Three Parks. Bulk car parking will be provided at the rear of the commercial precinct with limited access points off the mainstreet.

(j) Whether the location and design of carparking areas minimises its impact on the urban form, congestion on the mainstreet, and pedestrian amenity, through:

(i) The co-location and shared usage of carparks (thus reducing the sheer amount). The Outline Development Plan should seek to avoid carparking designed for the sole use of one building owner or tenant. There is an expectation that carparking is located and structured (through ownership, lease agreements, and consent notices) such that they are able to be shared and that such arrangements will be secured long term. An exception to this is Visitor Accommodation, which should provide onsite, dedicated parking and, as such, is best suited at the periphery of the Commercial Core.

(ii) Locating carparking to the side or rear of buildings so that it is not visually dominant when viewed from the street.

(iii) Minimising the number of vehicle accesses from the Road 1, through the provision of a rear lane which provides vehicular access to both service areas and to carparking or through vehicle crossings being shared between properties wherever possible.

I am satisfied that the ODP meets the above objectives of assessment matters (i), (ii) and (iii) above.

The ODP indicates that there will be 4 entrances created off the western side of the mainstreet to access the carpark areas located on the western side of the 'Retail' precinct and 2 entrances created to access the eastern side of the 'Retail' precinct. There will also be entrances to the large format car parking areas from roads 3, 2, 7 and 15.

(k) In addition to assessment matters in 12.26.4.5 (ii) which relate to roading design, where the Mainstreet Collector passes through the Commercial Core, the Council expects it to:

(i) Be designed as a low speed environment (for example, 30 km), where it passes through the Commercial Core

(ii) Be a two way, 2 lane road with a carriageway; and

(iii) Include parallel parking on both sides of the road; and

(iv) Include a dedicated cycle path within the road corridor; and

(v) Include street trees

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(vi) Include footpaths on both sides of between x and y m in width

All of which should be achievable within a 20 m width.

Note: Of particular relevance, Assessment Matter 12.26.4.5 (ii)(a) states that the Council expects roading cross sections to be provided; to see the use of roundabouts avoided in places where there is anticipated to be high numbers of pedestrians and cyclists; and expects public transport facilities and/or infrastructure or space to enable the future development of public transport facilities and/ or infrastructure, noting an expectation for space to be provided in the road reserve for a bus stop to be located every 400 m along any bus route.

The proposed design speed for the mainstreet (Road 1c) is indicated as 50km in the PPG road classifications table. I have discussed this with the Paterson Pitts Group engineer and he has confirmed (by phone 8/09/2015) that traffic calming measures will be installed along the road to ensure that the road is designed as a low speed environment at the time of subdivision. I am satisfied that the final design will be assessed at the time of subdivision and this will include a road safety audit.

The road will be formed with two lanes and parallel parking on both sides. The indicative drawings show that the traffic lanes will be separated by a median strip. Trees will be trees planted on either side of the carriageway and down the median strip. The indicative plans also show that there will be a shared cycle pedestrian path 2m in width set back from the carriageway. The road reserve will be 20m in width.

(l) Whether the level of carparking proposed in stages beyond the first 20,000m² of retail space will be appropriate in light of:

(i) effects on the role, function, vitality and vibrancy of the Town Centre,

(ii) the promotion of the use of public transport if it is available;

(iii) the efficient use of land;

(iv) the creation of a pleasant, pedestrian friendly environment;

(v) the need to adequately provide for the demands that the proposed development will create.

a. Note: The Council would not normally approve an amount of car parking that substantially exceeds the car parking standards for developments prior to 10,000m² of retail floor space being developed.

I am satisfied that the proposed car parking for the Commercial Core precinct of the development meets the above objectives, and that the final design will be assessed at the time of subdivision.

*(m) The Council will normally expect short term **bicycle parking** to be provided along the mainstreet footpath at a rate of 1 to 2 bicycle stands every 50 metres and that these be designed and located so as to not block the footpath and to adhere to any Bicycle Parking Standards adopted by the Council.*

No detailed drawings have been provided at this stage of the development. However, the indicative drawings demonstrate that the above objectives can be met. I am satisfied that the provision for bicycle parking can be addressed at the time of subdivision. An appropriate recommendation is proposed to ensure that the provision for bicycle parking along Road 1 is made at the time of subdivision.

Conceptual Subdivision Services

Water

Potable water will be reticulated from the QLDC Wanaka Scheme, and will include the provision of fire hydrants as required. Negotiations are currently underway for the provision of water reticulation to be

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extended through the Three Parks development to service the Wanaka Sports facility. This will include extending a water main along the SH84 to the Three Parks site through to Ballantyne Road along the mainstreet. I am satisfied the need for any specific upgrades to this network will be assessed at the time of subdivision for each stage.

Sewage
Wastewater will be reticulated to the existing QLDC network within the site via a series of gravity mains. I am satisfied that the wastewater reticulation within Three parks can be assessed at the time of subdivision.

Stormwater
Stormwater disposal within Three Parks is to be reticulated within the roading network and disposed within the open space areas via low impact designs. I am satisfied that the final design for stormwater disposal within the site can be assessed at the time of subdivision.

Power & Telecommunications
Power and Telecommunication networks will be extended from existing infrastructure installed within Ballantyne Road

Recommendations

Based on the above and my assessment of the ODP application I am satisfied that the Three Parks Development can be adequately serviced in accordance with Council standards and propose the following specific recommendations are included for this Outline Development Plan;

1. At the time subdivision application is lodged for any stage within the Three Parks Special Zone Outline Development Master Plan approved by resource consent RM140354, all engineering infrastructure shall be designed in accordance with the Queenstown Lakes District Council District Plan, the Three Parks Special Zone rules and the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any subdivision consent.

   Note: The current standards are available on Council's website via the following link: http://www.qldc.govt.nz/planning/resource-consents/qldc-land-development-and-subdivision-code-of-practice/

2. All land development and subdivision designs shall comply with the following;

   a) A design and access statement in accordance with QLDC's Land Development and Subdivision Code of Practice, 3.2.6 shall be submitted.

   b) Vehicle tracking movements shall be clearly demonstrated for all roads.

   c) All roads shall be designed in accordance with QLDC's Land Development and Subdivision Code of Practice, Table 3.2.

   d) Detailed design for all roading shall illustrate how traffic calming measures have integrated pedestrian facilities, cycling facilities, parking layout and streetscapes into the overall design to achieve the target operating speeds and contribute to the differentiation of the three street typologies. In addition, threshold treatments to the tertiary road network shall be developed to discourage through traffic. The detailed design shall be prepared in consultation with a suitably experienced and qualified traffic engineer and a report submitted by this engineer confirming the designs achieve the target operation speeds.

   e) The shared pedestrian and cycle way within the 'Retail' activity area shall be formed to a minimum 2.0 m width.

   f) Provision for bicycle parks shall be made along the mainstreet within the 'Retail' activity zone.

   g) Provision for pedestrians and cyclists shall be made within the Riverbank Road legal road reserve adjacent to the site.

   h) Public Transport stops and routes should be identified in the street design. The provision of bus stops and their design and spacing should comply with the QLDC Bus Stop policy and Guidelines (August 2008).

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i) Stormwater design within the Three Parks Special Zone shall incorporate Best Practice Low Impact Design measures.

j) Subdivision and development lighting shall be in accordance with Council's road lighting policies and standards, including the Southern Light lighting strategy.

3. At the time of subdivision consent the consent holder shall submit to the Principal Resource Management Engineer at Council for review and certification a Construction Management Plan addressing the following matters as a minimum:

    - Control of dust;
    - Silt and sediment control;
    - Earthworks debris deposited on streets;
    - Construction noise;
    - Traffic management; and
    - Hours of construction;

4. At the time of subdivision consent the consent holder shall submit to the Principal Resource Management Engineer at Council for review and certification plans and specifications as necessary to detail the utilities and transport infrastructure. The provision of Design Certificates for all engineering works associated with this development shall be submitted by a suitably qualified design professional in the format of Schedule 1A of QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

5. That a T-intersection shall be constructed from SH84 to the Three Parks Special Zone. The design shall include the provision of auxiliary traffic lanes and provision for cyclists and pedestrians.

6. Traffic monitoring (of user volumes, safety and operation) and modelling of the SH84 T-Intersection (SH84/Main Street) shall be undertaken once the Three Parks development is expected to exceed the traffic flow equivalent of 400 residential dwelling units, being 480 vehicles per hour. If the initial modelling results show the Three Parks Approach (Main Street) to be operating within Level of Service A – D, and the traffic monitoring identifies no safety or operational issues, a new trigger point for further modelling shall be agreed between the developer, QLDC and the NZ Transport Agency.

7. When the Three Parks Approach (Main Street) operational efficiency drops to Level of Service E, or safety or operational issues are identified, the T-intersection with SH84 shall be upgraded to a roundabout intersection. Until the SH84 roundabout intersection is operational any further development of land within the Three Parks Special Zone will require the express written approval of the NZ Transport Agency. The NZ Transport Agency shall not unreasonably withhold approval. When the LOS E trigger has been reached, appropriate and QLDC and NZTA approved warning and guidance signs shall be erected and maintained at the applicants expense until completion of the roundabout construction.

8. The access intersections to the Three Parks Special Zone from SH84, Riverbank and Ballantyne Roads shall be designed and constructed in accordance with the current Austroads design guides. The designs shall include the provision of auxiliary traffic lanes and provision for cyclists and pedestrians.

9. The design of the Main Street/SH84 T-intersection and the final roundabout intersection shall be designed in accordance with current Austroads guidelines. The intersection designs shall be approved by the NZ Transport Agency prior to any intersection construction commencing.

Prepared by: Reviewed by:





Lyn Overton Richard Flitton

RESOURCE MANAGEMENT ENGINEER **PRINCIPAL RESOURCE MANAGEMENT ENGINEER**

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MWH®

BUILDING A BETTER WORLD

TECHNICAL NOTE

DATE 05 May 2015

JOB No. 80507261 cc 0179

PROJECT Three Parks, Wanaka	FOR INFORMATION OF: QLDC – Q McIntyre
SUBJECT Outline Development Plan – Integrated Transport Assessment	FOR ACTION BY:

THIS NOTE RECORDS:

- ☐ MEETING
- ☐ PHONECALL
- ☐ THOUGHT/IDEA
- ☑ REVIEW
- ☐ WITH
- ☐ ABOUT
- ☐ CLIENT
- ☐ CONTRACTOR
- ☐ SUPPLIER
- ☐

BETWEEN O Brown

AND

TIME

Detail:

Queenstown Lakes District Council has received an Outline Development Plan (ODP) from Willowridge Development Ltd for the Three Parks Development, Wanaka.

This Technical Note details assessment of the ODP Integrated Transport Assessment (ITA), compliance with the Council District Plan and consistency with the NZS4404:2010.

Items reviewed include:

1. Three Parks ODP prepared by Baxter Design Group, April 2015
2. Three Parks ODP ITA prepared by Bartlett Consulting, January 2014
3. Three Parks Road Classifications Table and Plan
4. Three Parks Engineering Drawings W3850-1 Sheets 300a to 300d rev A, 301a to 301d rev A. – These were for information and not included with the application.

General

1. The overall ODP and supporting ITA are generally consistent with the Structure Plan. However, there are inconsistences that require justification, and areas requiring clarification to confirm the development meets the ODP requirements as set out in the DP Rules 12.25 and 12.26 Three Parks Special Zone.

Assessment of the ODP ITA

This section reviews the Integrated Transport Assessment prepared by Bartlett Consulting.

1. It is noted the existing traffic data reported in Section 3.1.2 is old for Ballantyne Road and Riverbank Road. This becomes relevant with consideration of the intersection types and performance, where reference is made to Three Parks Traffic Impact Assessment (TIA) prepared by MWH in 2008. The Wanaka Transportation Model outputs presented in the MWH TIA in Table 2-1 Existing and Future Traffic Flows indicate Ballantyne Road will cater for 3,500 vehicles per day (vpd) in 2026. The Bartlett ITA indicates these volumes are already in the order of 3,000 vpd, therefore exceeding the modelled growth. It is recommended that updated traffic counts are undertaken on Ballantyne Road between Frederick Street and Gordon Road.

2. Section 3.2.3 identifies Riverbank Road is a popular cyclist training route. Provisions for cyclists along this route will require consideration with expected traffic volume in 2026 being 7,200 vpd (MWH TIA Table 2-1).

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3. Section 4.3.1 considers the internal road network and confirms the primary vehicle route between Ballantyne Road and SH84 is consistent with the Three Parks Structure Plan. However, the primary routes between Riverbank Road and North Three Parks are not consistent with the Structure Plan, and additional primary links are shown resulting in parallel routes of the same status. This results with three parallel primary route at the North Three Parks boundary. It is expected that differences between Structure Plans and ODP's will occur, and the framework is designed to permit this, however evaluation of the impacts of the changes is required including the impacts on adjoining networks.

4. The ODP does not facilitate future connection to Plan Change 47 – East Three Parks. The PC47 application included a letter from Willowridge Developments Ltd, dated 26 August 2009 indicating benefits of linking with Three Parks. It would appear that integrated development with PC47, in whatever form it takes, could be future proofed by providing sufficient land to permit a transport connection.

5. Section 4.3.2 considers the internal pedestrian network. With reference to the Three Parks Road Classifications, which is based on the NZS4404:2010 this appears appropriate. It is noted that some roads, such as Roads 23 & 25 propose pedestrians share the space with traffic, however the roads could cater for higher than expected traffic volumes. The design of these connections will be critical to confirming a target vehicle speed of 20km/h is achieved. This can be addressed at subdivision stage.

6. Section 4.3.3 considers the internal cycle provisions, which for all roads is shared with traffic. Provision for cyclists starts with reducing traffic volumes and speeds and creating a shared space, which is proposed on a majority of the roads. This caters for the interested but concerned section of the population, and encourages consideration of alternative modes of transport. However, the slow streets appear to be divided by the collector routes that require sharing of lanes with higher traffic speeds and volumes. It is possible environments like this would be sufficient to discourage people from riding. Therefore, a connected internal cycle network is required that demonstrates how the interested but concerned cyclists are catered for. This information is required to permit full evaluation of the ODP.

7. I agree with Section 4.3.4 relating to public transport and are comfortable that the presented road classifications could cater for buses in the future.

8. I am comfortable that the trip generation has been covered by the Wanaka Transportation Study, and that this is referenced in the intersection assessments within the ITA appendices.

9. Section 5.1.1 considers the Ballantyne Road Access intersection and recommends it be a priority T intersection. Appendix B presents the intersection traffic analysis, which demonstrates a T intersection with turn lanes can cater for the expected future year flows with full development of Three Parks. As noted in Bullet 1 above, it appears growth on Ballantyne Road is occurring faster than predicted in the modelling, and therefore it is possible the impacts assessed here are underestimated. This should be confirmed as noted in Bullet 1.

10. The Ballantyne Road Access T intersection design provides a left turn lane off Balantyne Road. It is considered that in higher speed areas the left turn lane is separated from the adjacent through lane to ensure sight distance for drivers exiting the side road is not restricted. This is detailed in MOTSAM. It is recommended that the offset is allowed for in this redesign.

11. Confirmation is required that appropriate pedestrian and cyclist facilities can be achieved for movements along and over Ballantyne Road. This will have an impact on the required road reserve width.

12. Section 5.1.2 considers the SH84 Access intersection. NZTA are responsible for approving the design for this intersection. I note that for whatever design is approved, Council will require safe pedestrian and cycle links to the Mt Iron area. I agree with the assessment in Appendix C. I also agree with the technical note that agreement should be reached with NZTA regarding the form of the intersection, size and placement. This directly effects the area of land to be allocated at the intersection for road purposes. I suggested that the intersection option requiring the most land is allowed for now, and this provide options come detailed design and agreement with the NZTA.

13. As with Ballantyne Road, if a T intersection is constructed in the interim, the left turn lane off SH84 should be separated from the adjacent through lane, however this is a NZTA consideration.

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14. Section 5.1.3 considers the Riverbank Road intersections. Traffic assessment should be undertaken at both intersections to confirm the operation. A basic check of traffic volumes indicates Riverbank Road could carry 7,200 vpd in the future, so about 720 vph, and the combined access exit volume is around 1,400 vph, or 700 vph per assess. Table 6.1 in Austroads Guide to Traffic Management Part 3 indicates the volumes are high enough to warrant traffic modelling. I expect the modelling will show that a right turn lane and left turn lane are required off Riverbank Road. I support the provision of right turn lanes due to their safety benefits in reducing rear end crashes.

15. I agree with Section 5.2 in that external intersections need to cater for pedestrian and cyclist movements. I consider that the presented cycle connections to the external network are not clearly defined, and provisions within the development are inconsistent with external provisions. For example, how does a cyclist currently using the off-road network at Mt Iron cross Three Parks to Balantyne Road, and then cross Balantyne Road.

16. Section 6.1 requires the addition of anticipated speed environment, as per assessment mater 12.26.4.5 ii) a). This information has been presented in the road classifications.

17. As mentioned in Bullet 3 above, there is no mention or consideration of the effect of the differences between the ODP and Structure Plan. This analysis is required.

18. I agree with the suggested conditions in Section 6.1.3 and Section 6.1.4. This allows suitable flexibility for changes at time of detailed design.

19. With regard to Section 6.4, the intersections with Ballantyne Road and Riverbank Road shall be T intersections with full auxiliary turn lanes and designed in accordance with Austroads. This shall include pedestrian and cyclist provisions.

20. The intersection with SH84 is a matter for NZTA to consider, however and appropriate trigger point for connection to SH84 and for upgrading to a roundabout need to be determined. The requirement for initial connection could be based on number of lots developed, however the upgrade trigger would need to be a combination of volume, safety and performance based.

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APPENDIX 5 – PARKS AND RESERVES PLANNER'S MEMO

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Memo

QUEENSTOWN LAKES DISTRICT COUNCIL

To:	Ian Greaves (Senior Planner – Planning and Infrastructure)
From:	Stephen Quin (Senior Parks and Reserves Planner)
Date:	Wednesday, 17 December 2014
cc:	Mike Weaver (Manager Parks and Commercial)
Subject:	**Three Parks – Outline Development Plan**

This memo provides feedback from an open space perspective on the Outline Development Plan (ODP) for Three Parks in Wanaka. The memo gives analysis of the proposal and offers recommendations, based on the ODP plans provided and a site visit on 12 December 2014.

Analysis

The open space network as proposed by the ODP offers open spaces in the form of:

- An open space adjacent to State Highway 6 (SH6) on largely sloping land
- A stormwater detention ponds area
- An open space sited on a prominent knoll within the residential area
- A running track, partly set in a linear park, linking the above spaces
- Three small pocket parks sleeved by comprehensive residential development
- An entrance space off Ballantyne Road
- The main street within the retail area that includes three small green spaces.

While on the face of it, the open space network described above appears generous and well integrated into the development proposal, in reality the recreational opportunities are limited due to the constraints of the locations, sizes and layout design of the network.

The northern open space is set on largely sloping land bordered by SH6. Due to the steep topography and proximity to the highway, it is not expected that this site will be an appealing destination for respite and relaxation. It is anticipated that walkers, runners and cyclists will use the paths that run through the space. A possible stage and amphitheatre are shown in the plans for this space. A case for Council to have and maintain a stage (or similar structure) in an open space needs to be made in relation to its maintenance responsibilities.

The stormwater detention ponds area (referred on the plans as the “Eastern Residential Open Space”) is sandwiched between two areas of comprehensive residential development. Due to this development immediately south of the ponds, the open space lacks permeability and connectivity with the linear park to the south. The running track has to undertake a dog leg turn to get around this development. The open space network in this area would benefit from removing these two residential sections. Aside from creating more permeability and better connectivity in the open space network, this would also assist to create more usable flat open space, which is limited here due to the extent of the stormwater detention ponds.

There is a lack of information in relation to the stormwater network. As the stormwater network relies on creating detention ponds within the open space network, a greater level of detail is required so that Council can understand its expected maintenance responsibilities. Further information is required in regard to the detention capacity (whether the pond areas as shown will be sufficient for this development as well as any future development that will

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use the same network), at what levels of capacity will the ponds be (will they be wet or dry or fluctuate between), does sediment have to be removed from them and how will this occur.

The running track runs north from the “Eastern Residential Open Space” through a deferred zone containing and partly containing two further stormwater detention ponds. This area of the deferred zone should be shown as open space to enable public access to it and to make it possible for Council to maintain the stormwater detention ponds within it.

There are three small pocket parks proposed in the development that are each sleeved by comprehensive residential sections, separated from the housing by circular access roads. Due to their limited size, these open spaces offer limited benefit as recreational spaces. They will also increase the potential for pedestrian and vehicle conflicts as parks users, confined by the small size of these parks, will often run across the road to the other open spaces that are available. It is a better option to have one larger open space available (that is not disconnected by roads running through it) than to have several pocket parks.

The benefits of having one larger park over several small parks can be summarised as:

- Better recreational opportunities. A larger park offers more space for multiple passive and active recreation activities to occur.
- Less vehicle and pedestrian conflicts. As there is more space available, park users are less likely to run across roads to ‘hop’ between parks. Balls and throwing objects, as well as kites, are also more likely to stay contained within the park boundaries.
- Better social opportunities. A better social mix can occur in larger parks as multiple activities can occur at the same time without park users feeling like they are imposing on others. Conversely, pocket parks can often lead to a patch mentality as smaller spaces can become territorialised.
- Better community outcomes. A larger park can become a focal point for a community, which can instil a source of pride and stewardship. It can be a place for events and for gathering.
- Better ecological opportunities. Larger open spaces can contain larger patches of vegetation, which can assist the establishment of native biodiversity.
- Cost efficiencies in park design, development and maintenance.

Without radically changing the proposed ODP layout, a marked up alternative version shows how a larger open space can be developed by incorporating the same combined area of the smaller pocket parks. These areas can then, in turn, go into more residential sections.

There are no footpaths shown on the ODP. It is imperative that the proposed development is well connected throughout by a quality pedestrian network that is separated from vehicles. It is also important that there is safe passage for people connecting between open spaces i.e. people using the running track. Speed calming should be introduced on all roads that intersect the open space network so that vehicles are forced to slow down for pedestrians.

Some streets in the ODP terminate for vehicles, only continuing with what looks to be a pedestrian route (although there are no footpaths alongside the roads to connect into the pedestrian routes). It is not recommended to have these pedestrian routes isolated from the vehicular network except where they are in larger open spaces. The relatively narrow confines of these spaces (lacking escape routes) and their isolation from opportunities for passive surveillance from the street mean that they do not follow best Crime Prevention Through Environmental Design (CPTED) practices. It would be more desirable to have an interconnected street network that includes a separated (removed from the carriageway) pedestrian network. This would also be the less expensive option for Council to maintain.

The main street in the retail area can also be considered as an open space if designed so as to give pedestrian priority. Included in this space are the smaller green spaces that are

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located adjacent to the main street. Unlike in the residential area, smaller open spaces can be effective in the retail centre. This is because the whole of the main street (if designed correctly) can be considered as the open space that the green spaces are just a part of. They offer opportunities for respite from shopping, to enjoy lunch or to watch performances. They are not intended for (and usually do get used for) more active recreation activities like kicking a ball around, throwing a frisbee, running a dog or flying a kite. However, for these spaces to work it is important that they have active edges. These edges can either be retail or streets that include footpaths, to promote pedestrian connectivity and use of the spaces. To have car parking adjacent to these spaces reduces amenity and creates vacant edges.

Recommendations

Recommendations in this memo are shown on a marked up alternative version of the ODP. In summary, the recommendations are as follows:

- The demand and intent for a stage in the northern open space is not understood. A case for the stage needs to be made if Council are to accept the responsibility for it.

- The two residential sections immediately south of the “Eastern Residential Open Space” should be removed in order to create a larger, more usable, permeable and better connected open space in this residential part of the development.

- More information should be provided in regard to the proposed stormwater network and its impact on the open space network, including future maintenance.

- The three small pocket parks should be incorporated as one larger open space, and their previous locations used to replace residential sections lost through the increase in the size of the large open space.

- The whole development should be supported by an interconnected pedestrian network (within all streets) that is separated from the vehicle carriageway.

- Speed calming should be in all roads that intersect the open space network.

- Streets should not terminate for vehicles. As with the pedestrian network, they should also be interconnected. The potential exceptions to this recommendation are the streets that lead on to Riverbank Road as there could be safety reasons for having less vehicle entrances/exits off the main road.

- The green spaces in the retail centre should have active edges and the spaces should not have car parking areas adjacent to them.

- It is important that what is public and private open space is clearly legible to the public to promote recreational use of public open space and to reduce the potential for conflicts on private areas. Legibility can be enhanced through the layout design, planting design, signage and fencing.

- Whilst new Council open space assets should provide for a wide range of ecological and recreational benefits, they should also be designed to be cost effective to maintain and not be a cost liability for current and future generations. Accordingly, it is important that Council’s Operations Department are closely involved with providing input and feedback to all stages of the proposal development.

We are thankful for being able to contribute at this stage of the proposal and look forward to future opportunities for collaboration.

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APPENDIX 6 – URBAN DESIGN REPORT

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Version: 1, Version Date: 05/08/2020



Gillian Macleod
Registered Architect FNZIA
B Arch M Urb Des (Hons)

Architecture and Urban Design
9 Willow Place
Queenstown

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10 September 2014

Dear Ian

RE: 3 Parks ODP RM140354

I have some additional comments with regard to the layout of the town centre, expanding on my initial reservations about the location of green space within the proposed main street area.
The current layout has a risk of being car centric and creating economic uncertainty for the tenants.

TOWN CENTRE LAYOUT

The layout has all the ingredients but runs the real risk of being very weak as a 'place'. The retail elements are too evenly spread without an area of concentration which would act as a 'main street' and where you would locate a public space, as well as collocate some of the community uses.

For this to work you have to work on the principle of leveraging off pedestrian movement off the two largest anchors. Here they are scattered and the main street is too long, spread out and with too many interruptions.

Legibility is very confusing, some shops will suffer due to being hidden away and shoppers will forever be jumping in the cars to go to the next shop. There is an opportunity here to learn from the errors of Remarkables Park, which has not pursued the main street concept and has allowed car movement to dominate the shopping experience.

The 2 nodes shown on the structure plan is a tool of the structure plan that is intended to guide the development of an intense main street. The first stage of the main street however needs to be much smaller and well defined.

See a few attached images that illustrates these points.

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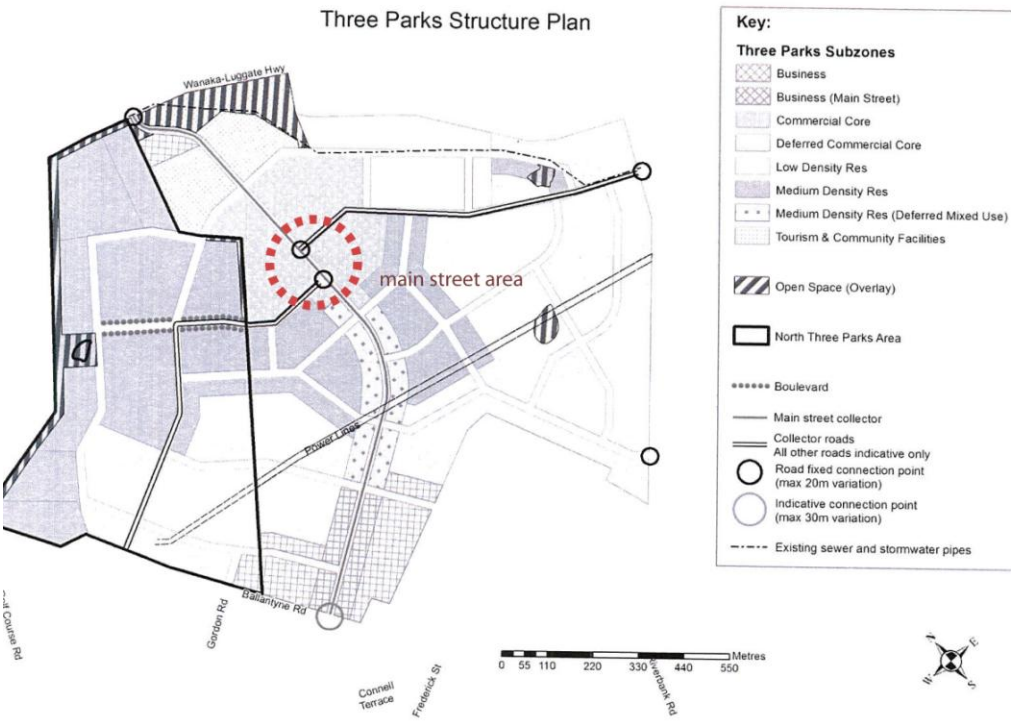


Figure 1:district plan showing node separation

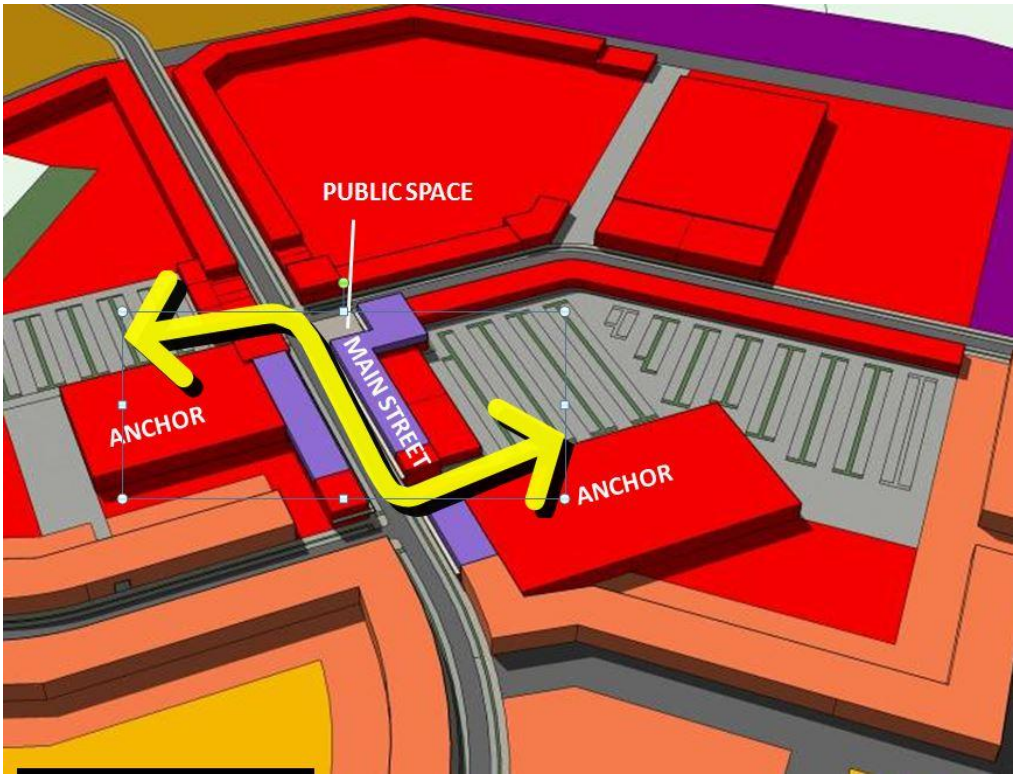


Figure 2: achieving main street intensity with separation between anchor entries

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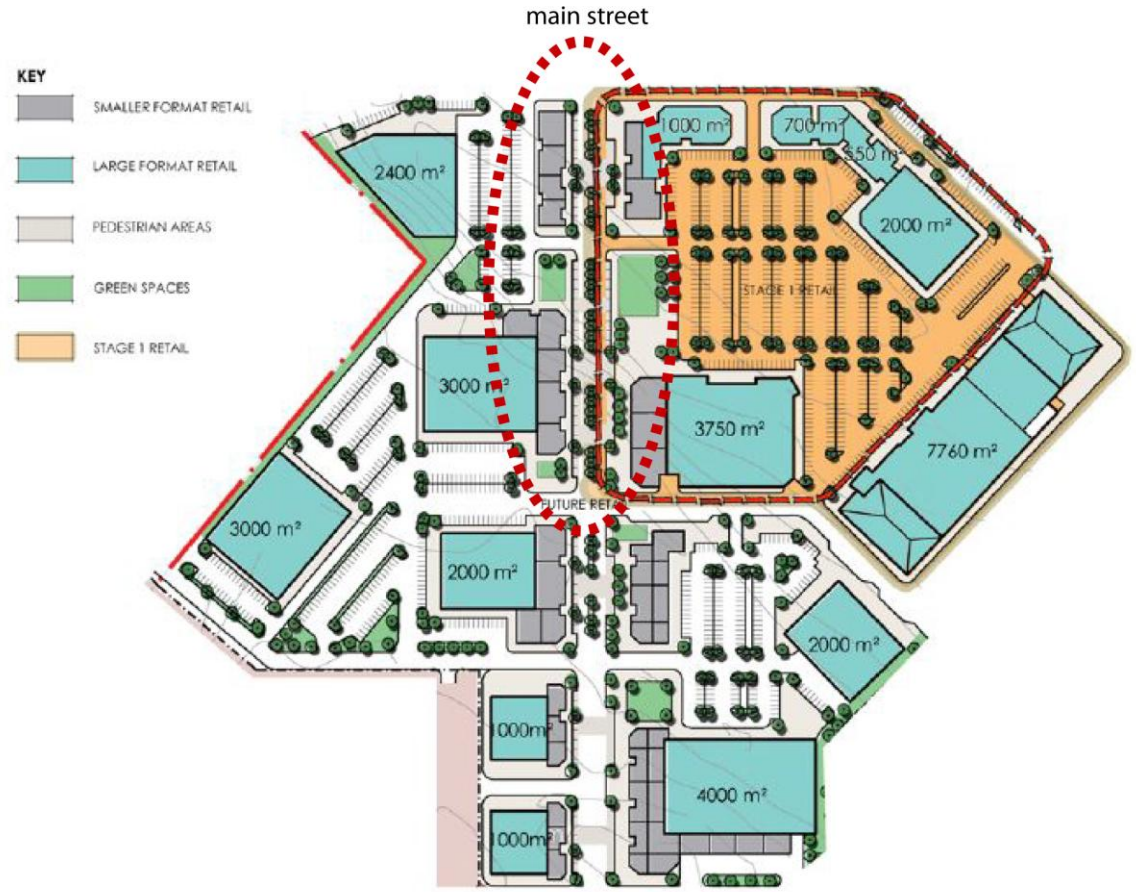
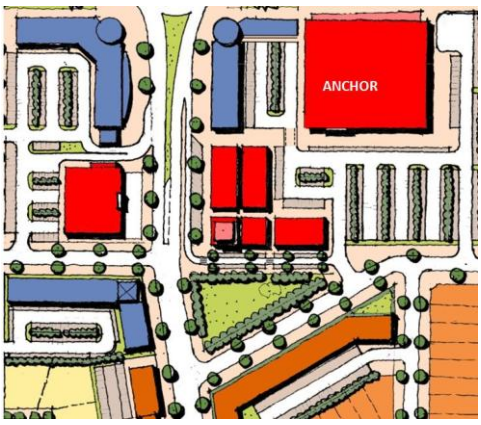


Figure 3: proposed main street weak and too long

MAIN STREET DESIGN

The 'main street' can be narrow but should ideally have 2 lanes (3.3m each to allow for busses) and parallel parking (2.2m) with a 1.2m door opening – cycles should ok in the traffic lane with slower moving traffic – (cycle lanes are dangerous here as the cycle speed expectation is high).
Although the plan specifically calls for separate cycle lanes in the main street, these would be better justified at the ends of the main street- through the tourism and mixed use zones between the major roads.

Figure 4: examples of anchor tenant relationship



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The working through of these issues may be best served by a collaborative approach between the owner, their designers and council staff in order to ensure that the original intent of the structure plan is fulfilled.

Kind Regards

Gillian Macleod

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APPENDIX 7 - LANDSCAPE ARCHITECT'S MEMO

Document Set ID: 6528855
Version: 1, Version Date: 05/08/2020

Charlotte Evans

From: Marion Read <marion@readlandscapes.co.nz>
Sent: Tuesday, 9 September 2014 10:52 AM
To: Ian Greaves
Subject: RE: Three Parks Landscape Plan

Hi Ian

Further to our phone conversation regarding the plans submitted, I think that the ODP plans identified as ODP 1 – 13 are fine. They give a general indication of the intentions with some detail in the sketches for the Ballantyne Road and State Highway 87 entryways. My concern is with the set of plans, the main ones which I think I'm required to assess, which are labelled as the 'Open Space Plans'.

Firstly, they're really only indicative – there is only one sheet for the Central Residential Green Space, for example and no plans provided for the eastern or western sections of it. In addition, they don't provide all the information which the assessment matters require (!). However, really if they are approved then we would expect to see a tree where every green (or orange) dot is and of the species specified. There is at once too much detail and not enough! Consequently I don't think they can really be approved at this time anyway.

I would like to propose an alternative to rejigging these plans which I think would meet both Willowridge's requirements and Council's. At this stage in the development we need to know how the broader site is going to be developed. The plans provided (the ODP ones) outline all the open space effectively and show some sketch details of the entrances. Instead of graphic plans which are unlikely to be implemented as they are presented I think design statements could be provided for each area including the following information:

(1) Purpose of the area – passive or active recreation, stormwater disposal, a mix…. A statement of the planned character of each area.
(2) Plant pallet for the area – tree species will be selected from …; indigenous shrub species will be selected from…
(3) Management considerations –
(4) Important views (I note that the view shaft diagram in the ODP sheets doesn't actually relate well to the features it indicates)
(5) Comment about how each area will integrate with its surrounding landuses, which links back to (1) and the purpose and character of each area.

This would provide us with a structure within which these areas can be designed and implemented. Otherwise I can see us requiring detailed plans to get them certified and then, once things like detailed drainage plans are made, them all having to be changed, requiring variation after variation. I think we would want a number of statements, probably coinciding with the activity areas of the structure plan so residential, tourism, business, commercial core. They should be detailed enough so that when read we can get an idea of the intended flavour of the landscape treatment of that area but general enough to allow for flexibility in final design and execution. They could (should) include a few sketches showing things like hard landscape palettes perhaps.

Please let me know what you think. Happy to discuss.

Cheers

Marion

Marion Read
Principal

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T 03 486 1741
C 021 1001708

Read Landscapes

From: Ian Greaves [mailto:Ian.Greaves@qldc.govt.nz]
Sent: Friday, 5 September 2014 4:22 p.m.
To: 'Marion Read'
Subject: RE: Three Parks Landscape Plan

Hi Marion

The only relevant assessment relating to the Design Guidelines is 12.26.4.5 (bb):

If design guidelines (or other mechanisms) are proposed to achieve a high quality of building and streetscape design, the Council expects the applicant to provide detail as to how these will be enforced. The Council considers that design guidelines should be used sparingly (in recognition of the extensive guidance provided in the District Plan itself) and are likely to only be necessary in certain instance and only in some subzones.

Feel free to review the submitted guidelines from a landscape perspective but I don't consider it to be a critical aspect of this proposal based on the above assessment matter.

Cheers.

Ian

From: Ian Greaves
Sent: Tuesday, 26 August 2014 1:44 PM
To: 'Marion Read'
Subject: RE: Three Parks Landscape Plan

Hi Marion

As discussed can you please address the following assessment matters in your assessment on the landscape plan associated with this ODP:

12.26.4.5 (ii) Residential Sub Zones

(v) Whether a detailed landscape plan has been provided for all open space areas with the Outline Development Plan. The council will expect the Landscape Plan to:

i Be appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal.

ii Identify all plant species

iii Outline the long term management considerations

iv Maintain important viewshafts;

v Integrate with adjoining land uses;

vi Be consistent with CPTED principles

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Note: Any change to the landscape plan will require a Variation to the Outline Development Plan.

12.26.5.5 (i) Tourism & Community Sub Zone

(c) Landscape treatment of the open space buffer adjacent to SH 84 and the areas adjacent to the Mainstreet Collector Road as shown on the Three Parks Structure Plan.

Note: For the avoidance of doubt, any subsequent landscaping not in accordance with the ODP will require a variation to the ODP.

(ii)

(c) The extent to which the **landscape treatment** of the open space buffer and land adjacent to the Mainstreet Collector road (as shown on the Three Parks Structure Plan) will:

(i) Create an attractive entrance to the Three Parks Zone.

(ii) Contribute to an established, park-like character which gets increasingly urban and domesticated the closer one gets to the Commercial Core

(iii) Help to minimise effects arising from the proximity of Visitor Accommodation to collector roads (such as noise and reduced amenity).

(iv) Provide for informal pedestrian access along the Mainstreet Collector Road and State Highway 84.

(v) Have the potential to adversely affect views of Mt Iron and other prominent natural landscapes.

12.26.6.5 (iv) Business Sub Zone

(c) Landscaping, including the landscape treatment and/ or identified future use of any building setbacks being proposed (e.g. the addition of smaller buildings within the road setback).

12.26.7.4 (i) Commercial Core Sub Zone

(f) Whether the views along a street and/ or of surrounding landscape features, including Mt Iron, have been preserved and enhanced through the placement of the buildings, with respect to view shafts.

(o) Whether sites are designed so that **buildings and/or landscaping** are the dominant features visible from streets and open spaces.

Happy to discuss.

Regards,

Ian Greaves | Senior Planner | Planning & Infrastructure
Queenstown Lakes District Council
DD: +64 3 443 0124 | P: +64 3 443 0024
E: ian.greaves@qldc.govt.nz

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From: Marion Read [mailto:marion@readlandscapes.co.nz]
Sent: Tuesday, 26 August 2014 10:57 AM
To: Ian Greaves
Subject: RE: Three Parks Landscape Plan

Hi Ian

Got the report request from Blair. Need to chat to you about exactly what you want from me.

Cheers

Marion

Marion Read
Principal

T 03 486 1741
C 021 1001708

Read Landscapes

From: Ian Greaves [mailto:Ian.Greaves@qldc.govt.nz]
Sent: Tuesday, 20 May 2014 4:11 p.m.
To: 'Marion Read'
Subject: Three Parks Landscape Plan

Hi Marion

Landscape plan attached for your site visit tomorrow. At this stage I haven't accepted the application so can you do the site visit and leave your assessment until the application is in its final form? I will let you know when it is accepted.

Any questions feel free to give me a call.

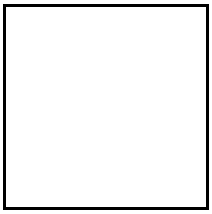
Cheers

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APPENDIX 8 – ASSESSMENT OF RELEVANT ASSESSMENT MATTERS

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Residential Subzones

12.26.4.5(ii) – Outline Development Plan - Assessment Matters

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

Assessment Matter	Comment	Condition Required?
In regard to the **indicative subdivision/ development layout**:	-	-
(a) Whether the road layout is efficient, legible, and pedestrian-friendly. The Council expects roading layouts and hierarchies (ranging from collectors to local streets) to be immediately navigable and understandable by users. The Council expects to see the use of roundabouts avoided in places where there is anticipated to be high numbers of pedestrians and cyclists. The Council expects roading cross sections to be provided, which illustrate the width, character, landscaping, anticipated speed environment, and how the roading corridors provide for cyclists and pedestrians, as well as cars.	The road classifications and designs are indicated on the Paterson Pitts Group Ltd (PPG) 'Road Classifications for Outline Development Plan' (dated 10/06/2015, Job No. W3850, Sheet 1 Rev B) and 'Three Parks Road Classifications' table (ref: L:\Data\3800\3850\docs\Planning\W3850 Road Classifications Table Alternative.xlsx). Ms Overton states that while no cross sections have been submitted with the application, the road classifications and cross sections indicated in the PPG plan and table are directly reflected to the design standards indicated in QLDC's Land Development and Subdivision Code of Practice Table 3.2 – Road design standards and the cross sections in Appendix E.	Yes - All roads to be designed in accordance with QLDC's Land Development and Subdivision Code of Practice Table 3.2.
(b) With regard to the location of collector roads, the Council will not normally approve movement of more than 30 metres for a collector road unless the integrity of the Three Parks Structure Plan is not compromised (including the relative amounts of land in the various subzones) and normally only for the following reasons:	Ms Overton has noted that the location of collector roads are generally in accordance with the Structure Plan. Council's consultant transport engineer Mr Oliver Brown has assessed this alteration and is satisfied that no transport issues will result. However, this outcome is based on the condition that sight distances at the intersections with Road 3 and 6 will need to be	No

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(i) Where there are key infrastructure matters that make the indicated path of the roads impracticable (for example land needed for stormwater management); and/ or (ii) More appropriate subdivision patterns and street layouts will result from the movement of the collector road.	confirmed at subdivision consent stage. Mr Brown is of the opinion that the road classification for collector roads is appropriate and fully consistent with NZS4404:2010. Mr Brown is concerned with lack of detail regarding internal and external cyclist provisions however notes that the design could progress to subdivision consent stage without the development of clear and logical cycle routes and result in redesign by the applicant. Ms Overton accepts all of Mr Brown's comments.	
(d) Whether the urban structure is well-connected. The Council will not normally approve an Outline Development Plan: (i) Which proposes any cul de sacs in the MDR subzone; and (ii) Which proposes that more than 20% of streets be cul de sacs (i.e. more than 1 in every 5 streets) in the LDR subzone; and (iii) Which proposes any cul de sacs which are longer than 75m, are not straight, and which serve more than 20 lots; and NB: 'Back lanes' are not considered to be cul de sacs. (iv) Which does not include specific timeframes for the completion of those collector roads (in full) that pass through the area subject to the Outline Development Plan.	The ODP indicates that there will be approximately 12 areas created for medium density residential development. Six of these areas will front loop roads and will be separated by a reserve area with walkway, and at least one area will be serviced by a cul-de-sac. Ms Overton notes that of between 50 and 60 roads created within the Three Parks Special Zone, 8 will be cul-de-sacs. She notes that Roads 32 and 33 will end at the deferred zone and therefore considers they have potential of becoming through roads in the future. Ms Overton is satisfied that no cul-de-sac indicated on the plan will serve more than 20 lots. Roads 20, 29, 32 and 33 are indicated as being greater than 75m in length. All of these roads have a bend located along the length with the longest straight section of road being approximately 83m in length on both roads 20 and 29. The application states the main collector road will be	No

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	completed in the second stage of the project linking Ballantyne Road to SH84. Ms Overton is satisfied that this assessment matter will be assessed at time of subdivision and proposed staging related to any particular subdivision consent.	
(e) Whether the street blocks are designed to be walkable. The Council will not normally approve a block layout where:	It is considered that the street block design is considered walkable for the reasons outlined below. Design details of footpaths will be assessed at time of future subdivision.	No
(i) In the LDR subzone, any block area exceeds 1.5 hectares and any block length (between intersections) exceeds 200 m; and	Only one block in the LDR subzone exceeds 1.5 ha however it is far shorter than 200m in length. The longest block in the LDR subzone is approximately 185m.	
(ii) In the MDR subzone, any block area exceeds 0.8 hectares and any block length exceeds 100 m, except that it is acknowledged that block lengths adjacent to the Mainstreet Collector road may need to be longer in order to ensure that the corridor functions efficiently. Note: For the purpose of calculating block lengths, back lanes do not form part of the block layout. Refer to Section D for a definition of "back lanes".	There is one block within the comprehensive residential subzone (adjacent the proposed Lifestyle Village) which exceeds 0.8 ha and has a maximum length of approximately 120m. However this has been designed with an internal access road, is located centrally within the Three Parks Special and thus affords multiple options to move about the zone. In this instance, this block design is considered appropriate. There are two other blocks containing comprehensive residential subzone development however these are collocated with LDR and are in close proximity to the central pedestrian and cycleway lane within public open space thus providing for positive walkability options.	

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(f) Whether the number of rear sites have been minimised. The Council will expect to see rear sites avoided unless alternative street layouts would result in a worse outcome in terms of residential amenity, connectivity/ walk-ability, and safety.	Rear sites in the comprehensive residential subzone have been kept to only four sites. This is an outcome of co-existing comprehensive residential subzone sites with LDR sites and trying to maintain an appropriate level of walkability within the roading design. It is also noted that there are seven rear sites proposed. Six of these are in the vicinity of the land to the south-east which includes the existing QLDC sewerage ponds. It is expected that these situations will be improved once land to the south-east is infill developed.	No
(g) Whether the lot configuration, dimensions, and orientation will result in lots that:	-	No
(i) Are orientated in order to maximise solar gain,	It is accepted that most lots across all subzones have been orientated to maximise solar gain as far as reasonably possible. Very few sites have been orientated north-south and therefore if not orientated east-west are designed such that they have the ability to catch morning or afternoon sun.	
(ii) Enable land uses to connect with the street,	Allotments across will zones will generally have good street connection (aside from the 11 residential sites as discussed above at [f]).	
(iii) Are easy to maintain, and	The lots generally are of regular shapes and with dimensions and street access opportunities which should make them easy to maintain. Ms Overton is satisfied that the lot and street configuration will ensure that infrastructure services will be kept within the confines of the road reserves and	

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	not located within private property.	
(iv) Have logical boundary lines.	Lot boundary lines are generally logical and have designed to provide for maximum living opportunities balanced with other desirable factors such as open space, cut-through paths and interfacing with different land uses.	
(v) Avoid long narrow lots with narrow street frontages, which encourage multi-unit development aligned perpendicular to streets (creating back lots, shared drives, long narrow lines of flats, and body corporates). The Council will not normally approve designs that result in awkward, irregular boundaries and which do not achieve the above outcomes.	Most of the LDR lots are rectangular but do generally provide at least 20m frontage which is considered to be typical of LDR lots in the District.	
(h) Whether any 'back lanes' that are proposed are appropriately designed and of an appropriate scale (in terms of their width and the number of units they serve) to ensure that they will provide a 'back lane' character and will function effectively and not result in adverse effects in terms of safety and amenity. The Council expects back lanes to be between 5m and 6m wide, depending on the number of units serviced. The Council would not normally approve a back lane which serves more than 8 units per entrance but, rather, expects 'lanes' of such a scale to be developed as a public street with greater width, footpaths, and an active street frontage. For example; the Council would not expect a back lane to run the entire way through a 100m block but, rather, a lane may provide rear access to part of the block or the block itself may be reduced in length in order to	The ODP does not utilise back lanes as defined in the District Plan.	No

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	enable it to be dissected by a narrow back lane, for its full length (with an entrance at either end). i) Refer also to Rule 14.2.4.1(iv) in regard to access widths, to Section D for a definition of "back lanes", and to the illustrative diagram entitled "Typical back lane (plan view)" beneath Assessment Matter 12.26.4.5 (viii)(d) for further explanation.		
(i)	Whether, in the MDR (mixed use precinct), the impact of commercial activities on the safety and efficiency of the mainstreet collector road have been mitigated through minimising the number of vehicle crossings directly off the mainstreet and avoiding, where possible, any deliveries or servicing from the main street. The Council expects this to be achieved through the provision of rear lanes which provide vehicular access to both service areas and to carparking or through vehicle crossings being shared between properties wherever possible.	Ms Overton notes that that access will be provided to the rear of the buildings via a series of lanes with carparks within the mixed use precinct. She is satisfied that there will be no vehicle crossing from these buildings onto the mainstreet collector.	No
(j)	The building's contribution to the creation of an active street frontage.	This is impossible to assess without building plans being provided and will be dealt with at land use consent.	No
(k)	Whether, in the LDR subzone, the lot configuration will ensure against monotonous building setbacks and fencing along Riverbank Road and will avoid individual or shared access lots and right of ways onto Riverbank Road. It is noted that pedestrian and cycle links between the 3 Parks Zone and Riverbank	The ODP indicates that there will be the provision of two access points (roads 2 and 5) from Riverbank Road. Ms Overton notes that these two roads will provide access for pedestrians and cyclists. There will also be a further three reserve strips located along Riverbank Road to cater for cyclists and pedestrians exclusively. No indication has been made for provision for cyclists and pedestrians along the Riverbank Road	Yes - Provision for pedestrians and cyclists shall be made within the Riverbank Road legal road reserve adjacent to the site.

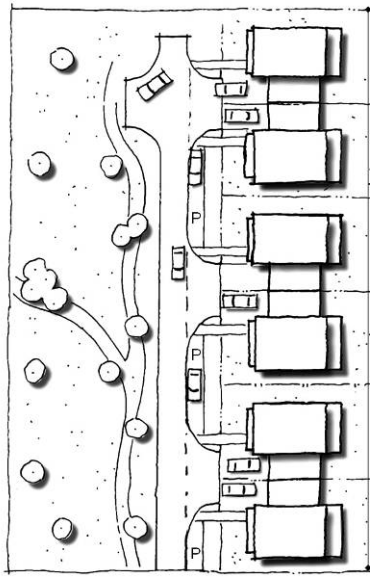
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Road are considered appropriate.	boundary. A recommendation is proposed to ensure that provision is made for cyclists and pedestrians at the time of subdivision. As such it is difficult to avoid a continuous boundary line. The application states that this effect has been mitigated through the inclusion of open space areas and pedestrian linkages interspersed between the allotments. The longest length between open space is approximately 230m. A landscaped setback is also proposed along the Riverbank Road boundary to further mitigate this effect. Options including fencing covenants can be investigated at time of subdivision to control against monotonous setbacks and fencing.	
(l) Whether lots and blocks are laid out to maximise solar orientation. The Council will normally expect to see roads to orient north-south, where they are not already identified in the Three Parks Structure Plan.	It is impossible to orient all roads north-south but the applicant appears to have provided for the majority of roads (and blocks) to be orientated within 20-25 degrees of north-south.	No
(m) Whether a mixed **density** living environment is provided in the LDR and MDR subzones, which achieves the Council's target densities. The Council will not normally approve an Outline Development Plan unless a) a range of densities and housing types are being proposed and b) the following densities are achieved within the Outline Development Plan:	The application states that the ODP identifies approximately 10 units per hectare in the LDR and 23 units per hectare in the MDR which is consistent with these targets. There is no discussion of multi-unit developments as this stage as the density of these are not yet determined. This can be assessed at time of subdivision.	No
(i) 10 residential units per hectare in the LDR subzone (+/- 5%), including the land required for roading and reserves,		
(ii) 15 residential units per hectare on any identified multi-unit developments sites within the LDR subzone (+/- 5%), including the land		

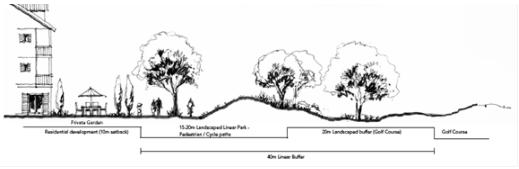
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required for roading and reserves, noting that 15-20% of all units shown in any given Outline Development Plan for the LDR subzone shall be located within multi-unit-developments (iii) 25 residential units per hectare in the MDR subzone (+/- 5%), including the land required for roading and reserves, Note: All calculations shall be inclusive of land required for roading and reserves.		
(n) Whether and to what extent the Outline Development Plan incorporates the various open spaces identified as non-fixed on the Indicative Open Space Plan. The Council will expect the Outline Development Plan to maximise opportunities to combine stormwater disposal and open space and to include land which is otherwise unsuitable for building in the green network.	The non-fixed open spaces within the ODP are generally incorporated as per the Open Space Plan. Ms Overton notes that the open space areas adjacent to Road 6, between Roads 2, 33 and 3 will all include water features which will be part of the Low Impact Design (LID) for stormwater disposal within the site. An appropriate condition of consent will ensure that future subdivisions include LID.	Yes - Stormwater design within the Three Parks Special Zone shall incorporate Best Practice Low Impact Design measures.
(o) Whether a generous amount of open space will be provided for the enjoyment of residents and visitors to the Three Parks Zone. In determining this, attention shall be paid to the Council's reserves contribution policies and particular attention shall be paid to whether the layout of open spaces and opportunities in the Open Spaces Plan have been considered and where appropriate given effect to. Note: the amount of open space indicated on the Open Space Plan should be used as a guide as to what at a minimum may be considered a 'generous amount of open space'.	The ODP provides for more open space than is depicted as '*Open Space (Overlay)*' on the Structure Plan. Therefore, it is considered that a generous amount of open space has been provided.	Yes - Any future subdivision that includes public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide approval for any open space planned.

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(p) Whether public **open spaces** have direct street frontage, and are located on visually prominent sites, such as at intersections.	Aside from the public open space area at the northern Three Parks Special Zone entrance, public open spaces will generally have direct street frontages and will be located in visually prominent sites.	No
(q) Whether public open spaces are fronted by land uses around them, rather than 'backing" on to them. The Council will normally expect land uses around a public open space to have frontage and vehicular access from the park boundary, either by a full street or private lane / JOAL (Joint Owned Access Lot) or similar (not a rear lane). Example of an acceptable relationship between a residential land use and open space:  **Indicative layout for residential land use**	The public open spaces and the private open spaces have streets around the park boundaries which provide for ease of access.	No

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abutting the linear park by the golf course in the North Three Parks Area:  Note: these diagrams are indicative of concepts only. There is no guarantee that the designs shown would prove appropriate to the applicant or satisfy all requirements to gain consent.		
(r) Whether public open spaces and the urban form are designed in accordance with principles of Crime Prevention through Environmental Design (CPTED).	It is considered that CPTED has generally been included in design as far is reasonably practicable for design in terms of lot layout and placement of open spaces and walkways. It is expected that the finer details such as landscaping, lighting, etc in open spaces can be confirmed at subdivision.	No
(s) Whether the amount and location of public open spaces are commensurate with the proposed GFA of commercial space, residential densities and employee densities (as derived from the GFA of commercial space) shown in the Outline Development Plan. The Council would expect the Outline Development Plan to show the intended use of the open space (be it passive, active, a playground, or a sportsground) and the anticipated catchment of users.	A good sized public open space park has been created centrally through the residential subzone and private open spaces have been located within the pockets of 'comprehensive residential'. A running track has been provided for within the development which connects to the large open space at the northern end of the development. The BDG open space plans (drawn 17 Sept 2013) indicate how public open space is to be used which includes playground areas and passive areas.	Advice Note - Any future subdivision that includes public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide approval for any open space planned.
(t) Whether the public open spaces form part of an open space network which provides	The running track links to Three Parks North and pedestrian and cycle linkages also link to the northern	Yes - Details of pedestrian/cycle links to be provided at subdivision.

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	pedestrian and cycle linkages to other open space, community facilities, other subzones and the Wanaka Town Centre.	end at SH6 and south to Ballantyne road through three cut-troughs.	
(u)	Whether and to what extent dedicated, direct and safe **pedestrian and cycle links** are provided. There are benefits for pedestrian or cycle links to be located within the public street. However, off-street links may be appropriate provided they are designed and located in such a way as to provide a good level of safety and amenity for users. The Council would normally expect there to be good surveillance of such links and for them to be straight, well lit, at least 6 m wide and no more than 75 m long, and to avoid the use of under-passes.	Most cycle links will need to be located within the public street but there will be an arterial cycle link provided for within the public space area and a path is indicated on the ODP as the 'running track'. The applicant has indicated that this will function as a dual pedestrian/cyclist path and an appropriate condition can ensure this. The areas of the cul-de-sac heads where off road parks can fit with the requirements of this assessment matter and lighting and other crime prevention design can be assessed and approved at subdivision.	Yes - The running track indicated by a red dashed line on the Outline Development Plan shall provide for a dual cycle and pedestrian linkage.
(v)	Whether a detailed landscape plan has been provided for all open space areas with the Outline Development Plan. The council will expect the Landscape Plan to:	Dr Read notes that the information provided with the application is indicative in nature and has proposed an alternative solution which is anticipated to provide more flexibility for the applicant while at the same time providing certainty for Council. Rather than requiring a specific graphic landscape plan to be fixed now, Dr Read proposes that design statements be provided for each area. However, it is considered appropriate for landscape plans to be included for each stage of subdivision which shall be certified by Council as achieving the objectives outlined by this assessment matter.	Yes – Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone shall include a detailed landscape plan for open spaces to be certified by Council that meets the following objectives: a. Is appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal. b. Identifies all plant species c. Identifies long-term management considerations d. Maintains important viewshafts e. Integrates with adjoining land uses f. Is consistent with Crime Prevention
i	Be appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal.		
ii	Identify all plant species		
iii	Outline the long term management considerations		
iv	Maintain important viewshafts;		
v	Integrate with adjoining land uses;		

vi Be consistent with CPTED principles Note: Any change to the landscape plan will require a Variation to the Outline Development Plan		through Environmental Design (CPTED) principles
(w) Whether, in the MDR and LDR subzones, all lots show realistically achievable indicative **building platforms** that will achieve solar access, street frontage, and on-site privacy. Note: In the LDR and MDR subzones residential buildings need not necessarily be built within the platform.	As discussed in (g)(i) above, it is agreed with the application that most lots across all subzones have been orientated to maximise solar gain. Very few sites have been orientated north-south and therefore if not orientated east-west are designed such that they have the ability to catch morning or afternoon sun.	No
(x) Whether and to what extent **reverse sensitivity issues and issues arising from potentially incompatible uses** have been minimised. This may relate to uses at the interface of two subzones, at the interface with adjoining zones, or between activities within a subzone, where the location has been identified at the ODP stage. The Council expects conflicts to be minimised through methods such as setbacks, noise insulation, covenants, and the location of Multi Unit Developments. Notwithstanding this, it is acknowledged that such issues will also be considered for any ODP within the adjoining subzones.	The applicant states that the subzones are generally separated by each other by roads and that within the commercial and business subzones, buildings are setback from the subzone boundary. This is accepted and it is considered reasonable that further treatments to mitigate against any potential reverse sensitivity issues will be provided at detailed design during subdivision. This will be important for the LDR sites that back onto the rear lane to the serviced apartments.	No
(y) In regard to the **range and location of uses** in the LDR and MDR subzones, where possible, the Council expects the Outline Development Plan to show where any education or day care facilities are intended to be located and how any effects on residential amenity will be mitigated. Note: Further resource consent or designation procedures will still be required for these activities, unless	An area adjacent the business and mixed use areas which is outside of the current ODP applied for has been identified for future education facilities. It is noted that this area does not form part of this ODP as proposed and a future ODP will be required for this area otherwise any applications will be classified as a non-complying status	No

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expressly permitted by the Plan.	No education or day care facilities have been identified within the LDR and resource consents will be required in future if demand arises.	
(z) The Council expects the ODP to show **visitor accommodation** precincts within the MDR subzone. The Council expects to see a limited number of precincts and for these to be located at the interface of the commercial zones and in locations that are quite separate from the residential parts of the MDR subzone. The Council will not normally grant an ODP where the extent and/ or location of visitor accommodation precincts would: (i) Enable visitor accommodation to become the dominant use within the subzone and, hence, adversely affect residential coherence; or (ii) Result in visitor accommodation adversely affecting residential amenity.	The ODP indicates a visitor accommodation precinct adjacent the commercial subzone. This has been clustered such that it does not dominate the wider LDR/MDR. Any other visitor accommodation activities will be assessed accordingly at time of land use consent.	No
(aa) The Council expects the ODP to show any **multi unit development sites** that are being proposed within the LDR subzone and would normally expect these to be located adjacent to (be it across the road) a public park/ open space and such that any effects on the low density character of the surrounding properties are minimised. It may be that they are positioned as a means of providing a transition between commercial and LDR subzones.	As discussed in the application, multi-unit development sites are shown on the ODP as 'comprehensive residential'. Three of these areas are laid out courtyard style around open space areas while some will share a boundary with the LDR. It is noted that these areas have been interspersed throughout the LDR to minimise effects on the low density character. In most cases the comprehensive residential sites have been placed end on end with LDR sites such that each LDR site would be looking at only one unit. It is considered that the *minimum* setback of 1.5m of the comprehensive residential sites from the LDR site boundaries should be increased to 2m to preserve the low density character.	Yes – Any multi-unit development sites shown on the ODP as 'Comprehensive Residential' shall include an internal boundary setback of 2m from any adjoining allotment shown as 'Low Density Residential' on the ODP.

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(bb) If design guidelines (or other mechanisms) are proposed to achieve a **high quality of building and streetscape design**, the Council expects the applicant to provide detail as to how these will be enforced. The Council considers that design guidelines should be used sparingly (in recognition of the extensive guidance provided in the District Plan itself) and are likely to only be necessary in certain instances and only in some subzones.	Design guideline have been prepared and provided. The applicant states that these are not to be a strict rule book for development however where required these would be enforced through conditions of sale (i.e. covenants) or consent notices. This method is accepted and is expected to be undertaken during future subdivision applications.	No
(cc) Whether the **staging of development** (shown in the ODP), if any, will facilitate a logical progression of development which enables the cost effective provision of infrastructure; provides for a range of housing types/ densities; supports public amenities; and achieves a critical mass capable of contributing to a sense of community and/ or sense of place.	Ms Overton is satisfied that logical progression of development in terms of staging will be assessed at the time of subdivision and has recommended an appropriate condition of consent to ensure that infrastructure installed for each stage is of sufficient capacity to cater for the whole development. Other aspects of this assessment matter will be checked at the time of each subdivision application.	Yes - At the time subdivision application is lodged for any stage within the Three Parks Special Zone Outline Development Master Plan approved by resource consent RM140354, all engineering infrastructure shall be designed in accordance with the Queenstown Lakes District Council District Plan, the Three Parks Special Zone rules and the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any subdivision consent.
(dd) **The extent to which any previous ODP relating to the same subzone has been given effect to** (defined as the section 224c certificate having been issued). The Council would normally expect:	N/A – Proposed OSDP is for entire development	No
(i) The timing of development to occur in accordance with the Indicative Staging Plan for the Three Parks Zone.		
(ii) That 60% of the area shown in the ODP (and which relates to the same subzone as the		

current application) has been given effect to; (iii) That a mixture of densities has been provided prior to granting another ODP within that subzone.		
(ee) Whether an **Integrated Transport Assessment** (ITA) has been provided which satisfactorily outlines how the proposed land use/urban design will affect the sustainability of transportation. The Integrated Transport Assessment should cover all those matters listed in the Council's guide on the subject. Refer to Council guidelines relating to ITA.	An 'Integrated Traffic Assessment' (ITA) has been submitted with the application by Bartlett Consulting. Ms Overton is satisfied that the ITA has been undertaken in accordance with Council's ITA guidelines. Council's transport network consultant MWH has undertaken an assessment of the ITA, and their comments are contained within Appendix A of this report.	No
(ff) The provision of Public Transport facilities and/or infrastructure or space to enable the future development of Public Transport facilities and/ or infrastructure. The Council would normally expect adequate space to be provided in the road reserve for a bus stop to be located every 400 m along any bus route as identified by the Council or negotiated with the Council, as part of the ODP consent process.	Ms Overton notes that the ITA indicates the primary vehicle routes will be used as the public transport route. The report also indicates that the intersection with SH84 and Ballantyne Road should be designed to accommodate bus movements and that the "primary routes should be designed to accommodate bus movements with bus stops identified." A recommendation is proposed to ensure that provision is made for the public transport route at the time of subdivision. There is adequate space on the ODP to ensure a bus stop can be provided every 400m along these routes and will be assessed at subdivision.	Yes - Public Transport stops and routes should be identified in the street design. The provision of bus stops and their design and spacing should comply with the QLDC Bus Stop policy and Guidelines (August 2008).
(gg) Whether any **contaminated sites** exist that would be a risk to human health or the environment and, if so, whether measures have been taken to address these. The Council expects a report to be submitted	A Preliminary Site Investigation was undertaken by Opus International Consultants Limited (Geotechnical/Natural Hazard Assessment Three Parks Land, Wanaka – March 2007). This report identifies	Yes - Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone shall include a contaminated land assessment to be certified by Council which achieves the following

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confirming whether any sites exist and, if they do, explaining how the sites will be appropriately remediated or how the subdivision and development layout will address these issues to appropriately minimise or eliminate risk.	areas of potential contamination and recommends future assessment and potential remediation measures. It is considered appropriate that the recommendations by OPUS be adopted as a condition of consent as part of this ODP.	objectives: a. Whether any contaminated sites exist that would be a risk to human health or the environment. b. If so, an explanation and methodology for the appropriate remediation of the sites or appropriate mitigation or avoidance any adverse effects associated with the contamination. Also an advice note that the NES may also be triggered.
(hh) Whether the development proposed will ensure appropriate **stormwater management** in light of the capacity of stormwater infrastructure, the management of overland flows from the site and other sites in the catchment and measures to reduce contaminants entering the receiving environment. The Council expects a significant proportion of all stormwater to be disposed of within the zone through the use of open spaces and that such a stormwater disposal plan will be prepared in consultation with Council's engineers and will be consistent with any stormwater catchment management plan that the Council has for this area.	Ms Overton notes that there are constraints within the existing stormwater main that traverses the site. The applicants are intending to incorporate a Low Impact Design (LID) stormwater system that incorporates the use of the roading network as overland flow paths with wet land areas created in the larger reserve areas. The applicants have confirmed that retention and detention devices such as 'Ecopods' will be incorporated within the stormwater system design for the site. The retention/detention systems will be incorporated within the carriageways of the proposed roads to ensure that the peak flows resulting from a 1 in 100 year rain event are graduated to allow that the stormwater disposal area/wetlands within the reserve areas to cope with the flows rather than become inundated and flood. Ms Overton recommends an appropriate condition to ensure that a Low Impact Design (LID) stormwater system is developed for Three Parks.	Yes - Stormwater design within the Three Parks Special Zone shall incorporate Best Practice Low Impact Design measures.

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(ii) Whether the development and subdivision would provide opportunities to create or restore **wetland** areas. This may be the case with existing land and water features (including those shown as open space in the Three Parks Structure Plan) and open spaces created for stormwater management. Indigenous plants should be used where possible to restore ecological and cultural values.	The applicants are intending to create wet land areas within the larger reserve areas. These are to be combined with stormwater attenuation as per the LID methodology. It is considered that through appropriate design and planting, these wetlands would contribute towards increased indigenous biodiversity, particularly in terms of providing for linkages to surrounding habitats.	Yes - Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone that involves wetlands shall include an ecological management plan to be certified by Council. The ecological management plan shall detail the design of the wetland including planting details, ongoing maintenance and methods to achieve positive ecological benefits in terms of creating and maintaining habitat for aquatic-based flora and fauna.
(jj) Whether the development has provided appropriately for the ongoing access to and function of the **Stormwater Main Line** and **Transmission Line** that traverse the Three Parks Zone. The Council expects that the intended treatment of these features will be discussed and that they will be aligned with public access areas such as roads and reserves. Note: Except where the matter specifically refers to the MDR and/ or LDR subzones, the assessment matters for Outline Development Plans and Comprehensive Development Plans apply zone wide.	The stormwater main line currently within the site will remain within a reserve area. Ms Overton is satisfied that access to the main will remain unimpeded. The transmission line currently traversing the site is under contract to be removed from the site as part of an agreement between Aurora and the developer.	No
(kk) Whether non-residential activity proposed in the LDR and MDR subzones would serve a function which clearly services the local neighbourhood and would not effectively fulfil this function if located elsewhere.	Aside from visitor accommodation within the MDR, no non-residential activities are proposed within the residential subzones.	No
(ll) Whether non-residential activity proposed in the LDR and MDR subzones would adversely	The VA is separated from the LDR by a back lane and some landscaping. Specific design details that mitigate	No

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affect the residential amenity of surrounding residential properties.	effects on adjoining LDR amenity can be assessed at time of subdivision.	
(mm) For the North Three Parks Area whether the development is in accordance with the principles in the Urban Design Framework North Three Parks, March 2012.	N/A	-
(nn) Whether mounding or other landscape treatment is proposed to mitigate effects on the LDR sub-zone north-west of the Gordon Road extension associated with traffic on Ballantyne Road and the existing Aurora substation at Ballantyne Road.	N/A	-

Tourism & Community Subzone

12.26.5.5(ii) – Assessment Matters - Outline Development Plan

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

Assessment Matter	Comment	Condition Required?
(a) All those Assessment Matters listed in 12.26.4.5 (ii) in relation to the LDR and MDR subzones, except where identified that the matter is specific to the residential subzones; and in addition:	-	-
(a) Whether the road layout is efficient, legible, and pedestrian-friendly. The Council expects roading layouts and hierarchies (ranging from collectors to local streets) to be immediately navigable and understandable by users. The Council	The road classifications and designs are indicated on the Paterson Pitts Group Ltd (PPG) 'Road Classifications for Outline Development Plan' (dated 10/06/2015, Job No. W3850, Sheet 1 Rev B) and 'Three Parks Road Classifications' table (ref:	Yes - All roads to be designed in accordance with QLDC's Land Development and Subdivision Code of Practice Table 3.2.

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expects to see the use of roundabouts avoided in places where there is anticipated to be high numbers of pedestrians and cyclists. The Council expects roading cross sections to be provided, which illustrate the width, character, landscaping, anticipated speed environment, and how the roading corridors provide for cyclists and pedestrians, as well as cars.	L:\Data\3800\3850\docs\Planning\W3850 Road Classifications Table Alternative.xlsx). Ms Overton states that while no cross sections have been submitted with the application, the road classifications and cross sections indicated in the PPG plan and table are directly reflected to the design standards indicated in QLDC's Land Development and Subdivision Code of Practice Table 3.2 – Road design standards and the cross sections in Appendix E.	
(b) With regard to the location of collector roads, the Council will not normally approve movement of more than 30 metres for a collector road unless the integrity of the Three Parks Structure Plan is not compromised (including the relative amounts of land in the various subzones) and normally only for the following reasons:	Road 1 (mainstreet) is the only collector road within the Tourism and Community Facilities Subzone. Ms Overton is satisfied that the ODP demonstrates this road in the location indicated on the structure plan. Mr Brown is concerned with lack of detail regarding internal and external cyclist provisions however notes that the design could progress to subdivision consent stage without the development of clear and logical cycle routes and result in redesign by the applicant.	No
(i) Where there are key infrastructure matters that make the indicated path of the roads impracticable (for example land needed for stormwater management); and/ or		
(ii) More appropriate subdivision patterns and street layouts will result from the movement of the collector road.		
(iii) For the collector road in the North Three Parks Area that joins with Ballantyne Road consideration of adequate sight lines for intersection safety.	N/A	-
(c) For the North Three Parks Area whether the intersection between the collector road	N/A	-

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and Ballantyne Road has adequate sight lines and is safe.		
(d) Whether the urban structure is well-connected. The Council will not normally approve an Outline Development Plan:	-	-
(iii) Which proposes any cul de sacs which are longer than 75m, are not straight, and which serve more than 20 lots; and NB: 'Back lanes' are not considered to be cul de sacs.	The ODP indicates that there are no culs-de-sac proposed for the Tourism and Community Facilities Subzone.	No
(iv) Which does not include specific timeframes for the completion of those collector roads (in full) that pass through the area subject to the Outline Development Plan.	Aside from the main street collector, completion of collector roads will be largely dictated by market demand for the allotments that it will serve and therefore this information is not yet known.	No
(e) Whether the street blocks are designed to be walkable.	Provision has been made for street blocks in the Tourism and Community Facility subzone to be walkable. Design details of footpaths will be assessed at time of future subdivision.	No
(f) Whether the number of rear sites have been minimised. The Council will expect to see rear sites avoided unless alternative street layouts would result in a worse outcome in terms of residential amenity, connectivity/ walk-ability, and safety.	No rear sites in the T&C subzone.	No
(g) Whether the lot configuration, dimensions, and orientation will result in lots that:	-	-
(i) Are orientated in order to maximise solar gain,	The lots have been spaced and orientated to maximise solar gain.	No
(ii) Enable land uses to connect with the street,	There is nothing to suggest that future land uses	No

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	cannot be connected to the street.	
(iii) Are easy to maintain, and	The lots appear to be easy to maintain being flat and readably accessed.	No
(iv) Have logical boundary lines.	Lots have been arranged with multiple buildings within. This is considered typical of tourism and community facility activities.	No
(h) Whether any 'back lanes' that are proposed are appropriately designed and of an appropriate scale (in terms of their width and the number of units they serve) to ensure that they will provide a 'back lane' character and will function effectively and not result in adverse effects in terms of safety and amenity. The Council expects back lanes to be between 5m and 6m wide, depending on the number of units serviced. The Council would not normally approve a back lane which serves more than 8 units per entrance but, rather, expects 'lanes' of such a scale to be developed as a public street with greater width, footpaths, and an active street frontage. For example; the Council would not expect a back lane to run the entire way through a 100m block but, rather, a lane may provide rear access to part of the block or the block itself may be reduced in length in order to enable it to be dissected by a narrow back lane, for its full length (with an entrance at either end). i) Refer also to Rule 14.2.4.1(iv) in regard to access widths, to Section D for a definition of "back lanes", and to the illustrative diagram	There are no back lanes proposed in the T&C subzone	No

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entitled "Typical back lane (plan view)" beneath Assessment Matter 12.26.4.5 (viii)(d) for further explanation.		
(l) Whether lots and blocks are laid out to maximise solar orientation. The Council will normally expect to see roads to orient north-south, where they are not already identified in the Three Parks Structure Plan.	The roads in the T&C subzone have generally been laid out to ensure that the blocks are orientated to maximise solar gain.	No
(n) Whether and to what extent the Outline Development Plan incorporates the various open spaces identified as non-fixed on the Indicative Open Space Plan. The Council will expect the Outline Development Plan to maximise opportunities to combine stormwater disposal and open space and to include land which is otherwise unsuitable for building in the green network.	The open space areas adjacent to road 3 will all include a water feature which will be part of the Low Impact Design (LID) for stormwater disposal within the site.	Yes - Stormwater design within the Three Parks Special Zone shall incorporate Best Practice Low Impact Design measures.
(o) Whether a generous amount of open space will be provided for the enjoyment of residents and visitors to the Three Parks Zone. In determining this, attention shall be paid to the Council's reserves contribution policies and particular attention shall be paid to whether the layout of open spaces and opportunities in the Open Spaces Plan have been considered and where appropriate given effect to. Note: the amount of open space indicated on the Open Space Plan should be used as a guide as to what at a minimum may be considered a 'generous amount of open space'.	The ODP provides open space which is in accordance with the Open Space Plan. This includes the fixed open spaces being the 'setback from SH84' as well as the 'Low intensity. Landscaped development area'. It is considered that a generous amount of open space has been provided within this landscaped development area.	Yes - Any future subdivision that includes public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide approval for any open space planned.

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(p) Whether public open spaces have direct street frontage, and are located on visually prominent sites, such as at intersections.	Aside from the public open space area at the northern Three Parks Special Zone entrance, public open spaces will generally have direct street frontages and will be located in visually prominent sites.	No
(q) Whether public open spaces are fronted by land uses around them, rather than 'backing" on to them. The Council will normally expect land uses around a public open space to have frontage and vehicular access from the park boundary, either by a full street or private lane / JOAL (Joint Owned Access Lot) or similar (not a rear lane).	The public open space surrounds the cluster of buildings in this subzone.	No
(r) Whether public open spaces and the urban form are designed in accordance with principles of Crime Prevention through Environmental Design (CPTED).	It is considered that CPTED has generally been included in design as far is reasonably practicable for design in terms of lot layout and placement of open spaces and walkways. It is expected that the finer details such as landscaping, lighting, etc in open spaces can be confirmed at subdivision.	No
(s) Whether the amount and location of public open spaces are commensurate with the proposed GFA of commercial space, residential densities and employee densities (as derived from the GFA of commercial space) shown in the Outline Development Plan. The Council would expect the Outline Development Plan to show the intended use of the open space (be it passive, active, a playground, or a sportsground) and the anticipated catchment of users.	The public open space surrounds buildings and is considered to be in accordance with the Open Space Plan. The BDG open space plans (drawn 17 Sept 2013) indicate how public open space is to be used which includes playground areas, an amphitheatre and passive areas.	Advice Note - Any future subdivision that includes public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide approval for any open space planned.
(t) Whether the public open spaces form part	The public open space provides a buffer and linkages	Yes - Details of pedestrian/cycle links to be

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of an open space network which provides pedestrian and cycle linkages to other open space, community facilities, other subzones and the Wanaka Town Centre.	to SH 84. It also provides a link directly to the commercial core subzone and links to the running track open space.	provided at subdivision.
(u) Whether and to what extent dedicated, direct and safe **pedestrian and cycle links** are provided. There are benefits for pedestrian or cycle links to be located within the public street. However, off-street links may be appropriate provided they are designed and located in such a way as to provide a good level of safety and amenity for users. The Council would normally expect there to be good surveillance of such links and for them to be straight, well lit, at least 6 m wide and no more than 75 m long, and to avoid the use of under-passes.	Ms Overton notes that the majority of the pedestrian/cycle links will be located directly within the road reserve areas and will therefore have the advantage of street lighting. The applicants have indicated that there will be cycle and pedestrian link within the open space area to the east of road 3. This link will meander through the landscaped reserve area on the east side of the Tourism and Community Facilities Subzone and connect with the proposed intersection with the State Highway. Lighting will be required for safety purposes along these links which shall be assessed at time of subdivision.	No
(v) Whether a detailed landscape plan has been provided for all open space areas with the Outline Development Plan. The council will expect the Landscape Plan to:	Dr Read notes that the information provided with the application is indicative in nature and has proposed an alternative solution which is anticipated to provide more flexibility for the applicant while at the same time providing certainty for Council. Rather than requiring a specific graphic landscape plan to be fixed now, Dr Read proposes that design statements be provided for each area. However, it is considered appropriate for landscape plans to be included for each stage of subdivision which shall be certified by Council as achieving the objectives outlined by this assessment matter.	Yes – Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone shall include a detailed landscape plan for open spaces to be certified by Council that meets the following objectives: a. Is appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal. b. Identifies all plant species c. Identifies long-term management considerations d. Maintains important viewshafts e. Integrates with adjoining land uses
i Be appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal.		
ii Identify all plant species		
iii Outline the long term management considerations		
iv Maintain important viewshafts;		

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v Integrate with adjoining land uses; vi Be consistent with CPTED principles Note: Any change to the landscape plan will require a Variation to the Outline Development Plan		f. Is consistent with Crime Prevention through Environmental Design (CPTED) principles
(x) Whether and to what extent **reverse sensitivity issues and issues arising from potentially incompatible uses** have been minimised. This may relate to uses at the interface of two subzones, at the interface with adjoining zones, or between activities within a subzone, where the location has been identified at the ODP stage. The Council expects conflicts to be minimised through methods such as setbacks, noise insulation, covenants, and the location of Multi Unit Developments. Notwithstanding this, it is acknowledged that such issues will also be considered for any ODP within the adjoining subzones.	The applicant states that the subzones are generally separated by each other by roads and that within the commercial and business subzones, buildings are setback from the subzone boundary. This is accepted and it is considered reasonable that further treatments to mitigate against any potential reverse sensitivity issues will be provided at detailed design during subdivision.	No
(bb) If design guidelines (or other mechanisms) are proposed to achieve a **high quality of building and streetscape design**, the Council expects the applicant to provide detail as to how these will be enforced. The Council considers that design guidelines should be used sparingly (in recognition of the extensive guidance provided in the District Plan itself) and are likely to only be necessary in certain instances and only in some subzones.	Design guideline have been prepared and provided. The applicant states that these are not to be a strict rule book for development however where required these would be enforced through conditions of sale (i.e. covenants) or consent notices. This method is accepted and is expected to be undertaken during future subdivision applications.	No
(cc) Whether the **staging of development** (shown in the ODP), if any, will facilitate a logical	Ms Overton is satisfied that staging will be assessed at the time of subdivision, and that the development will be staged in a logical manner that will ensure that	Yes - At the time subdivision application is lodged for any stage within the Three Parks Special Zone Outline Development Master

progression of development which enables the cost effective provision of infrastructure; provides for a range of housing types/ densities; supports public amenities; and achieves a critical mass capable of contributing to a sense of community and/ or sense of place.	each staged will be provided connections to infrastructure and roading. A recommendation is proposed to ensure that the infrastructure installed for each stage will be of sufficient capacity to cater for the whole development.	Plan approved by resource consent RM140354, all engineering infrastructure shall be designed in accordance with the Queenstown Lakes District Council District Plan, the Three Parks Special Zone rules and the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any subdivision consent.
(ee) Whether an **Integrated Transport Assessment** (ITA) has been provided which satisfactorily outlines how the proposed land use/urban design will affect the sustainability of transportation. The Integrated Transport Assessment should cover all those matters listed in the Council's guide on the subject. Refer to Council guidelines relating to ITA.	As discussed previously in this report an 'Integrated Traffic Assessment' (ITA) has been submitted with the application by Bartlett Consulting. I am satisfied that the ITA has been undertaken in accordance with Council's ITA guidelines. Council's transport network consultant MWH has undertaken an assessment of the ITA, and their comments are contained within Appendix A of this report.	No
(ff) The provision of Public Transport facilities and/or infrastructure or space to enable the future development of Public Transport facilities and/ or infrastructure. The Council would normally expect adequate space to be provided in the road reserve for a bus stop to be located every 400 m along any bus route as identified by the Council or negotiated with the Council, as part of the ODP consent process.	The ITA indicates that the primary vehicle routes will be used as the public transport route. The report also indicates that the intersection with SH84 and Ballantyne Road should be designed to accommodate bus movements and that the "primary routes should be designed to accommodate bus movements with bus stops identified." A recommendation is proposed to ensure that provision is made for the public transport route at the time of subdivision.	Yes - Public Transport stops and routes should be identified in the street design. The provision of bus stops and their design and spacing should comply with the QLDC Bus Stop policy and Guidelines (August 2008).
(gg) Whether any **contaminated sites** exist that would be a risk to human health or the environment and, if so, whether measures have been	A Preliminary Site Investigation was undertaken by Opus International Consultants Limited (Geotechnical/Natural Hazard Assessment Three Parks	Yes - Any subdivision application lodged for any stage within the Three Parks Special Zone shall include a contaminated land assessment to be certified by Council which achieves the

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taken to address these. The Council expects a report to be submitted confirming whether any sites exist and, if they do, explaining how the sites will be appropriately remediated or how the subdivision and development layout will address these issues to appropriately minimise or eliminate risk.	Land, Wanaka – March 2007). This report identifies areas of potential contamination and recommends future assessment and potential remediation measures. It is considered appropriate that the recommendations by OPUS be adopted as a condition of consent as part of this ODP.	following objectives: a. Whether any contaminated sites exist that would be a risk to human health or the environment. b. If so, an explanation and methodology for the appropriate remediation of the sites or appropriate mitigation or avoidance any adverse effects associated with the contamination. Also an advice note that the NES will also be triggered.
(hh) Whether the development proposed will ensure appropriate **stormwater management** in light of the capacity of stormwater infrastructure, the management of overland flows from the site and other sites in the catchment and measures to reduce contaminants entering the receiving environment. The Council expects a significant proportion of all stormwater to be disposed of within the zone through the use of open spaces and that such a stormwater disposal plan will be prepared in consultation with Council's engineers and will be consistent with any stormwater catchment management plan that the Council has for this area.	Ms Overton notes that there are constraints within the existing stormwater main that traverses the site. The applicants are intending to incorporate a Low Impact Design (LID) stormwater system that incorporates the use of the roading network as overland flow paths with wet land areas created in the larger reserve areas. The applicants have confirmed that retention and detention devices such as 'Ecopods' will be incorporated within the stormwater system design for the site. The retention/detention systems will be incorporated within the carriageways of the proposed roads to ensure that the peak flows resulting from a 1 in 100 year rain event are graduated to allow that the stormwater disposal area/wetlands within the reserve areas to cope with the flows rather than become inundated and flood. Ms Overton recommends an appropriate condition to ensure that a Low Impact Design (LID) stormwater	Yes - Stormwater design within the Three Parks Special Zone shall incorporate Best Practice Low Impact Design measures.

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	system is developed for Three Parks.	
(ii) Whether the development and subdivision would provide opportunities to create or restore **wetland** areas. This may be the case with existing land and water features (including those shown as open space in the Three Parks Structure Plan) and open spaces created for stormwater management. Indigenous plants should be used where possible to restore ecological and cultural values.	The applicants are intending to create a wetland area within the larger reserve area. These are to be combined with stormwater attenuation. It is considered that through appropriate design and planting, these wetlands would contribute towards increased indigenous biodiversity, particularly in terms of providing for linkages to surrounding habitats.	Yes - Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone that involves wetlands shall include an ecological management plan to be certified by Council. The ecological management plan shall detail the design of the wetland including planting details, ongoing maintenance and methods to achieve positive ecological benefits in terms of creating and maintaining habitat for aquatic-based flora and fauna.
(jj) Whether the development has provided appropriately for the ongoing access to and function of the **Stormwater Main Line** and **Transmission Line** that traverse the Three Parks Zone. The Council expects that the intended treatment of these features will be discussed and that they will be aligned with public access areas such as roads and reserves.	As discussed previously, the stormwater main line currently within the site will remain within a reserve area. Ms Overton is satisfied that access to the main will remain unimpeded. The transmission line currently traversing the site is under contract to be removed from the site as part of an agreement between Aurora and the developer.	No
(b) The extent to which the indicative **building platforms** will:	-	-
(i) Contribute to an informal, open, park-like character which becomes increasingly urban, the closer one gets to the Commercial Core	It is considered the location and density of building platforms allows for a very open and informal character. The transition from the T&CF subzone into the Commercial Core subzone could be argued as being a little sudden however this is compensated by the generous setbacks and landscaping provided at the edge of the Commercial Core subzone main street sleeve including a large recess on the north-eastern	No

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	edge. Design details that achieve the objective of this assessment matter can be assessed at the time of subdivision.	
(ii) Create a soft edge to the Mainstreet Collector road (as shown on the Three Parks Structure Plan), ranging from substantial setbacks closest to the State Highway to more urban setbacks at the edge of the Commercial Core. The Council expects buildings to be set back between 10 and 20 metres at the end of the Mainstreet closest to the State Highway (with at least one building in each development being set back no more than 20 metres), narrowing to setbacks in the order of 5 metres closest to the Commercial Core.	Generous setbacks (12-14m) are provided for the length of the T&CF subzone main street. The setback is fairly uniform and does not provide for the narrowing effect. However the sudden transition is somewhat compensated by the generous setbacks on the northern edge of the Commercial Core subzone including a large recess on the north-eastern edge.	No
(iii) Create an open space dominant 'campus' type built form that conveys a low-scale entry to the Zone from the State Highway. The Council will not normally approve applications that create an impression of high density, intense urban development in the subzone.	This is achieved by the open character with generous setbacks throughout the subzone.	No
(c) The extent to which the **landscape treatment** of the open space buffer and land adjacent to the Mainstreet Collector road (as shown on the Three Parks Structure Plan) will:	-	-
(i) Create an attractive entrance to the Three Parks Zone.	The open space area with landscaping will provide for an attractive entrance to Three Parks. This can be assured through the imposition of a condition requiring landscape plan. Careful consideration will have to be given to the landscape treatment around the service station to ensure that visual effects associated with the	Yes – Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone shall include a detailed landscape plan to be certified by Council that meets the following objectives: a. Is appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space

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	utilitarian nature of this development will be appropriately mitigated.	adjacent to a collector road, or for ecological restoration and stormwater disposal. b. Identifies all plant species c. Identifies long-term management considerations d. Maintains important viewshafts e. Integrates with adjoining land uses f. Is consistent with Crime Prevention through Environmental Design (CPTED) principles
(ii) Contribute to an established, park-like character which gets increasingly urban and domesticated the closer one gets to the Commercial Core	The open space to the east of the main collector at the entrance followed by the campus style T&CF subzone and then the Commercial Core subzone will provide for a park-like character changing to urban character.	No
(iii) Help to minimise effects arising from the proximity of Visitor Accommodation to collector roads (such as noise and reduced amenity).	It is considered appropriate that this can be assessed at time of subdivision.	No
(iv) Provide for informal pedestrian access along the Mainstreet Collector Road and State Highway 84.		
(v) Have the potential to adversely affect views of Mt Iron and other prominent natural landscapes.		
(d) In regard to the location and design of **carparking**, including bus parking, the Council will not normally approve:	-	-
(i) Carparking areas that dominate views into the site from the street or other public places.	All parking spaces appear to be located underground or located in areas where sufficient screening by built form or landscaping can be achieved.	Yes – Submission of Landscape Plan
(ii) Any surface carparking between the building	No surface car parking is located between the	No

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and the Mainstreet Collector road.	buildings and the main street collector roads.	
(e) Whether any residential development is being proposed and, if so;	No residential development is proposed in the Tourism and Community Subzone.	-
(i) whether the proposed location and design effectively avoids or mitigates reverse sensitivity issues with other anticipated uses within the subzone; and		
(ii) Whether it is located within 400 m of amenities including parks, bus stops, shops, and other services. The Council will normally expect both these matters to be addressed at the Outline Development Plan stage.		

Business Subzone

12.26.6.5(v) – Assessment Matters - Outline Development Plan

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

Assessment Matter	Comment	Condition Required?
(a) All those matters listed as Assessment matters in 12.26.4.5 (ii) relation to the LDR and MDR subzones, except where identified that the matter is specific to the residential subzones; and:	-	-
(a) Whether the road layout is efficient, legible, and pedestrian-friendly. The Council expects roading layouts and hierarchies (ranging from collectors to local streets) to be immediately navigable and understandable by users. The Council	The road classifications and designs are indicated on the Paterson Pitts Group Ltd (PPG) 'Road Classifications for Outline Development Plan' (dated 10/06/2015, Job No. W3850, Sheet 1 Rev B) and 'Three Parks Road Classifications' table (ref:	Yes - All roads to be designed in accordance with QLDC's Land Development and Subdivision Code of Practice Table 3.2.

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expects to see the use of roundabouts avoided in places where there is anticipated to be high numbers of pedestrians and cyclists. The Council expects roading cross sections to be provided, which illustrate the width, character, landscaping, anticipated speed environment, and how the roading corridors provide for cyclists and pedestrians, as well as cars.	L:\Data\3800\3850\docs\Planning\W3850 Road Classifications Table Alternative.xlsx). Ms Overton states that while no cross sections have been submitted with the application, the road classifications and cross sections indicated in the PPG plan and table are directly reflected to the design standards indicated in QLDC's Land Development and Subdivision Code of Practice Table 3.2 – Road design standards and the cross sections in Appendix E.	
(b) With regard to the location of collector roads, the Council will not normally approve movement of more than 30 metres for a collector road unless the integrity of the Three Parks Structure Plan is not compromised (including the relative amounts of land in the various subzones) and normally only for the following reasons:	Road 1 (mainstreet) is the only collector road within the Business Subzone. Ms Overton is satisfied that the ODP demonstrates this road in the location indicated on the structure plan. Mr Brown is concerned with lack of detail regarding internal and external cyclist provisions however notes that the design could progress to subdivision consent stage without the development of clear and logical cycle routes and result in redesign by the applicant.	No
(i) Where there are key infrastructure matters that make the indicated path of the roads impracticable (for example land needed for stormwater management); and/ or		
(ii) More appropriate subdivision patterns and street layouts will result from the movement of the collector road.		
(d) Whether the urban structure is well-connected. The Council will not normally approve an Outline Development Plan:	-	-
(iii) Which proposes any cul de sacs which are longer than 75m, are not straight, and which serve more than 20 lots; and	The ODP indicates that there are no culs-de-sac proposed for the Business Subzone.	No

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NB: 'Back lanes' are not considered to be cul de sacs.		
(iv) Which does not include specific timeframes for the completion of those collector roads (in full) that pass through the area subject to the Outline Development Plan.	The completion of collector roads will be largely dictated by market demand for the alllotments that it will serve and therefore this information is not yet known.	No
(e) Whether the street blocks are designed to be walkable.	The street blocks will be walkable once footpaths are included through conditions on future subdivision consent. Design details of footpaths will be assessed at time of future subdivision.	No
(f) Whether the number of rear sites have been minimised. The Council will expect to see rear sites avoided unless alternative street layouts would result in a worse outcome in terms of residential amenity, connectivity/ walk-ability, and safety.	All sites in the business subzone will have street frontage.	No
(g) Whether the lot configuration, dimensions, and orientation will result in lots that: (i) Are orientated in order to maximise solar gain, (ii) Enable land uses to connect with the street, (iii) Are easy to maintain, and (iv) Have logical boundary lines.	The lots have been spaced and orientated to maximise solar gain. There is nothing to suggest that future land uses cannot be connected to the street. The lots in the business subzone have logical boundary lines	No
(h) Whether any 'back lanes' that are proposed are appropriately designed and of an appropriate scale (in terms of their width and the number of units they serve) to ensure that they will provide a 'back lane' character and will function effectively and not result in adverse effects in terms of	The ODP indicates that there will be back lanes approximately 200m in length within the business zone of the proposed development. The plan also indicates that the reserve width of these lanes will be approximately 15m in width and will therefore allow the construction of an access road that will be wide enough to cater for two traffic lanes, with provision for	No

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safety and amenity. The Council expects back lanes to be between 5m and 6m wide, depending on the number of units serviced. The Council would not normally approve a back lane which serves more than 8 units per entrance but, rather, expects 'lanes' of such a scale to be developed as a public street with greater width, footpaths, and an active street frontage. For example; the Council would not expect a back lane to run the entire way through a 100m block but, rather, a lane may provide rear access to part of the block or the block itself may be reduced in length in order to enable it to be dissected by a narrow back lane, for its full length (with an entrance at either end). i) Refer also to Rule 14.2.4.1(iv) in regard to access widths, to Section D for a definition of "back lanes", and to the illustrative diagram entitled "Typical back lane (plan view)" beneath Assessment Matter 12.26.4.5 (viii)(d) for further explanation.	pedestrians. Ms Overton is satisfied the lanes will meet the requirements of District plan rule 14.2.4.1 (iv). The lanes will also be wide enough to include infrastructure.	
(l) Whether lots and blocks are laid out to maximise solar orientation. The Council will normally expect to see roads to orient north-south, where they are not already identified in the Three Parks Structure Plan.	The shape of this subzone combined with the positioning of the road on the Structure Plan do not provide opportunity for North-South aligned roads. It is noted however that the design ensures that no road is aligned east-west.	No
(n) Whether and to what extent the Outline Development Plan incorporates the various open spaces identified as non-fixed on the Indicative Open Space Plan. The Council will expect the Outline Development Plan to maximise opportunities to combine stormwater disposal and open space and	There are no non-fixed open areas within the Business sub-zone.	No

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to include land which is otherwise unsuitable for building in the green network.		
(o) Whether a generous amount of open space will be provided for the enjoyment of residents and visitors to the Three Parks Zone. In determining this, attention shall be paid to the Council's reserves contribution policies and particular attention shall be paid to whether the layout of open spaces and opportunities in the Open Spaces Plan have been considered and where appropriate given effect to. Note: the amount of open space indicated on the Open Space Plan should be used as a guide as to what at a minimum may be considered a 'generous amount of open space'.	It is considered that a generous amount of open space is provided for within the Business Main Street and the Mixed Use precinct. Aside from road reserves and the open space at the Ballantyne Road entrance, no public open space is provided for in the south-western end of the Business sub-zone. However, due to the nature of the activities expected in this area, it is considered that the overall amount of open space of this sub-zone is appropriate.	Yes - Any future subdivision that includes public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide approval for any open space planned.
(p) Whether public **open spaces** have direct street frontage, and are located on visually prominent sites, such as at intersections.	Public open spaces will generally have direct street frontages and will be located in visually prominent sites.	No
(q) Whether public open spaces are fronted by land uses around them, rather than 'backing" on to them. The Council will normally expect land uses around a public open space to have frontage and vehicular access from the park boundary, either by a full street or private lane / JOAL (Joint Owned Access Lot) or similar (not a rear lane).	Open spaces are fronted by land uses with access to sites off the park boundary.	No
(r) Whether public open spaces and the urban form are designed in accordance with principles of Crime Prevention through	It is considered that CPTED has generally been included in design as far is reasonably practicable for design in terms of lot layout and placement of open	No

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Environmental Design (CPTED).	spaces and walkways. It is expected that the finer details such as landscaping, lighting, etc in open spaces can be confirmed at subdivision.	
(s) Whether the amount and location of public open spaces are commensurate with the proposed GFA of commercial space, residential densities and employee densities (as derived from the GFA of commercial space) shown in the Outline Development Plan. The Council would expect the Outline Development Plan to show the intended use of the open space (be it passive, active, a playground, or a sportsground) and the anticipated catchment of users.	It is considered that an ample amount of public open space is provided for in the Business Main Street and the mixed use precinct.	Advice Note - Any future subdivision that includes public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide approval for any open space planned.
(t) Whether the public open spaces form part of an open space network which provides pedestrian and cycle linkages to other open space, community facilities, other subzones and the Wanaka Town Centre.	There is potential for linkages through the Business sub-zone to and along the edge of the Wanaka Sports Facility and into North Three Parks. Opportunity also exists for linkages to Ballantyne Road.	Yes - Details of pedestrian/cycle links to be provided at subdivision.
(u) Whether and to what extent dedicated, direct and safe **pedestrian and cycle links** are provided. There are benefits for pedestrian or cycle links to be located within the public street. However, off-street links may be appropriate provided they are designed and located in such a way as to provide a good level of safety and amenity for users. The Council would normally expect there to be good surveillance of such links and for them to be straight, well lit, at least 6 m wide and no more than 75 m long, and to avoid the use of under-passes.	Ms Overton notes that the majority of the pedestrian/cycle links will be located directly within the road reserve areas and will therefore have the advantage of street lighting. The applicants have indicated that there will be cycle and pedestrian link within the open space area to the east of road 3. This link will meander through the landscaped reserve area on the east side of the Tourism and Community Facilities Subzone and connect with the proposed intersection with the State Highway. Lighting will be required for safety purposes along these links and will be assessed at time of subdivision.	No

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(v) Whether a detailed landscape plan has been provided for all open space areas with the Outline Development Plan. The council will expect the Landscape Plan to: i Be appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal ii Identify all plant species iii Outline the long term management considerations iv Maintain important viewshafts; v Integrate with adjoining land uses; vi Be consistent with CPTED principles Note: Any change to the landscape plan will require a Variation to the Outline Development Plan	Dr Read notes that the information provided with the application is indicative in nature and has proposed an alternative solution which is anticipated to provide more flexibility for the applicant while at the same time providing certainty for Council. Rather than requiring a specific graphic landscape plan to be fixed now, Dr Read proposes that design statements be provided for each area. However, it is considered appropriate for landscape plans to be included for each stage of subdivision which shall be certified by Council as achieving the objectives outlined by this assessment matter.	Yes – Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone shall include a detailed landscape plan for open spaces to be certified by Council that meets the following objectives: a. Is appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal. b. Identifies all plant species c. Identifies long-term management considerations d. Maintains important viewshafts e. Integrates with adjoining land uses f. Is consistent with Crime Prevention through Environmental Design (CPTED) principles
(x) Whether and to what extent **reverse sensitivity issues and issues arising from potentially incompatible uses** have been minimised. This may relate to uses at the interface of two subzones, at the interface with adjoining zones, or between activities within a subzone, where the location has been identified at the ODP stage. The Council expects conflicts to be minimised through methods such as setbacks, noise insulation, covenants, and the location of Multi Unit Developments. Notwithstanding this, it is acknowledged	The applicant states that the subzones are generally separated by each other by roads and that within the commercial and business subzones, buildings are setback from the subzone boundary. This is generally accepted except for the north-eastern boundary where the business zone will back directly onto three LDR sites. It is considered reasonable that further treatments to mitigate against any potential reverse sensitivity issues will be provided at detailed design during subdivision.	No

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that such issues will also be considered for any ODP within the adjoining subzones.		
(bb) If design guidelines (or other mechanisms) are proposed to achieve a **high quality of building and streetscape design**, the Council expects the applicant to provide detail as to how these will be enforced. The Council considers that design guidelines should be used sparingly (in recognition of the extensive guidance provided in the District Plan itself) and are likely to only be necessary in certain instances and only in some subzones.	Design guideline have been prepared and provided. The applicant states that these are not to be a strict rule book for development however where required these would be enforced through conditions of sale (i.e. covenants) or consent notices. This method is accepted and is expected to be undertaken during future subdivision applications.	No
(cc) Whether the **staging of development** (shown in the ODP), if any, will facilitate a logical progression of development which enables the cost effective provision of infrastructure; provides for a range of housing types/ densities; supports public amenities; and achieves a critical mass capable of contributing to a sense of community and/ or sense of place.	Ms Overton is satisfied that staging will be assessed at the time of subdivision, and that the development will be staged in a logical manner that will ensure that each staged will be provided connections to infrastructure and roading. A recommendation is proposed to ensure that the infrastructure installed for each stage will be of sufficient capacity to cater for the whole development.	Yes - At the time subdivision application is lodged for any stage within the Three Parks Special Zone Outline Development Master Plan approved by resource consent RM140354, all engineering infrastructure shall be designed in accordance with the Queenstown Lakes District Council District Plan, the Three Parks Special Zone rules and the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any subdivision consent.
(ee) Whether an **Integrated Transport Assessment** (ITA) has been provided which satisfactorily outlines how the proposed land use/urban design will affect the sustainability of transportation. The Integrated Transport Assessment should cover all those matters listed in the Council's guide on the subject. Refer to	As discussed previously in this report an 'Integrated Traffic Assessment' (ITA) has been submitted with the application by Bartlett Consulting. I am satisfied that the ITA has been undertaken in accordance with Council's ITA guidelines. Council's transport network consultant MWH has undertaken an assessment of the	No

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Council guidelines relating to ITA.	ITA, and their comments are contained within Appendix A of this report.	
(ff) The provision of Public Transport facilities and/or infrastructure or space to enable the future development of Public Transport facilities and/ or infrastructure. The Council would normally expect adequate space to be provided in the road reserve for a bus stop to be located every 400 m along any bus route as identified by the Council or negotiated with the Council, as part of the ODP consent process.	The ITA indicates that the primary vehicle routes will be used as the public transport route. The report also indicates that the intersection with SH84 and Ballantyne Road should be designed to accommodate bus movements and that the "primary routes should be designed to accommodate bus movements with bus stops identified." A recommendation is proposed to ensure that provision is made for the public transport route at the time of subdivision.	Yes - Public Transport stops and routes should be identified in the street design. The provision of bus stops and their design and spacing should comply with the QLDC Bus Stop policy and Guidelines (August 2008).
(gg) Whether any **contaminated sites** exist that would be a risk to human health or the environment and, if so, whether measures have been taken to address these. The Council expects a report to be submitted confirming whether any sites exist and, if they do, explaining how the sites will be appropriately remediated or how the subdivision and development layout will address these issues to appropriately minimise or eliminate risk.	A Preliminary Site Investigation was undertaken by Opus International Consultants Limited (Geotechnical/Natural Hazard Assessment Three Parks Land, Wanaka – March 2007). This report identifies areas of potential contamination and recommends future assessment and potential remediation measures. It is considered appropriate that the recommendations by OPUS be adopted as a condition of consent as part of this ODP.	Yes - Any subdivision application lodged for any stage within the Three Parks Special Zone shall include a contaminated land assessment to be certified by Council which achieves the following objectives: a. Whether any contaminated sites exist that would be a risk to human health or the environment. b. If so, an explanation and methodology for the appropriate remediation of the sites or appropriate mitigation or avoidance any adverse effects associated with the contamination. Also an advice note that the NES will also be triggered.
(hh) Whether the development proposed will ensure appropriate **stormwater management** in light of the capacity of stormwater infrastructure, the management of overland flows from the site and other sites in the	Ms Overton notes that there are constraints within the existing stormwater main that traverses the site. The applicants are intending to incorporate a Low Impact Design (LID) stormwater system that incorporates the use of the roading network as overland flow paths	Yes - Stormwater design within the Three Parks Special Zone shall incorporate Best Practice Low Impact Design measures.

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catchment and measures to reduce contaminants entering the receiving environment. The Council expects a significant proportion of all stormwater to be disposed of within the zone through the use of open spaces and that such a stormwater disposal plan will be prepared in consultation with Council's engineers and will be consistent with any stormwater catchment management plan that the Council has for this area.	with wet land areas created in the larger reserve areas. The applicants have confirmed that retention and detention devices such as 'Ecopods' will be incorporated within the stormwater system design for the site. The retention/detention systems will be incorporated within the carriageways of the proposed roads to ensure that the peak flows resulting from a 1 in 100 year rain event are graduated to allow that the stormwater disposal area/wetlands within the reserve areas to cope with the flows rather than become inundated and flood. Ms Overton recommends an appropriate condition to ensure that a Low Impact Design (LID) stormwater system is developed for Three Parks.	
(ii) Whether the development and subdivision would provide opportunities to create or restore **wetland** areas. This may be the case with existing land and water features (including those shown as open space in the Three Parks Structure Plan) and open spaces created for stormwater management. Indigenous plants should be used where possible to restore ecological and cultural values.	There are no wetlands proposed for the Business sub-zone. This is considered appropriate based on the intended use and opportunity for better wetland construction in other parts of the Three Parks zone.	Yes - Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone that involves wetlands shall include an ecological management plan to be certified by Council. The ecological management plan shall detail the design of the wetland including planting details, ongoing maintenance and methods to achieve positive ecological benefits in terms of creating and maintaining habitat for aquatic-based flora and fauna.
(jj) Whether the development has provided appropriately for the ongoing access to and function of the **Stormwater Main Line** and **Transmission Line** that traverse the Three	As discussed previously, the stormwater main line currently within the site will remain within a reserve area. Ms Overton is satisfied that access to the main	No

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Parks Zone. The Council expects that the intended treatment of these features will be discussed and that they will be aligned with public access areas such as roads and reserves.	will remain unimpeded. The transmission line currently traversing the site is under contract to be removed from the site as part of an agreement between Aurora and the developer.	
(b) In regard to building platforms, whereas the Council would normally prefer buildings to not be setback from the road, where building platforms are proposed to be setback from the road boundary, the Council will expect the setback to:	Sufficient space is provided to undertake appropriate landscaping to achieve this goal. This can be covered by an appropriate condition of consent requiring a landscape plan for each stage of subdivision.	Yes – Submission of Landscape Plan for each application for subdivision.
(i) Be landscaped in a manner that enhances the visual appearance of the building and improves the pedestrian experience; or		
(ii) Be for the purpose of providing for smaller buildings to be added at a later stage. Note: The Council will expect to a) to see some mechanism proposed to ensure that such infill does occur, and b) for this space to be landscaped and maintained in the interim; or		
(iii) Be used for the purpose of displaying goods such as motor vehicles.		

Commercial Core Subzone

12.26.7.4(ii) – Assessment Matters - Outline Development Plan

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

Assessment Matter	Comment	Condition Required?

(a) All those matters listed as Assessment matters in 12.26.4.5 (ii) relation to the LDR and MDR subzones, except where identified that the matter is specific to the residential subzones; and:	-	-
(a) Whether the road layout is efficient, legible, and pedestrian-friendly. The Council expects roading layouts and hierarchies (ranging from collectors to local streets) to be immediately navigable and understandable by users. The Council expects to see the use of roundabouts avoided in places where there is anticipated to be high numbers of pedestrians and cyclists. The Council expects roading cross sections to be provided, which illustrate the width, character, landscaping, anticipated speed environment, and how the roading corridors provide for cyclists and pedestrians, as well as cars.	The road classifications and designs are indicated on the Paterson Pitts Group Ltd (PPG) 'Road Classifications for Outline Development Plan' (dated 10/06/2015, Job No. W3850, Sheet 1 Rev B) and 'Three Parks Road Classifications' table (ref: L:\Data\3800\3850\docs\Planning\W3850 Road Classifications Table Alternative.xlsx). Ms Overton states that while no cross sections have been submitted with the application, the road classifications and cross sections indicated in the PPG plan and table are directly reflected to the design standards indicated in QLDC's Land Development and Subdivision Code of Practice Table 3.2 – Road design standards and the cross sections in Appendix E.	Yes - All roads to be designed in accordance with QLDC's Land Development and Subdivision Code of Practice Table 3.2.
(b) With regard to the location of collector roads, the Council will not normally approve movement of more than 30 metres for a collector road unless the integrity of the Three Parks Structure Plan is not compromised (including the relative amounts of land in the various subzones) and normally only for the following reasons:	The ODP indicates that Roads 1 (mainstreet), 2 and 15 are the collector roads within the Commercial Subzone. Ms Overton is satisfied that ODP demonstrates these roads are in the location indicated in the structure plan. Mr Brown is concerned with lack of detail regarding internal and external cyclist provisions however notes that the design could progress to subdivision consent stage without the development of clear and logical cycle routes	No
(i) Where there are key infrastructure matters that make the indicated path of the roads impracticable (for example land needed for stormwater management); and/ or		
(ii) More appropriate subdivision patterns and street		

layouts will result from the movement of the collector road.	and result in redesign by the applicant.	
(d) Whether the urban structure is well-connected. The Council will not normally approve an Outline Development Plan:	-	-
(ii) Which proposes any cul de sacs which are longer than 75m, are not straight, and which serve more than 20 lots; and NB: 'Back lanes' are not considered to be cul de sacs.	The ODP indicates that there are no culs-de-sac proposed for the Commercial Core Subzone.	No
(iii) Which does not include specific timeframes for the completion of those collector roads (in full) that pass through the area subject to the Outline Development Plan.	The completion of collector roads will be largely dictated by market demand for the alllotments that it will serve and therefore this information is not yet known.	No
(e) Whether the street blocks are designed to be walkable.	The longest block in the commercial core is only 125m and thus considered to be walkable.	No
(f) Whether the number of rear sites have been minimised. The Council will expect to see rear sites avoided unless alternative street layouts would result in a worse outcome in terms of residential amenity, connectivity/ walk-ability, and safety.	Rear sites have been organised around parking areas. It is recognised that this allows for a more efficient layout for smaller premises while providing for screening of carparking areas from the main street.	No
(g) Whether the lot configuration, dimensions, and orientation will result in lots that:	-	-
(i) Are orientated in order to maximise solar gain,	The lots are considered to be aligned to maximise solar gain with a limited number of sites facing south.	No
(ii) Enable land uses to connect with the street,	The mainstreet sleeve provides for connectivity to the street.	No

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(iii) Are easy to maintain, and	The lots within this zone will be easy to maintain.	No
(iv) Have logical boundary lines.	It is considered that the lots have been designed in a logical manner and will all have street access or at last access from a larger mall-like building.	No
(h) Whether any 'back lanes' that are proposed are appropriately designed and of an appropriate scale (in terms of their width and the number of units they serve) to ensure that they will provide a 'back lane' character and will function effectively and not result in adverse effects in terms of safety and amenity. The Council expects back lanes to be between 5m and 6m wide, depending on the number of units serviced. The Council would not normally approve a back lane which serves more than 8 units per entrance but, rather, expects 'lanes' of such a scale to be developed as a public street with greater width, footpaths, and an active street frontage. For example; the Council would not expect a back lane to run the entire way through a 100m block but, rather, a lane may provide rear access to part of the block or the block itself may be reduced in length in order to enable it to be dissected by a narrow back lane, for its full length (with an entrance at either end). i) Refer also to Rule 14.2.4.1(iv) in regard to access widths, to Section D for a definition of "back lanes", and to the illustrative diagram entitled "Typical back lane (plan view)" beneath Assessment Matter 12.26.4.5 (viii)(d) for further explanation.	Aside from the enclosed parking lots, there are no back lanes within the commercial core.	No
(l) Whether lots and blocks are laid out to maximise solar orientation. The Council will normally expect to see roads to orient north-south, where they are not already	The lots are not considered to be aligned to maximise solar gain but this is considered to be	No

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identified in the Three Parks Structure Plan.	difficult to achieve while at the same time ensuring commercial density, legibility and efficiency in terms of parking and walkability.	
(n) Whether and to what extent the Outline Development Plan incorporates the various open spaces identified as non-fixed on the Indicative Open Space Plan. The Council will expect the Outline Development Plan to maximise opportunities to combine stormwater disposal and open space and to include land which is otherwise unsuitable for building in the green network.	There are several small reserve areas within the commercial subzone that may be useful to incorporate water features as part of the Low Impact Design (LID) for stormwater disposal within the site. The non-fixed open spaces within the ODP are generally incorporated as per the Open Space Plan.	Yes - Stormwater design within the Three Parks Special Zone shall incorporate Best Practice Low Impact Design measures. Requirement for screening of car parking areas from green space.
(o) Whether a generous amount of open space will be provided for the enjoyment of residents and visitors to the Three Parks Zone. In determining this, attention shall be paid to the Council's reserves contribution policies and particular attention shall be paid to whether the layout of open spaces and opportunities in the Open Spaces Plan have been considered and where appropriate given effect to. Note: the amount of open space indicated on the Open Space Plan should be used as a guide as to what at a minimum may be considered a 'generous amount of open space'.	The key difference is the village green which has been provided for in a different area than depicted on the Open Space Plan. The proposed design incorporates the village green area within the mainstreet. Mr Quin as reviewed the ODP and has not raised any issues with the village green other to say that green spaces in the retail area should have active edges and not have parking spaces adjacent. It is noted that the green has one active edge and is located adjacent parking on one edge. An appropriate condition of consent is considered reasonable to screen the open space from the parking area.	Advice Note - Any future subdivision that includes public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide approval for any open space planned.
(p) Whether public **open spaces** have direct street frontage, and are located on visually prominent sites, such as at intersections.	The public open spaces are located along the main street sleeve so have direct street frontages and will be located in visually prominent sites.	No

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(q) Whether public open spaces are fronted by land uses around them, rather than 'backing" on to them. The Council will normally expect land uses around a public open space to have frontage and vehicular access from the park boundary, either by a full street or private lane / JOAL (Joint Owned Access Lot) or similar (not a rear lane).	Open spaces are fronted by land uses with access to sites off the park boundary.	No
(r) Whether public open spaces and the urban form are designed in accordance with principles of Crime Prevention through Environmental Design (CPTED).	It is considered that CPTED has generally been included in design as far is reasonably practicable for design in terms of lot layout and placement of open spaces and walkways. It is expected that the finer details such as landscaping, lighting, etc in open spaces can be confirmed at subdivision.	No
(s) Whether the amount and location of public open spaces are commensurate with the proposed GFA of commercial space, residential densities and employee densities (as derived from the GFA of commercial space) shown in the Outline Development Plan. The Council would expect the Outline Development Plan to show the intended use of the open space (be it passive, active, a playground, or a sportsground) and the anticipated catchment of users.	It is considered that the open space provided is appropriately in line with the commercial space provided. This is supported by Ms McLeod who states: "*the proposed green areas in the town centre main street are of a good size and sunny position…*".	Yes - Any future subdivision that includes public open space shall be undertaken in consultation with Council's Parks and Reserves department who shall provide approval for any open space planned.
(t) Whether the public open spaces form part of an open space network which provides pedestrian and cycle linkages to other open space, community facilities, other subzones and the Wanaka Town Centre.	Linkages are provided for through the mainstreet as well as the combined pedestrian and cycleway 'running track' which links to the southern end of the Commercial Core Subzone.	Yes - Details of pedestrian/cycle links to be provided at subdivision.
(u) Whether and to what extent dedicated, direct and safe **pedestrian and cycle links** are provided. There are benefits for pedestrian or cycle links to be located within the public street. However, off-street links may be appropriate provided they are designed and located in such a way as to provide a good level of safety and	Most cycle links will need to be located within the public street but there will be a cycle link provided for within the public space area and a path is indicated on the ODP as the running track. The applicant has indicated that this will	Yes - The running track indicated by a red dashed line shall provide for a dual cycle/pedestrian path.

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amenity for users. The Council would normally expect there to be good surveillance of such links and for them to be straight, well lit, at least 6 m wide and no more than 75 m long, and to avoid the use of under-passes.	function as a dual pedestrian/cyclist path and an appropriate condition can ensure this.	
(v) Whether a detailed landscape plan has been provided for all open space areas with the Outline Development Plan. The council will expect the Landscape Plan to: i Be appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal. ii Identify all plant species iii Outline the long term management considerations iv Maintain important viewshafts; v Integrate with adjoining land uses; vi Be consistent with CPTED principles Note: Any change to the landscape plan will require a Variation to the Outline Development Plan	Dr Read notes that the information provided with the application is indicative in nature and has proposed an alternative solution which is anticipated to provide more flexibility for the applicant while at the same time providing certainty for Council. Rather than requiring a specific graphic landscape plan to be fixed now, Dr Read proposes that design statements be provided for each area. However, it is considered appropriate for landscape plans to be included for each stage of subdivision which shall be certified by Council as achieving the objectives outlined by this assessment matter.	Yes – Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone shall include a detailed landscape plan for open spaces to be certified by Council that meets the following objectives: a. Is appropriate to the desired purpose of the space, be it for active or passive recreation, as a high amenity landscaped space adjacent to a collector road, or for ecological restoration and stormwater disposal. b. Identifies all plant species c. Identifies long-term management considerations d. Maintains important viewshafts e. Integrates with adjoining land uses f. Is consistent with Crime Prevention through Environmental Design (CPTED) principles
(x) Whether and to what extent **reverse sensitivity issues and issues arising from potentially incompatible uses** have been minimised. This may relate to uses at the interface of two subzones, at the interface with adjoining zones, or between activities within a subzone, where the location has been identified at the ODP stage. The Council expects conflicts to be minimised through methods such as setbacks, noise insulation, covenants, and the location of Multi Unit Developments. Notwithstanding this, it is	There is potential for reverse sensitivity between the commercial core and the lifestyle village. Appropriate mitigation measures can be assessed at time of subdivision.	No

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acknowledged that such issues will also be considered for any ODP within the adjoining subzones.		
(bb) If design guidelines (or other mechanisms) are proposed to achieve a **high quality of building and streetscape design**, the Council expects the applicant to provide detail as to how these will be enforced. The Council considers that design guidelines should be used sparingly (in recognition of the extensive guidance provided in the District Plan itself) and are likely to only be necessary in certain instances and only in some subzones.	Design guideline have been prepared and provided. The applicant states that these are not to be a strict rule book for development however where required these would be enforced through conditions of sale (i.e. covenants) or consent notices. This method is accepted and is expected to be undertaken during future subdivision applications.	No
(cc) Whether the **staging of development** (shown in the ODP), if any, will facilitate a logical progression of development which enables the cost effective provision of infrastructure; provides for a range of housing types/ densities; supports public amenities; and achieves a critical mass capable of contributing to a sense of community and/ or sense of place.	Ms Overton is satisfied that logical progression of development in terms of staging will be assessed at the time of subdivision and has recommended an appropriate condition of consent to ensure that infrastructure installed for each stage is of sufficient capacity to cater for the whole development. Other aspects of this assessment matter will be checked at the time of each subdivision application.	Yes - At the time subdivision application is lodged for any stage within the Three Parks Special Zone Outline Development Master Plan approved by resource consent RM140354, all engineering infrastructure shall be designed in accordance with the Queenstown Lakes District Council District Plan, the Three Parks Special Zone rules and the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any subdivision consent.
(ee) Whether an **Integrated Transport Assessment** (ITA) has been provided which satisfactorily outlines how the proposed land use/urban design will affect the sustainability of transportation. The Integrated Transport Assessment should cover all those matters listed in the Council's guide on the subject. Refer to Council guidelines relating to ITA.	An 'Integrated Traffic Assessment' (ITA) has been submitted with the application by Bartlett Consulting. Ms Overton is satisfied that the ITA has been undertaken in accordance with Council's ITA guidelines. Council's transport network consultant MWH has undertaken an assessment of the ITA, and their comments are	No

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	contained within Appendix A of this report.	
(ff) The provision of Public Transport facilities and/or infrastructure or space to enable the future development of Public Transport facilities and/ or infrastructure. The Council would normally expect adequate space to be provided in the road reserve for a bus stop to be located every 400 m along any bus route as identified by the Council or negotiated with the Council, as part of the ODP consent process.	Ms Overton notes that the ITA indicates the primary vehicle routes will be used as the public transport route. The report also indicates that the intersection with SH84 and Ballantyne Road should be designed to accommodate bus movements and that the "primary routes should be designed to accommodate bus movements with bus stops identified." A recommendation is proposed to ensure that provision is made for the public transport route at the time of subdivision. There is adequate space on the ODP to ensure a bus stop can be provided every 400m along these routes and will be assessed at subdivision.	Yes - Public Transport stops and routes should be identified in the street design. The provision of bus stops and their design and spacing should comply with the QLDC Bus Stop policy and Guidelines (August 2008).
(gg) Whether any **contaminated sites** exist that would be a risk to human health or the environment and, if so, whether measures have been taken to address these. The Council expects a report to be submitted confirming whether any sites exist and, if they do, explaining how the sites will be appropriately remediated or how the subdivision and development layout will address these issues to appropriately minimise or eliminate risk.	A Preliminary Site Investigation was undertaken by Opus International Consultants Limited (Geotechnical/Natural Hazard Assessment Three Parks Land, Wanaka – March 2007). This report identifies areas of potential contamination and recommends future assessment and potential remediation measures. It is considered appropriate that the recommendations by OPUS be adopted as a condition of consent as part of this ODP.	Yes - Any subdivision application lodged for any stage within the Three Parks Special Zone shall include a contaminated land assessment to be certified by Council which achieves the following objectives: a. Whether any contaminated sites exist that would be a risk to human health or the environment. b. If so, an explanation and methodology for the appropriate remediation of the sites or appropriate mitigation or avoidance any adverse effects associated with the contamination. Also an advice note that the NES will also be triggered.

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(hh) Whether the development proposed will ensure appropriate **stormwater management** in light of the capacity of stormwater infrastructure, the management of overland flows from the site and other sites in the catchment and measures to reduce contaminants entering the receiving environment. The Council expects a significant proportion of all stormwater to be disposed of within the zone through the use of open spaces and that such a stormwater disposal plan will be prepared in consultation with Council's engineers and will be consistent with any stormwater catchment management plan that the Council has for this area.	Ms Overton notes that there are constraints within the existing stormwater main that traverses the site. The applicants are intending to incorporate a Low Impact Design (LID) stormwater system that incorporates the use of the roading network as overland flow paths with wet land areas created in the larger reserve areas. The applicants have confirmed that retention and detention devices such as 'Ecopods' will be incorporated within the stormwater system design for the site. The retention/detention systems will be incorporated within the carriageways of the proposed roads to ensure that the peak flows resulting from a 1 in 100 year rain event are graduated to allow that the stormwater disposal area/wetlands within the reserve areas to cope with the flows rather than become inundated and flood. Ms Overton recommends an appropriate condition to ensure that a Low Impact Design (LID) stormwater system is developed for Three Parks.	Yes - Any application for subdivision (excluding boundary adjustments) within the Three Parks Special Zone that involves wetlands shall include an ecological management plan to be certified by Council. The ecological management plan shall detail the design of the wetland including planting details, ongoing maintenance and methods to achieve positive ecological benefits in terms of creating and maintaining habitat for aquatic-based flora and fauna.
(ii) Whether the development and subdivision would provide opportunities to create or restore **wetland** areas. This may be the case with existing land and water features (including those shown as open space in the Three Parks Structure Plan) and open spaces created for stormwater management. Indigenous plants should be used where possible to restore	There are no wetlands proposed for the Commercial Core Sub-zone. This is considered appropriate based on the intended use and opportunity for better wetland construction in other parts of the Three Parks zone.	No

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ecological and cultural values.		
(jj) Whether the development has provided appropriately for the ongoing access to and function of the **Stormwater Main Line** and **Transmission Line** that traverse the Three Parks Zone. The Council expects that the intended treatment of these features will be discussed and that they will be aligned with public access areas such as roads and reserves.	The stormwater main line currently within the site will remain within a reserve area. Ms Overton is satisfied that access to the main will remain unimpeded. The transmission line currently traversing the site is under contract to be removed from the site as part of an agreement between Aurora and the developer.	No
(b) Whether **crime prevention through Environmental Design (CPTED) principles** have been applied in the indicative layout of buildings, open spaces, access ways, service areas, carparking, any proposed controls on the built form, and the location of proposed tenancies in relation to one another.	It is considered that CPTED has generally been included in design as far is reasonably practicable for design in terms of lot layout and placement of open spaces and walkways. It is expected that the finer details such as landscaping, lighting, etc in open spaces can be confirmed at subdivision.	No
(c) Whether the amount and type of **open space** proposed is appropriate. The Council will not normally approve an Outline Development Plan unless open space is provided in appropriate forms and locations.	Ms McLeod states: "the proposed green areas in the town centre main street are of a good size and sunny position but I am concerned they may dilute the continuous street frontage and appear isolated in a sea of carparking." It is considered that there is a risk that the open spaces proposed within the Commercial Core subzone could dilute the continuous street frontage. However it is difficult to see how useable and legible spaces can be provided without diluting the main street design in terms of what the Structure Plan has set already. It is considered that this dilution of the street frontage can be mitigated through the use of	Yes – Submission of Landscape Plan with each subdivision application.

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	appropriate landscaping which contextualises the open space with the main street streetscape and separates it from the carparking areas beyond the main street. This can be covered by Dr Read's recommended condition regarding landscape design statements.	
(d) In considering the location of **building platforms** (and the proposed streetscape design), the Council will consider the effect of any increased or reduced setback or any additional height being proposed (beyond the general 3 storey rule) on the streetscape, the adequate provision of space for pedestrian movement, and the treatment (e.g. landscaping) of any proposed set-back. Note: Larger setbacks may be acceptable in earlier stages if this is intended to enable later 'sleeving' by smaller buildings. Larger setbacks will be less acceptable in later Outline Development Plans (particularly those lodged after the retail thresholds outlined in Rule 12.26.7.4 (g) above have been exceeded) as these later Outline Development Plans will be expected to give effect to the sleeving of large format retail buildings.	Setbacks are not proposed for the western side of the mainstreet and footpaths will be enough to enable safe two-way flow. Setbacks on the eastern side will be wider but is not considered to be unreasonable and will provide for opportunities for gathering and will provide for a more dynamic interface between the commercial premises and the footpath. The wider footpath would also help to link the open space areas. These wider footpaths will need to be appropriately landscaped/furnished to soften the larger tracts of paving bulk.	Yes – Submission of Landscape Plan with each subdivision application.
(e) The general layout of building platforms should enable the resultant buildings to share vehicle access points and carparking.	Ms Overton is satisfied that the ODP indicates that shared car parking will be provided for buildings within the Commercial Core Subzone. Bulk car parking will be provided at the rear of the commercial precinct with limited access points off the mainstreet.	No
(f) Whether the views along a street and/ or of surrounding landscape features, including Mt Iron, have been preserved and enhanced through the placement of the buildings, with respect to view shafts.	The western side of Mt Iron will be directly visible when looking north from the mainstreet sleeve while broader expanses of this landscape feature will be visible from the public open	No

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	spaces and the parking areas. View shafts of the broader Mt Iron have also been provided from the mainstreet. Intermittent views of Roys Peak, Mt Alpha to the west and Mt Barker and the Criffel Range to the south will also be available.	
(g) Whether the Outline Development Plan clearly identifies those building platforms for which the retail space is being applied for as part of the Outline Development Plan application and those platforms which identify "indicative future retail space". Note 1: Where the Outline Development Plan includes more retail floor space than is supported by the Town Centre health check and needs assessment, the applicant is expected to show the surplus retail as "indicative". Note 2: Those platforms which are identified as "indicative future retail space" will require a Variation to the Outline Development Plan in order for retail to be approved for those spaces. There will be a condition or advice note on the consent that those shown as "subject to variation or land use consent" will require further consent.	The large format retail has been indicated on the ODP and also shows the Stage 1 Retail. It is the three large format retail buildings within this Stage 1 retail which is being applied for through the ODP. This does not include the smaller format retail.	Advice Note - Those platforms which are identified as "indicative future retail space" will require a Variation to the Outline Development Plan in order for retail to be approved for those spaces.
(h) Whether the location and/ or design of proposed **visitor accommodation and residential activities** will minimise reverse sensitivity issues and any potential future incompatibility issues between them and commercial activities and road noise. The Council may impose conditions that preclude the location of visitor accommodation or residential on certain building platforms if it considers that reverse sensitivity issues will make the site unsuitable for these uses or it may place conditions on subsequent uses relating to acoustic insulation or hours of operation on sites that form part of	The visitor accommodation precinct is located adjacent the backside of large format retail and is separated by a substantial landscape buffer. The lifestyle village is located adjacent a back lane to the commercial core and there are potential issues associated with reverse sensitivity, particularly if this is going to be a service lane. This can be assessed at the time of future subdivision and land use applications.	No

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the application.	The mixed use will have residential units located within proximity to the commercial core. A buffer of landscaping and open space is provided to provide appropriate separation between the activities.	
(i) Whether the location and/ or design of proposed **visitor accommodation and residential activities** will provide a good living environment and contribute positively to the streetscape and safety of the area through 24 hour occupancy and passive surveillance. The Council would normally expect apartments to face the street, entry lobbies to have direct access onto streets and has a preference for dual-aspect apartments within perimeter block layouts (i.e. whereby the front of units face across the street, and the back of units face inwards across courtyards which, in turn, provide adequate separation from other buildings.	It is considered that the visitor accommodation precinct and the mixed use area will provide good living environments with buildings fronting onto sufficient open space and landscaping. However, because of this, the VA will not make a significant contribution to passive surveillance. The mixed use area and lifestyle village will positively contribute to the streetscape and will provide for limited surveillance of the commercial core's southern end.	No
(j) Whether the **carparking** associated with visitor accommodation or residential activity can be located and/ or designed so as to not adversely affect the ability to achieve a consolidated urban core.	The VA parking is discretely located within the VA precinct.	No
(k) Whether the location and design of carparking areas minimises its impact on the urban form, congestion on the mainstreet, and pedestrian amenity, through:	-	-
(i) The co-location and shared usage of carparks (thus reducing the sheer amount). The Outline Development Plan should seek to avoid carparking designed for the sole use of one building owner or tenant. There is an expectation that carparking is located and structured (through ownership, lease agreements, and consent notices) such that they are able to be shared and that such arrangements will be secured long term. An	Ms Overton is satisfied that the ODP meets these objectives. The ODP indicates that there will be four entrances created off the western side of the mainstreet to access the carpark areas located on the western side of the 'Retail' precinct and 2 entrances created to access the eastern side of the 'Retail' precinct. There will	No

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exception to this is Visitor Accommodation, which should provide onsite, dedicated parking and, as such, is best suited at the periphery of the Commercial Core. (ii) Locating carparking to the side or rear of buildings so that it is not visually dominant when viewed from the street. (iii) Minimising the number of vehicle accesses from the main street, through the provision of a rear lane which provides vehicular access to both service areas and to carparking or through vehicle crossings being shared between properties wherever possible.	also be entrances to the large format car parking areas from roads 3, 2, 7 and 15. This is accepted.	
(l) In addition to assessment matters in 12.26.4.5 (ii) which relate to roading design, where the Mainstreet Collector passes through the Commercial Core, the Council expects it to: (i) Be designed as a low speed environment (for example, 30 km), where it passes through the Commercial Core (ii) Be a two way, 2 lane road with a carriageway; and (iii) Include parallel parking on both sides of the road; and (iv) Include a dedicated cycle path within the road corridor; and (v) Include street trees (vi) Include footpaths on both sides of between x and y m in width All of which should be achievable within a 20 m width. Note: Of particular relevance, Assessment Matter 12.26.4.5 (ii)(a) states that the Council expects roading cross sections to be provided; to see the use of roundabouts avoided in places where there is anticipated to be high	Ms Overton notes that the proposed design speed for the mainstreet (Road 1c) is indicated as 50km in the PPG road classifications table. Ms Overton has discussed this with the applicant's engineer who has confirmed that traffic calming measures will be installed along the road to ensure that it is designed as a low speed environment at the time of subdivision. Ms Overton is satisfied that the final design will be assessed at the time of subdivision and this will include a road safety audit. The road will be formed with two lanes and parallel parking on both sides with the indicative drawings showing that the traffic lanes will be separated by a median strip. Trees will be trees planted on either side of the carriageway and down the median strip. The indicative plans also shows that there will be a shared cycle pedestrian path 2m in width set back from the carriageway. The road reserve will be 20m in width.	Yes - Detailed design for all roading shall illustrate how traffic calming measures have integrated pedestrian facilities, cycling facilities, parking layout and streetscapes into the overall design to achieve the target operating speeds and contribute to the differentiation of the three street typologies.

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numbers of pedestrians and cyclists; and expects public transport facilities and/or infrastructure or space to enable the future development of public transport facilities and/ or infrastructure, noting an expectation for space to be provided in the road reserve for a bus stop to be located every 400 m along any bus route.		
(m) Whether the level of carparking proposed in stages beyond the first 20,000m² of retail space will be appropriate in light of: (i) effects on the role, function, vitality and vibrancy of the Town Centre, (ii) the promotion of the use of public transport if it is available; (iii) the efficient use of land; (iv) the creation of a pleasant, pedestrian friendly environment; (v) the need to adequately provide for the demands that the proposed development will create. Note: The Council would not normally approve an amount of car parking that substantially exceeds the car parking standards for developments prior to 10,000m² of retail floor space being developed.	Ms Overton is satisfied that the proposed car parking for the Commercial Core precinct of the development meets the above objectives, and that the final design will be assessed at the time of subdivision.	No
(n) The Council will normally expect short term **bicycle parking** to be provided along the mainstreet footpath at a rate of 1 to 2 bicycle stands every 50 metres and that these be designed and located so as to not block the footpath and to adhere to any Bicycle Parking Standards adopted by the Council.	No detailed drawings have been provided at this stage of the development. However, the indicative drawings indicate that the above objectives can be met. Ms Overton is satisfied that the provision for bicycle parking can be addressed at the time of subdivision. An appropriate recommendation is proposed to ensure that the provision for bicycle parking	Yes - Provision for bicycle parks shall be made along the mainstreet within the 'Retail' activity zone.

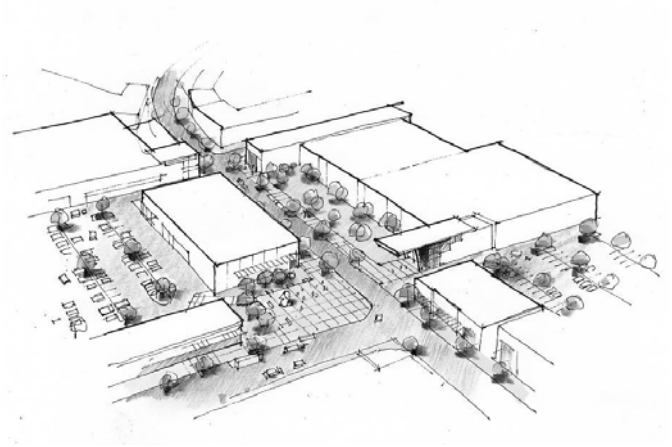
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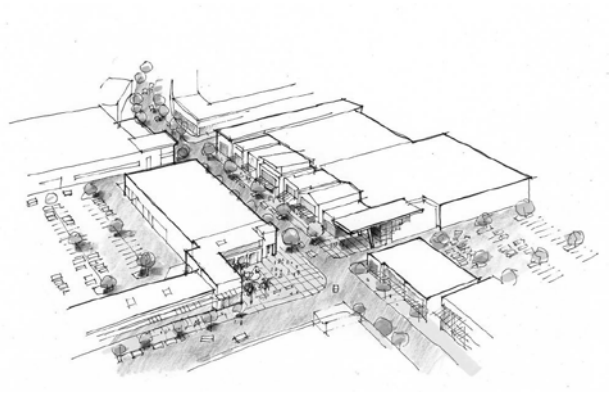
	along Road 1 is made at the time of subdivision.	
(o) Whether sites are designed so that **buildings and/or landscaping** are the dominant features visible from streets and open spaces.	The mainstreet sleeve has been designed such that buildings will generally be the dominant feature from the street. Ms Macleod's comments regarding the greenspaces being "*isolated in a sea of parking*" are partially accepted. It is considered that there is a risk that parking areas may detract from the mainstreet. Specific design details will need to be assessed at time of subdivision to ensure that the objective of this assessment matter is achieved.	No
(p) With respect to Outline Development Plans prior to the retail thresholds being met (as per 12.26.7.4 (g) above), whether the indicative layout demonstrates elements of attractive pedestrian-orientated development and indications that these elements will become increasingly apparent **over time** as the Commercial Core develops into an attractive, pedestrian-orientated 'mainstreet' commercial core. The Council expects this to be facilitated through:	-	-
(i) Establishing a pedestrian-friendly block size (including showing any future roading and pedestrian links) and providing pedestrian space;	It is considered that the blocks have been designed to be pedestrian friendly. The graphics provided on the *Indicative Retail Main Street* (Ref: 1612 – ODP7 drawn 22 Apr 2015) include depicts that the mainstreet will provide for sufficient space for pedestrians. The applicant has stated that footpaths along this length will be in many cases will be wider than	No

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	the carriageway. The longest block length is approximately 125m with the average block length being around 80m long. This is considered to be reasonable for pedestrians. The application states that any block length greater than 100m will be broken by a green space. The side roads link well to parking spaces behind the buildings.	
(ii) A mix of appropriately located uses (with the greatest intensity at the core, and the lowest at edge), which will reinforce an eventual retail mainstreet with employment and other uses around it;	Lots for smaller retail outlets have been centred along mainstreet with the large format sites in behind amongst the car parking areas.	No
(iii) Providing for land use intensification through, amongst other techniques, setting large format retail buildings back from the mainstreet in order to provide for smaller buildings to be built along the street edge in the future or ensuring that the large format buildings present a small scale character to the street or can be retrofitted to establish a specialty retail character. The Council expects the applicant to propose mechanisms (such as consent notices or restrictive covenants) in order to ensure such intensification occurs within a reasonable timeframe. The Council also expects the applicant to demonstrate how a future intensified urban environment can function appropriately and achieve the outcomes sought by this Plan. Note 1: The Council will not approve a street layout, streetscape, or building platforms that prevent this transition from occurring. Note 2: A limited amount of large format retail development	Small buildings have been placed along the edge of mainstreet with the large format buildings tucked in behind. It is understood there will be opportunity for access to the large format retail through cut-throughs from the mainstreet. This would provide for a more pedestrian–orientated design. Specific design can be assessed at time of land use consent.	No

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may be expected to front the main street provided that it presents an attractive human-scale appearance and provided that the long term outcomes consist primarily of specialty retail fronting the street. A manner in which a more human scale may be achieved is through articulating the built form so as to break down the scale of the external appearance of the buildings. Note 3: While it is accepted that the short term outcomes will not be as attractive or pedestrian-orientated as outcomes resulting from later stages of development, this shall not be seen as a reason to propose or approve unattractive buildings in the short term. **Example of built form that would be expected to eventuate at early stages of development:**  **Example of built form that would be expected to eventuate over the long term:**		

 Note 1: This scenario would be expected to be achieved after substantial population growth in Wanaka and in the Three Parks Zone and would be subject to satisfying the tests for future Outline Development Plan approvals in the Commercial Core such as the Town Centre Health Check. Note 2: The above diagrams are indicative of concepts only. There is no guarantee the design shown would prove appropriate to the applicant or satisfy all requirements to gain consent.		
(q) In considering the **Wanaka Town Centre Health Check**, the Council will not normally approve the Outline Development Plans unless it is satisfied that the development will not undermine the vitality of the Wanaka Town Centre. An assessment of the vitality of the Town Centre shall be based on analysis that includes the consideration of the following indicators (insofar as the information can be obtained):	The applicant states that the ODP does not enable the operation of the commercial core and that the Health Check is best done prior to the operation of any part of the commercial core to ensure its accuracy. The first part of this argument is accepted. The applicant has suggested that a condition of consent be included that requires a Wanaka Town Centre Check be submitted prior to the commencement of operation of any commercial	Registration of a consent notice which requires that all land use consent applications for commercial buildings in the commercial core shall include a current Wanaka Town Centre Health Check. This shall be based on analysis that includes the consideration of the indicators listed in Assessment Matter 12.26.7.4(ii)(q)(i)-(xi) (insofar as the information can be obtained).
i The pedestrian activity at key locations at a variety of times and days of the week and during various seasons.		

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ii	The rental values in various parts of the Town Centre , and how they have changed over time and how they compare with other comparable provincial towns	building in the commercial core. It is considered more appropriate that the condition require that the health check is provided with the application for resource consent for any commercial use. This will remove the risk of a building being constructed and left vacant until such time as the health check deems it is appropriate to commence operation.	
iii	The land values in various parts of the Town Centre, and how they have changed over time and how they compare with other comparable provincial towns. Note: whether land and rent values are notably low or high are both relevant considerations.		
iv	The yields being achieved (i.e. the return (from rent) on the land) and how they have changed over time and how they compare with other comparable provincial towns.		
v	The feasibility of sites in the Town Centre to otherwise accommodate the development proposed in the Commercial Core including the consideration of		
a.	site constraints (such as access, topography, hazards and designations);		
b.	the development aspirations of owners of potential development sites (if known);		
c.	the possibility that ownership patterns may be concentrated with few owners with the potential to constrain competition;		
d.	site sizes;		
e.	the feasibility of amalgamating sites (having particular regard to fragmented ownership).		
f.	the likelihood that the sites could be developed in a timeframe that would satisfy demand in a reasonable time period		
g.	the land value of potential sites and whether the proposed uses (if known) or building formats would in fact realistically locate on such sites given the likely development costs relative to fair market rents.		

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vi	Vacancy rates in the Town Centre (in terms of the number of units and floor space as a percentage of the Town Centre total) and the time taken to re-let vacant properties.		
vii	The percentage of turnover that tenants spend on rent and how they have changed over time and how they compare with other comparable provincial towns.		
viii	The extent of 'retail leakage' outside of the Upper Clutha area and how this has changed over time. The Council will be looking to understand whether the increase in retail choice (provided by previous retail development at 3 parks and potentially elsewhere in the Upper Clutha) is resulting in residents spending more locally and less in other centres; and whether the additional proposed retail is be expected to further reduce retail leakage outside of the area.		
ix	The number of independent specialty retailers, excluding "multiples" or "chain stores".		
x	The presence and number of charity shops or premises used for election offices, community projects, or other temporary uses as an indicator of underutilised land or buildings.		
xi	How amenable the Wanaka Town Centre is to pedestrians, cyclists, public transport, taxis, and cars; acknowledging:		
a.	that convenience, safety and accessibility are important to maintaining its attractiveness and, hence, its viability and		
b.	that development can effect such matters.		
(r)	Whether the **Retail Needs Assessment** adequately demonstrates a demand for the additional retail floorspace proposed and that the Three Parks Zone is an appropriate location for these building types and	The applicant states that the need for the initial 10,000m2 of retail floor space was *"…established through the plan change"*. This argument is based on the first 10,000m^2 being a	Registration of a consent notice which requires that a Retail Needs Assessment for all subsequent land use applications for retail activities.

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anticipated uses.	permitted activity and that this assessment matter relates to any additional space sought over 10,000m^2. This is accepted. It is Council's expectation that any application following the first 10,000m^2 will include a Retail Needs Assessment. This shall be registered as a consent notice on the relevant title.	
(s) In assessing the appropriateness of the **Gross Floor Area** of each unit proposed, consider whether the proposed retail formats/ layouts will result in an appropriate mix and scale of retail, commercial and residential uses, which will incrementally result in a main street character and pedestrian environment within the Commercial Core.	This is more appropriately dealt with at land use consent as the zone develops.	No
(t) Consideration of whether since the Council Decision was issued on the Plan Change that created the Three Parks Zone, there has been any fundamental change in the strategic planning by the Council such that the vitality of other commercial areas need to be given regard. This may include future iterations of the Wanaka Structure Plan or other community planning exercises carried out in the wider Wanaka region in accordance with the Local Government Act 2002 and adopted by Council.	There are no fundamental changes in the strategic planning by the Council. It is noted that Stage 1 of the Proposed District Plan has recently been notified. However this document is generally in accordance with the Wanaka Structure Plan and was produced with the Three Parks Special Zone in mind.	No
(u) In considering **the extent of the Outline Development Plan and staging,** the council will consider whether a Land Management Plan has been provided, outlining what the interim use of land will be on adjoining Commercial Core land and how this will be managed until it is developed.	The applicant has stated that land adjacent the Commercial Core will be maintained as mowed grass until such time as it is developed. They do not consider a Land Management Plan is necessary and are willing to accept a condition that the land is kept as mowed grass. This is accepted and considered that this will provide for a tidy appearance and ensure the site is well	Consent notice condition to include that the land must be kept mowed in a tidy condition and kept free of weeds and pests.

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	stabilised. It is also considered appropriate following discussion with Parks and Reserves that this condition include a requirement to keep this land free of weeds and pests.	
(v) In regard to **open space areas**, in addition to those Assessment Matters listed in 12.26.4.5, a number of public and semi-public open spaces should be provided within the Commercial Core; the number, type and location of which should be commensurate with the amount of development and the anticipated number of employees and residents working and living within the Commercial Core. These spaces are expected to include:	-	-
(i) A public square of approximately 30m x 30m in size;	A public square of 30x30m is provided for in the commercial core zone.	No
(ii) A village green of approximately 30m x 40m in size;	A village green of 30 x 20 has been provided for. This is only half the size expected under this assessment matter however it is considered that this is offset by four other green areas, one of which is 20 x 20m and the other is 20 x 10m. The placing of the public square and village green immediately adjacent one another provides a large space within the commercial core.	No
(iii) A number of pocket parks which provide a mix of experiences, including hardscape, active, urban spaces surrounded by commercial uses as well as softer space which offer an escape from the commercial atmosphere and traffic. In regard to the latter, these may not necessarily be located on busy intersections.	A number of pocket parks have been provided most of which are green spaces. It is noted however that certain parts of the footpath along mainstreet have been widened and will allow for active edges. This is depicted in the graphics provided by the applicant (*Indicative Retail Main*	Yes – Submission of Landscape Plan.

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	Street - Ref: 1612 – ODP7, drawn 22 Apr 2015) Some of these areas will require more landscaping than is indicated on the current ODP to achieve an 'escape' from the commercial atmosphere and traffic. This can be covered by an appropriate condition of consent.	

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APPENDIX 9 – APPROVED PLANS

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QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM140354

Thursday, 26 November 2015

SH 6
TO WANAKA

North

KEY

- TOURISM AND COMMUNITY FACILITIES
- CAMPGROUND
- LARGE FORMAT RETAIL
- SMALLER FORMAT RETAIL
- PEDESTRIAN AREAS
- LOW DENSITY RESIDENTIAL
- COMPREHENSIVE RESIDENTIAL
- SERVICED APPARTMENTS
- LIFESTYLE VILLAGE
- MIXED USE
- BUSINESS
- PRIVATE OPEN SPACE
- PUBLIC OPEN SPACE
- DEFERRED ZONE
- WANAKA SPORTS FACILITIES
- FUTURE EDUCATION AND FACILITIES
- RUNNING TRACK 2.5m WIDE 3.2 km (Approx)
- STREET TREES - Pin Oak *(Quercus palustris)* Elm *(Ulmus)*

2400m²
1500m²
Stage 1 retail
3000m²
3750m²
7760m²
3000m²
Future retail
2000m²
2000m²
1000m²
4000m²
1000m²
Deferred zone
Visitor accommodation precinct
Wanaka Sports Facilities
Possible Wanaka Sports Facilities extension
Future education and facilities site
Residential
Residential
Business
Business Main Street
Open space
Residential
Indicative road link

BALLANTYNE ROAD
RIVERBANK ROAD

0 25 50 125m
SCALE = 1:2500 AT A1

baxter design group

WILLOWRIDGE DEVELOPMENTS LTD

+THREE PARKS, WANAKA
OUTLINE DEVELOPMENT PLAN
REFERENCE : 1612 ODP16 - SCALE = 1:5000 AT A3 - 30 JUN 2015

Document Set ID: 6528985
Version: 1, Version Date: 05/08/2016

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM140354

Thursday, 26 November 2015

LOT AREAS

1 = 7350 m²
2 = 1850 m²
3 = 14,130 m²
4 = 4765 m²
5 = 1625 m²
6 = 5130 m²
7 = 7720 m²
8 = 3070 m²





Entry area



Location plan

baxter design group

+THREE PARKS, WANAKA - TOURISM ACTIVITY AREA PLAN

REFERENCE : 1612-ODP3 - SCALE = 1:2000 AT A3 - 30 JUN 2015

WILLOWRIDGE DEVELOPMENTS LTD

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QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM140354

Thursday, 26 November 2015



Location Plan

North

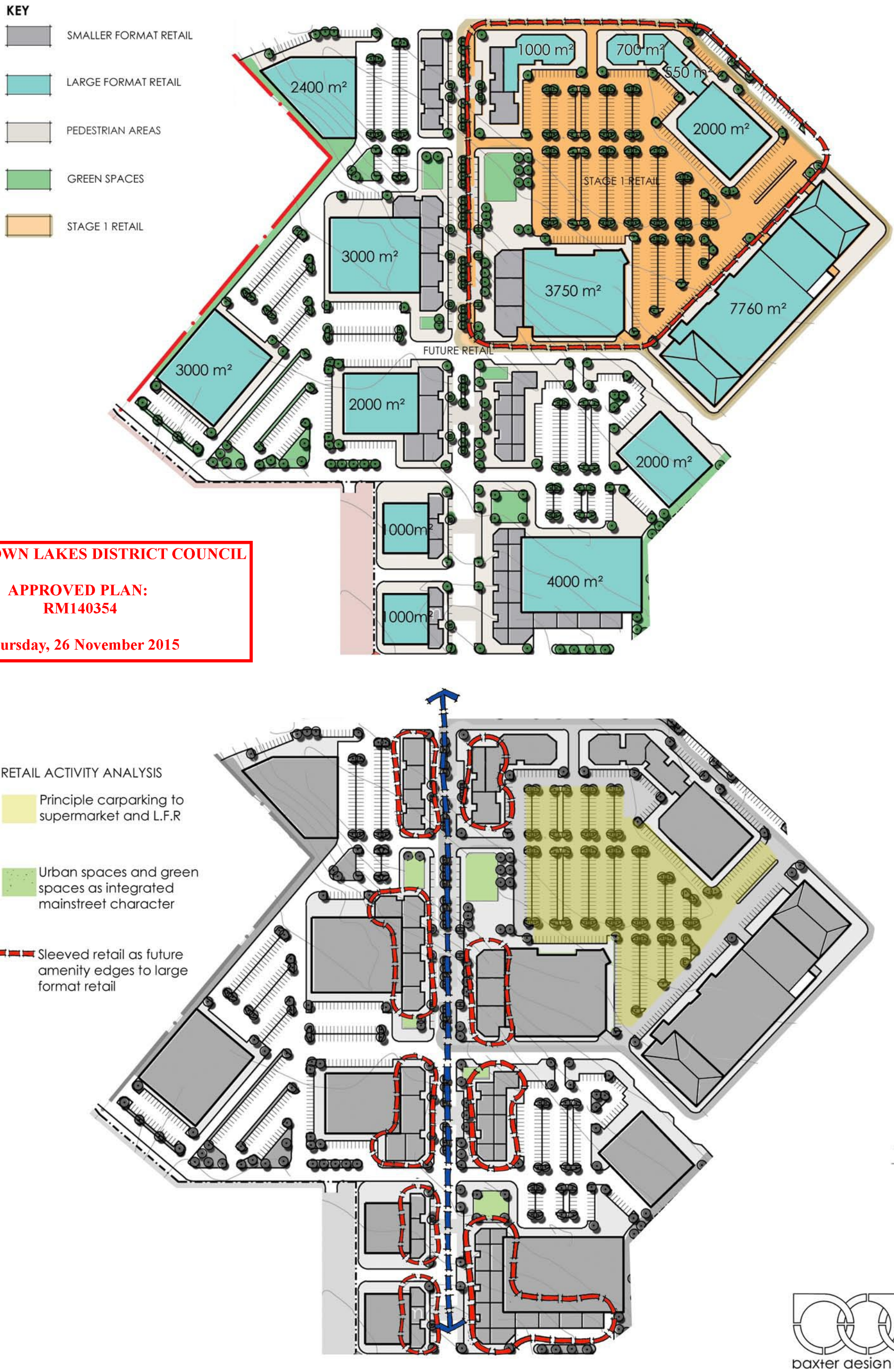
baxter design group

WILLOWRIDGE
DEVELOPMENTS LTD

+THREE PARKS, WANAKA - CAMPGROUND

REFERENCE : 1612 ODP5 - SCALE = 1:750 AT A3 - 30 JUN 2015

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Version: 1, Version Date: [illegible]



QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM140354

Thursday, 26 November 2015

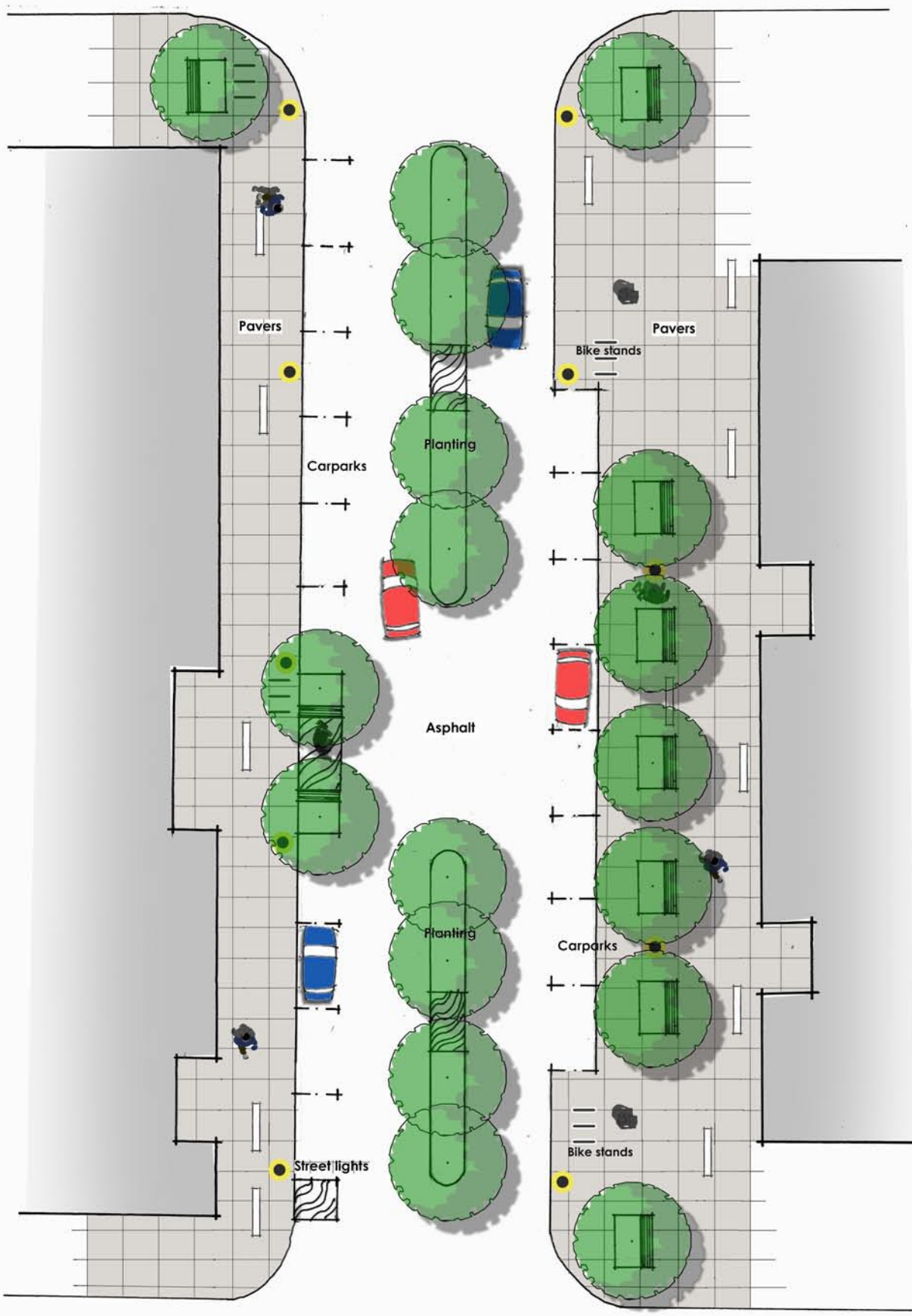
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WILLOWRIDGE DEVELOPMENTS LTD

+THREE PARKS, WANAKA - RETAIL ACTIVITY AREA

REFERENCE : 1612-ODP6 - SCALE = 1:2500 AT A3 - 22 APR 2015

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QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM140354

Thursday, 26 November 2015

LOCATION PLAN
Not to scale

North

baxter design group

+THREE PARKS, WANAKA - INDICATIVE RETAIL MAIN STREET

REFERENCE : 1612-ODP8 - NOT TO SCALE - 22 APR 2015

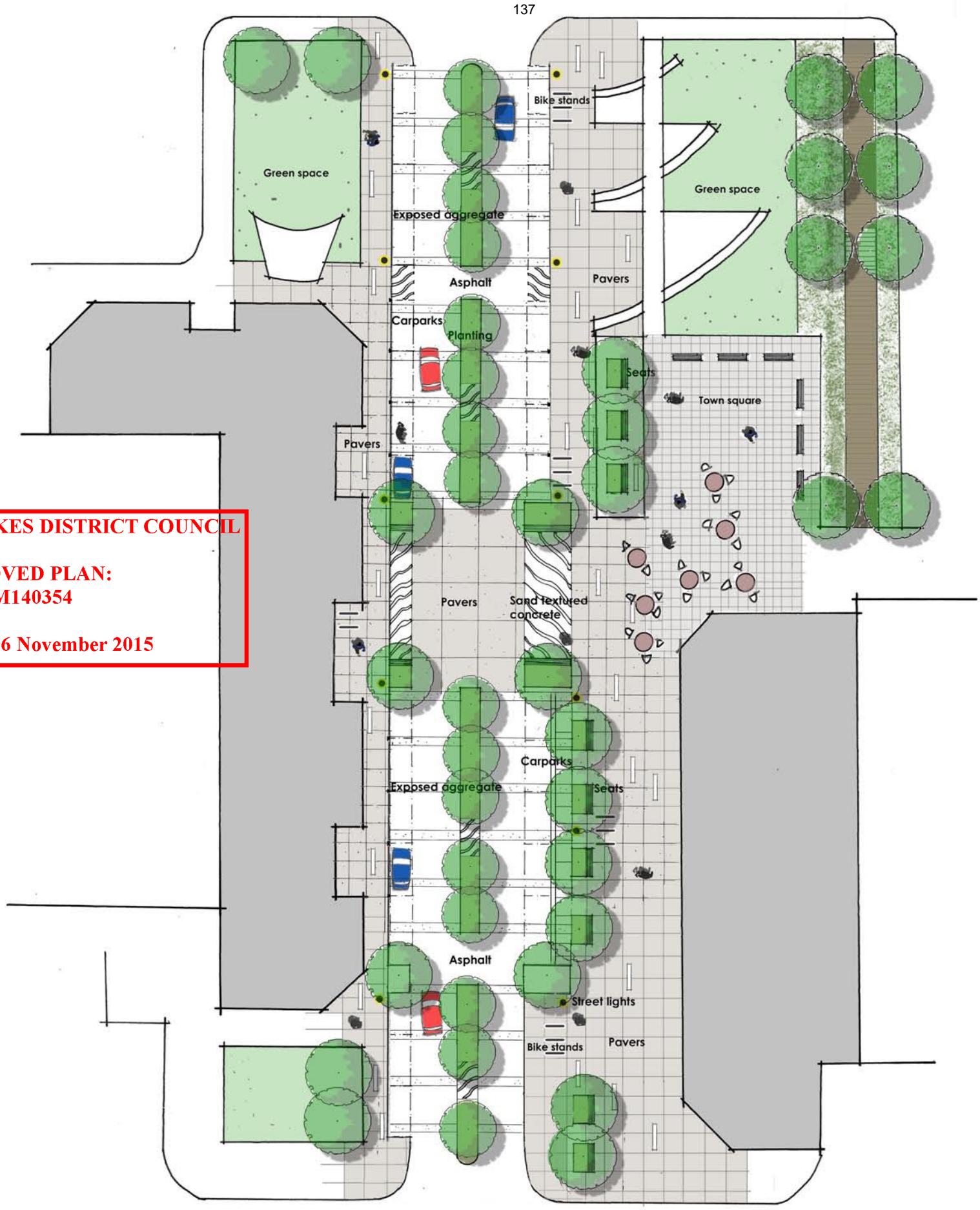
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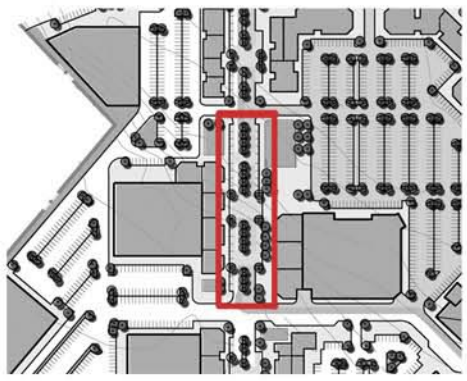
QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM140354

Thursday, 26 November 2015



LOCATION PLAN
Not to scale





North

baxter design group

WILLOWRIDGE DEVELOPMENTS LTD

+THREE PARKS, WANAKA - INDICATIVE RETAIL MAIN STREET

REFERENCE : 1612-ODP7 - NOT TO SCALE - 22 APR 2015

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QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM140354

Thursday, 26 November 2015

TOTAL AREA = 40.7 ha

TOTAL GREEN SPACE = 9.8 ha

TOTAL AREA OF LOTS = 21.3 ha - 285 Lots

COMPREHENSIVE AREA = 3.3 ha - 77 Lots

TOTAL AREA OF ROADS = 6.3 ha

To retail area

Visitor accommodation precinct

Serviced apartments

Towards lifestyle village and business area

Entry

Knoll

Open space

Connections from Riverbank Road

Open green spaces with walkway connections to residential areas

Residential lots

Comprehensive lots

Open park areas with tree planting

Riverbank road

Entry from Riverbank road

For Medium Density Residential (and multi-unit development sites in the Low Density subzone) setbacks are:
From the road boundary: minimum 3m, maximum 4.5m
Internal boundaries: minimum 1.5m

For Low Density Residential setbacks are:
From the road boundary: minimum 3m (minimum setback of 10m from Riverbank Road)
Front sites: one setback of 4.5m and all other setbacks 2m
Rear sites: two setbacks of 4.5m and all remaining setbacks to be 2m



Location Plan



Residential sections - Setback detail
Scale 1:500 at A3

baxter design group

+THREE PARKS, WANAKA - RESIDENTIAL ACTIVITY AREA

REFERENCE : 1612-ODP9 - SCALE = 1:3500 AT A3 - 30 JUN 2015

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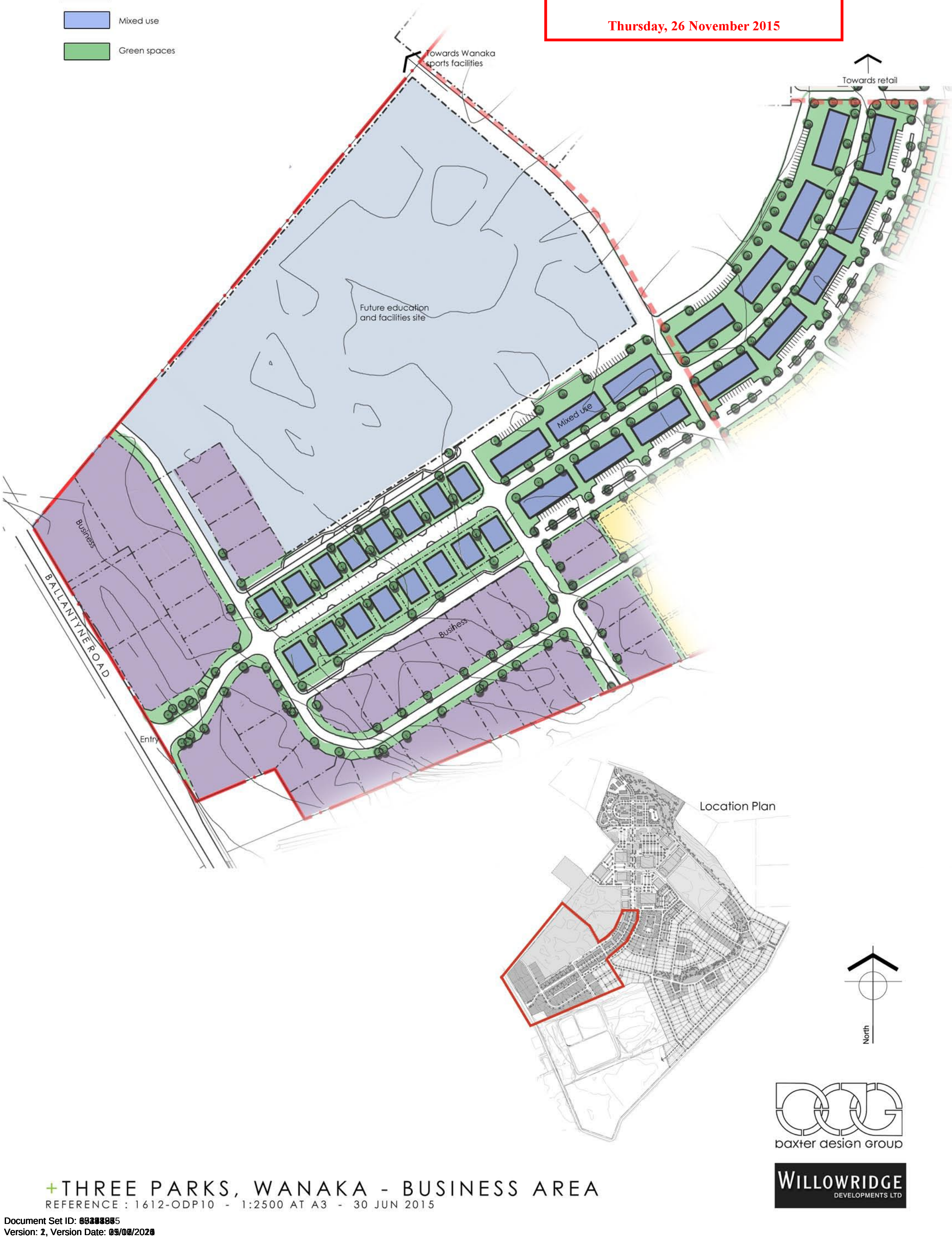
QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM140354

Thursday, 26 November 2015

KEY

- Business area
- Future education and facilities site = 6.7 Ha
- Mixed use
- Green spaces



baxter design group

WILLOWRIDGE DEVELOPMENTS LTD

+THREE PARKS, WANAKA - BUSINESS AREA

REFERENCE : 1612-ODP10 - 1:2500 AT A3 - 30 JUN 2015

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QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM140354

Thursday, 26 November 2015

140

KEY

PRIMARY VEHICLE ROUTES

SECONDARY VEHICLE ROUTES

PEDESTRIAN ROUTES

RUNNING TRACK
2.5m WIDE
3.2 km (Approx)

0 25 50 125m
SCALE = 1:2500 AT A1

baxter design group

WILLOWRIDGE DEVELOPMENTS LTD

+THREE PARKS, WANAKA - PEDESTRIAN AND VEHICLE ROUTES

REFERENCE : 1612-ODP11 - SCALE = 1:5000 AT A3 - 02 JUL 2015

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Version: 2, Version Date: 05/08/2020

QUEENSTOWN LAKES DISTRICT COUNCIL

DECISION OF THE QUEENSTOWN-LAKES DISTRICT COUNCIL

RESOURCE MANAGEMENT ACT 1991

Applicant:	Willowridge Developments Limited
RM reference:	RM110526
Location:	Ballantyne Road, Wanaka
Proposal:	Undertake earthworks.
Type of Consent:	Land Use
Legal Description:	Lot 2 Deposited Plan 303207 and Part Lot 4 Deposited Plan 15016 held within Computer Freehold Register 12731
Zoning:	Three Parks
Activity Status:	**Non-complying**
Notification:	Non-notified
Commissioner:	Commissioner Sinclair
Date Issued:	19 October 2011
Decision:	**Granted with conditions**

Document Set ID: [redacted]
Version: 1, Version Date: [redacted]

We refer to your for resource consent under Section 88 of the Resource Management Act 1991 to undertake 356,245m^3 cubic metres of earthworks. The application was considered under delegated authority pursuant to Section 34 of the Resource Management Act 1991 on 17 October 2011. This decision was made and its issue authorised by Jane Sinclair, Independent Commissioner, as delegate for the Council.

Under the District Plan the site is zoned Three Parks and the proposal requires resource consent for the following reasons:

- A **restricted discretionary** activity resource consent pursuant to Rule 12.26.3.1.1(i)(a) as the volume of earthworks (356,245m^3) exceeds the maximum permitted volume of 100m^3.
- A **restricted discretionary** activity resource consent pursuant to Rule 12.26.3.1.1(i)(b) as the area of exposed soil exceeds 200 cubic metres where the average depth of the earthworks is greater than 0.5 metres.
- A **restricted discretionary** activity resource consent pursuant to Rule 12.26.3.1.1(ii)(c) as the maximum height of fill exceeds 2 metres.
- A **non-complying** activity resource consent pursuant to Rule 12.26.3.1.7 which requires that all activities should be in accordance with an approved Outline Development Plan or Comprehensive Development Plan. No Outline Development Plan has been approved.

Overall, the application is considered to be a **non-complying** activity.

Notification Determination

The application was considered on a non-notified basis in terms of Section 95A and 95B whereby the consent authority was satisfied that the adverse effects of the activity on the environment are not likely to be more than minor and whereby the written approval had been obtained by every person that was, in the opinion of the consent authority, considered to be adversely affected by the activity.

Decision

Consent is GRANTED pursuant to Section 104 of the Act, subject to the following conditions imposed pursuant to Section 108 of the Act:

General Conditions

1 That the development must be undertaken/carried out in accordance with the plans by Patterson Pitts Partners Limited – **stamped as approved 17 October 2011** and the application as submitted, with the exception of the amendments required by the following conditions of consent. The approved plans are as follows:

- **Paterson Pitts Partners Ltd – Willowridge Developments Ltd 3 Parks Commercial Core Job No W3792 Sheet 100 Revision A dated 1 August 2011: Location Plan**
- **Paterson Pitts Partners Ltd – Willowridge Developments Ltd 3 Parks Commercial Core Job No W3792 Sheet 200 Revision A dated 1 August 2011: Earthworks Staging Plan**
- **Paterson Pitts Partners Ltd – Willowridge Developments Ltd 3 Parks Commercial Core Job No W3792 Sheet 201 Revision A dated 1 August 2011: Cut Fill Depth Contours 1**
- **Paterson Pitts Partners Ltd – Willowridge Developments Ltd 3 Parks Commercial Core Job No W3792 Sheet 202 Revision A dated 1 August 2011: Cut Fill Depth Contours 2**

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- **Paterson Pitts Partners Ltd – Willowridge Developments Ltd 3 Parks Commercial Core Job No W3792 Sheet 203 Revision A dated 1 August 2011: Natural vs Design Contours 1**
- **Paterson Pitts Partners Ltd – Willowridge Developments Ltd 3 Parks Commercial Core Job No W3792 Sheet 204 Revision A dated 1 August 2011: Natural vs Design Contours 2**
- **Paterson Pitts Partners Ltd – Willowridge Developments Ltd 3 Parks Commercial Core Job No W3792 Sheet 205 Revision A dated 1 August 2011: Sections Road 1 & A- AA**
- **Paterson Pitts Partners Ltd – Willowridge Developments Ltd 3 Parks Commercial Core Job No W3792 Sheet 206 Revision A dated 1 August 2011: Earthworks Sections B – BB – E –EE**
- **Paterson Pitts Partners Ltd – Willowridge Developments Ltd 3 Parks Commercial Core Job No W3792 Sheet 207 Revision A dated 1 August 2011: Earthworks Sections F – FF _ G - GG**

2 The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of $240.

Landscape Conditions

3. All existing trees outside of the earthworks area and adjacent to the State Highway shall be retained until development takes place within this area.

4. All existing trees adjacent to the boundary with Lot 1 DP 12296 and Lot 2 DP304423 shall be retained until grass has been established and there are no areas of bare earthworks on site except as approved by the Council's Principal Landscape Architect.

5. Topsoil mounds shall be no greater than 2 metres in height, and subsoil mounds shall be no greater than 3 metres in height. Mounds shall be formed at least 50 metres back from all boundaries.

6. Topsoil in areas where grass would be established shall be spread over final levels to a minimum depth of 50 mm.

7. Grass shall be seeded over earthworks areas immediately following the completion of earthworks in each area, and irrigated to re-establish grass. Grass seed shall be reapplied the following spring in bare patches as required.

8. Prior to works, sufficient information shall be provided to the Council to ensure compliance with Rule 2.26.4.5 (ii) (ff) in relation to contaminants on the site.

Engineering Conditions

Prior to commencement of earthworks

9. The consent holder shall install measures to control and/or mitigate any dust, silt run-off and sedimentation that may occur. These measures shall be implemented prior to the commencement of any earthworks on site and shall remain in place for the duration of the project.

To be monitored throughout earthworks

10. No earthworks, temporary or permanent, are to breach the boundaries of the site.

11. No area greater than 5ha shall be exposed/earthworked at any one time.

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12. Should Council receive justifiable complaints relating to dust then site works shall cease at Council's request until either winds decease or further site management measures as approved by Council are employed.

13. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.

On completion of earthworks

14. On the completion of the earthworks a suitably qualified engineer experienced in soils investigations shall provide certification, in accordance with NZS 4431:1989, for all areas of fill within the site on which future buildings may be founded.

15. Within four weeks of completing the earthworks, the consent holder shall submit to Councila digital as-built plan of the uncertified fill, which shall be forwarded to the GIS analysts. This plan shall be in terms of Transverse Mercator (projection clearly referenced) and shall show the contours indicating the depth of fill.

16. At the completion of the earthworks, all exposed areas shall be top-soiled and grassed or otherwise permanently stabilised within 6 weeks.

17. On completion of the earthworks, the consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Advice Notes:

1. Temporary roads formed for the purpose of haulage are placed at the consent holders risk and will not necessarily be approved by Council for permanent formation under the Three Parks Outline Development Plan or any future subdivision application for the land.

2. The consent holder should ensure that bulk earthworks do not limit the potential for low impact stormwater management options under future subdivision.

3. This site may contain archaeological material. Under the Historic Places Act 1993, the permission of the NZ Historic Places Trust must be sought prior to the modification, damage or destruction of any archaeological site, whether the site is unrecorded or has been previously recorded. An archaeological site is described in the Act as a place associated with pre-1900 human activity, which may provide evidence relating to the history of New Zealand. These provisions apply regardless of whether a resource consent or building consent has been granted by Council. Should archaeological material be discovered during site works, any work affecting the material must cease and the NZ Historic Places Trust must be contacted (Dunedin office phone 03 477 9871).

Reasons for the Decision

Proposal

Land use consent is sought to undertake bulk earthworks over 26 hectares of the site in preparation for future development of the Three Parks Zone. The purpose of the earthworks is to leave the site with the central road (the proposed main street) shaped so that the road rises gradually from Ballantyne Road to a crest some 120 metres from the boundary, and then slopes downwards to the north-east. The land around the road is to be graded so as to be suitable for development in accordance with the Three Parks Structure Plan and sub zone rules.

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The earthworks are detailed as follows:

Strip Topsoil	52,245m^3
Volume of Cut	143,885m^3
Volume of Fill	107,911m^3 (compacted at 0.75 factor)
Reinstate Topsoil	52,245m^3
Total Earthworks Volume	356,245m^3
Total Area Exposed	26.0 hectares
Maximum cut height	4.0m
Maximum fill depth	3.5m

The Application notes that in order to provide for a continuous fill with no weak join areas, the whole of the fill area will need to be exposed and laid in continuous layers. The cut area will be divided in small manageable areas with each area completed before starting the next.

The earthworks will be undertaken in the following order:

1. Strip top soil from fill area and stockpile on site.
2. Strip topsoil from first cut area and stockpile on site
3. Cut the first area to fill
4. Strip topsoil from second cut area and spread on first completed cut
5. Cut the second area to fill
6. Repeat until last cut is complete
7. Spread topsoil over fill and establish grass.

There is no surface water on the site, and the Applicant's geotechnical investigations have identified that ground water is some 15 – 20 metres below the ground level.

A Site Management Plan has been provided as part of the Application.

Site and Locality Description

Lakes Environmental's Landscape Architect, Ms Robin Rawson, describes the site as follows:

> *The site has undulating landforms including a ridge-swale landform running in a north-west to south-east direction within the northern half of the site. The site is currently in pasture and has been recently farmed. There are lines of shelterbelts within the western boundaries of the site.*

Site History

The site is zoned Three Parks as a result of the completion of Plan Change 16 – Three Parks Zone. The zoning allows for residential, commercial and business activities.

Effects on the Environment and Persons

Land, Flora and Fauna

The proposed earthworks will change the landform of the subject site. However, the site has been zoned for a range of activities by virtue of the Three Parks zoning, and as a result will be highly developed by further earthworks, buildings and infrastructure as the zone is progressively developed The earthworks are consistent with the overall development anticipated by the Three Parks Structure Plan. While the earthworks are substantial, they will be obscured by the development of the Three Parks zone.

The nearest down gradient water body, the Cardrona River, is approximately 800 metres from the subject site. The applicant has submitted a Site Management Plan that addresses silt control measures. Lakes Environmental's Engineer, Mr Alan Hopkins, has assessed the proposal and considers that the proposed silt control measures will adequately limit the levels of runoff and silt that

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could enter water bodies and groundwater. A condition can be imposed to require the applicant to adhere to the Site Management Plan.

Adverse effects on the environment in terms of land, flora and fauna will not be more than minor.

People and Built From

Lakes Environmental's Landscape Architect, Ms Robin Rawson, has assessed the proposal and in the draft landscape assessment report notes that the earthworks will change a natural undulating landform into a uniformly flat landform. She notes that while this will affect the visual quality and amenity values of the landscape as it presently exists, the effects are largely anticipated by the Three Parks Zone. The works are a precursor to development on the site and as such will not have adverse effects that are more than minor.

Lakes Environmental's Engineer has reviewed the proposed earthworks and has noted that largely all areas of cut and fill will be tapered back to natural ground level at the boundaries of the site. This will be at a gradual grade for much of the site. Sections of area 6 (earthworks plan W3792_sheet 200 rev A) however will batter back to the boundary with land to the west at a grade of approximately 2 in 1. This Engineer considers this acceptable as soils types will free stand at this grade and approval for the works have been obtained from the neighbour in question (Ballantyne Investments Ltd). To ensure the stability of cut/fill batters, a consent condition is recommended that completed areas of earthworks shall be top soiled and grassed within 6 weeks of their completion (as opposed to the Landscape Architect's 2 weeks). However, it is considered that 2 weeks is a appropriate, and is in line with the statement in the application that it will be done as soon as possible.

Once the earthworked area is re-grassed, it will be difficult to discern from outside of the subject site that the earthworks have been undertaken. Ms Rawson also recommends a condition to require re-grassing to be undertaken within 2 weeks of the completion of each stage of earthworks. To further reduce visual effects, Ms Rawson has suggested a condition be imposed requiring topsoil mounds to be no greater than 2 metres in height with subsoil mounds no greater than 3 metres in height with mounds being formed at least 50 metres back from all boundaries. The former is to ensure the health of the soil so that it can be re-used and the latter so that the piles of soil are not prominent within the landscape. Conditions can be imposed to require this so that mounds do not become prominent on the site and soil health is maintained.

As the site is to be subdivided in the future, any areas of fill are required to be certified by an Engineer. A condition can be imposed to require this.

The Landscape Architect has proposed a condition that the existing trees adjacent to the State Highway and adjacent to the boundary with Lot 1 DP 12296 be retained until grass is established and there are no areas of bare earthworks on site in order to reduce any adverse visual effects arising from the proposed works.

It is important to note that the proposed earthworks, should they be approved, will not alter the ground level when considering the height of future buildings. The height of any future buildings will be measured from the original ground level, prior to the earthworks occurring. The earthworks will have no bearing or influence on the final design of any subdivision that may be approved by the Council in the future. Roading and allotment layout may require changes that necessitate further or altered earthworks. Any effects associated with building height as a result of the new ground levels created through the proposed earthworks will be assessed at the time an application for subdivision is received. If the subdivision then seeks to retain and approve the contours resulting from this land use consent as the new ground level, identification of affected parties may be required during this process.

It is considered adverse effects on the environment in terms of people and built form will be no more than minor.

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Traffic Generation and Vehicle Movements

No material is to leave the site, as all cut material is to be used as fill on the subject site. There will therefore be no carting of material beyond the site boundaries.

Lakes Environmental's Engineer has noted that there are established and oiled access roads to the site off Ballantyne Road and Riverbank Road. All machinery required on site will use these accesses. As no material is to be taken onto the site or removed from it, once on site no machinery will leave the site over the course of the earthworks. Accordingly, no traffic management plan or signage is likely to be required as vehicle movement to and from the site will be limited. The Engineer considers that a consent condition that all access to the site shall be via the existing formed and oiled access roads off Ballantyne Road and Riverbank Road is appropriate and will address any potential adverse traffic effects.

It is considered adverse effects on the environment in terms of traffic generation and vehicle movements will be no more than minor.

Nuisance

The proposed hours of operation are Monday to Saturday from 7:30am to 6:30pm Monday to Saturday.

The Applicant has provided a Site Management Plan that proposes dust control to be undertaken as follows:

- Keeping stripped areas as small as possible
- Re-spreading topsoil and re-grassing as soon as possible
- Reducing or suspending work during times of high wind
- Rolling stripped surfaces
- Watering with a water cart.

The Application notes that there is an existing irrigation bore on the northern part of the site with irrigation reticulation throughout the site. This bore is to be used as a source for filling the water cart as well as for the k-line irrigation sprinklers to be used on the site.

The Applicant has indicated that the maximum area exposed at any one time will be restricted to 5ha. The Lakes Engineer has commented that while this is a relatively large area to have exposed at any one time, given the scale of the earthworks it would be impractical to reduce this area. The Applicant's approach is therefore considered appropriate provided that adequate site management is employed. In addition, a consent condition requiring that that no area greater than 5ha shall be exposed at any one time is appropriate.

The applicant has indicated that work will be reduced or suspended during times of high wind but have not indicated how this will be assessed and what the limits will be. No limits have been identified, and the Engineer's recommended condition is accordingly considered appropriate. The condition requires that should Council receive justifiable complaints relating to dust the works will cease at Council's request until either winds decease or further site management measures as approved by Council are employed.

Sediment and erosion control is also proposed, although the Applicant notes that as the underlying geology consists of free draining gravels, and the grades of the earthworks proposed are flat, any run off will be minimal and can be contained within the site. Site Management techniques to be used include:

- Cut off trenches to control stormwater
- Stormwater containment drains
- Establishment of grass as soon as possible
- Use of silt fences and straw bale barriers.

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Lakes Environmental's Engineer agrees with the applicant's assessment and accordingly it is appropriate that a condition is placed on the consent requiring silt and erosion management measures to be in place prior to work commencing.

Overall, it is considered adverse effects on the environment in terms of nuisance will be no more than minor with the imposition of appropriate conditions.

The proposal is a non-complying activity as there is currently no approved Outline Development Plan or Comprehensive Development Plan for the site. The requirement for an Outline Development Plan or Comprehensive Development Plan is to ensure that development proceeds in a comprehensive and strategic manner on the site. Rule 12.26.3.1.7 seeks to avoid the situation where earthworks are undertaken that essentially imprint a draft roading or subdivision plan onto the site without knowledge of future built form. However, the proposed works simply form the central road and prepare the land adjacent to this road for future development. The works will not prevent any further development occurring in accordance with the Three Parks Structure Plan. Furthermore, the Engineer has recommended two advice notes that are related to this issue, as follows:

- Temporary roads formed for the purpose of haulage are placed at the consent holders risk and will not necessarily be approved by Council for permanent formation under the Three Parks Outline Development Plan or any future subdivision application for the land.

- The consent holder should ensure that bulk earthworks do not limit the potential for low impact stormwater management options under future subdivision.

Lakes Environmental's Landscape Architect has also considered the Outline Development Plan requirements, and has noted in particular that bulk earthwork should not limit the potential for future low impact stormwater management options to be undertaken. The Landscape Architect considers that this matter can be addressed via an Advice Note on any consent granted.

The Landscape Architect has noted that the earthworks could potentially prevent the Applicant complying with Rule 12.26.4.5(ii)(f), which relates to reporting on contaminated sites. Accordingly, the Landscape Architect has recommended that a condition be placed on any consent granted requiring that the Applicant provide sufficient evidence to the Council that this rule is satisfied prior to any work being undertaken on the site.

The conditions proposed and advice notes are appropriate as they indicate clearly to the applicant that the matters intended to be covered in a future Outline Development Plan are not compromised by the proposed earthworks preceding the Outline Development Plan.

Assessment Matters

Earthworks

The applicable assessment criteria are the same for the Rural Area and the proposed Three Parks Zone and are as detailed below:

1. Environmental Protection Measures

(a) Whether and to what extent proposed sediment/erosion control techniques are adequate to ensure that sediment remains on-site.
(b) Whether the earthworks will adversely affect stormwater and overland flows, and create adverse effects off-site.
(c) Whether earthworks will be completed within a short period, reducing the duration of any adverse effects.
(d) Where earthworks are proposed on a site gradient > 18.5 degrees (1in 3), whether a geotechnical report has been supplied to assess the stability of the earthworks.
(e) Whether measures to minimise dust emissions are proposed and to what extent these mitigation measures are effective.
(f) Whether and to what extent any groundwater is likely to be affected and if any mitigation measures are proposed to address likely effects.

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Version: 1, Version Date: 05/08/2020

The submitted Site Management Plan identifies dust, sediment and runoff controls. Imposed conditions require the Site Management Plan to be amended to also include a maximum exposed area of 5 hectares at any one time, re-grassing and irrigation of the worked areas within 2 weeks of the completion of each stage and detailed dust suppression measures including K-Line irrigation or a similar watering system to supplement the proposed water cart. These measures will adequately control dust, sediment and runoff from the earthworks.

2. Effects on landscape and visual amenity values, in particular Outstanding Natural Features and Outstanding Natural Landscapes.

(a) Whether and to what extent the scale and location of any cut and fill will adversely affect:
- *the visual quality and amenity values of the landscape;*
- *the natural landform of any ridgeline or visually prominent areas;*
- *the visual amenity values of surrounding sites.*

(b) Whether the earthworks will take into account the sensitivity of the landscape.
(c) The potential for cumulative effects on the natural form of existing landscapes.
(d) The proposed rehabilitation of the site and to what extent revegetation will mitigate any adverse effects.
(e) Whether and to what extent the earthworks create an area that is inconsistent with the character of the surrounding landscape.
(f) Whether the location and/or design of any new tracking can be modified in order to decrease the effects on the stability, visual quality and amenity values of the landscape.

The site and the surrounding environment are already modified with little natural character remaining. The earthworks are the precursor to implementing the Three Parks Zone and with re-grassing of the site within 2 weeks of the completion of each stage of earthworks, the earthworks area will be difficult to discern from outside of the subject site.

3. Effects on adjacent sites

(a) Whether the earthworks will adversely affect the stability of neighbouring sites
(b) Whether the earthworks will change surface drainage, and whether the adjoining land will be at a higher risk of inundation, or a raised water table.
(c) Whether cut, fill and retaining are done in accordance with engineering standards.

The earthworks are well contained within the site so will not have any effects on the stability of neighboring properties. The earthworks will not increase the risk of inundation on neighboring properties or raise the water table.

4. General Amenity Values

(a) Whether the removal of soil to or from the site will affect the surrounding roads and neighbourhood through the deposition of sediment, particularly where access to the site is gained through residential areas.
(b) Whether the activity will generate noise, vibration and dust effects, which could detract from the amenity values of the surrounding area.
(c) Whether natural ground levels will be altered.

No soil is to be removed from the site, and any noise, vibration and dust levels will be no more than minor given the proposed Site Management Plan and imposed conditions.

5. Impacts on sites of cultural heritage value:

(a) The extent to which the activity modifies or damages Waahi Tapu or Waahi Taoka, and whether tangata whenua have been notified.
(b) The extent to which the activity affects Ngai Tahu's cultural and traditional association with the Statutory Acknowledgment Area.
(c) Whether the subject land contains a recorded archaeological site, and whether the NZ Historic Places Trust has been notified.

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There are no known Waahi Tapu, Waahi Taoka or archaeological sites within the subject site.

Objectives and Policies

The relevant objectives and policies are located in *Part 4 – District Wide* and *Part 12 – Three Parks.* The proposal has been assessed against these provisions. The earthworks are intended to be the precursor to development of the Zone, and will not result in development that is inconsistent with Three Parks Structure Plan or a future Outline Development Plan.

Overall the proposal is considered to be consistent with the relevant provisions of the District Plan.

Part 2 of the Resource Management Act 1991

Part 2 of the Resource Management Act 1991 details the purpose of the Act in promoting the sustainable management of the natural and physical resources. Sustainable management is defined as:

> *Managing the use, development and protection of natural and physical resources in a way or at a rate which enables people and communities to provide for their social, economic and cultural well being and for their health and safety while:*
>
> *a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations: and*
> *b) safeguarding the life-supporting capacity of air, water, soil and ecosystems: and*
> *c) Avoiding, remedying, or mitigating any adverse effect of activities on the environment.*

In order to achieve the purpose of the Act, regard must be had for the application in the context of Part 2 above. Each paragraph of section 5(2) – (a), (b) and (c) – are to be afforded full significance and applied accordingly in the circumstances of the particular case so that promotion of the Act's purpose may be effectively achieved.

The proposal generally promotes the sustainability of natural and physical resources to meet the needs of future generations and safety. The development will not significantly affect the life supporting capacity of air, water, soil and ecosystems. The proposal can, with the implementation and adherence to appropriate conditions, adequately avoid, remedy or mitigate adverse effects on the environment.

Other Matters

Local Government Act 2002: Development Contributions

In granting this resource consent reference was made to Part 8 Subpart 5 Schedule 13 of the Local Government Act 2002 and the Council's Policy on Development Contributions contained in Long Term Council Community Plan (adopted by the Council on 25 June 2004).

This proposal is not considered a "Development" in terms of the Local Government Act 2002 as it will not generate a demand for network infrastructure and reserves and community facilities.

For the forgoing reasons a Development Contribution is not required.

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

Should you not be satisfied with the decision of the Council, or certain conditions, an objection may be lodged in writing to the Council setting out the reasons for the objection under Section 357 of the Resource Management Act 1991 no later than 15 working days from the date this decision is received.

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You are responsible for ensuring compliance with the conditions of this resource consent. The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or reschedule its completion.

This resource consent is not a consent to build under the Building Act 2004. A consent under this Act must be obtained before construction can begin.

Please contact the Council when the conditions have been met or if you have any queries with regard to the monitoring of your consent.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of Section 125 of the Resource Management Act 1991.

If you have any enquiries please contact Jenny Carter on phone (03) 450 0329.

Prepared by
BOULDER PLANNING (OTAGO) LTD

pp Crilley

Andrew Henderson
CONSULTANT PLANNER

Reviewed by
LAKES ENVIRONMENTAL LTD

Carter

Jenny Carter
PRINCIPAL PLANNER

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3. All works are to be installed as per NZS 4404:2004 and QLDC amendments to those standards. Standard drawings are available from the Engineer

4. Depth contours at 0.5m interval

LEGEND

- Area of cut
- Area of fill
- Area of no cut or fill
- Extent of earthworks
- Site Boundary
- A — — AA Section Views

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CLIENT

Willowridge Developments Ltd
3 Parks
Commercial Core

DRAWING TITLE

Commercial Core
Earthworks Plans

Location Plan

DRAWING REFERENCE W3792/100/A/NFC
ORIGINAL SCALE 1:3000 @ A1
REVISION NO A
DATE 01/08/11
SHEET NO 100
FILE NAME W3792 110801 EW commercial core.dwg
FILE DIRECTORY L:\Data\37000\3792\Acad\Engineering\Earthworks commercial core
JOB NO W3792

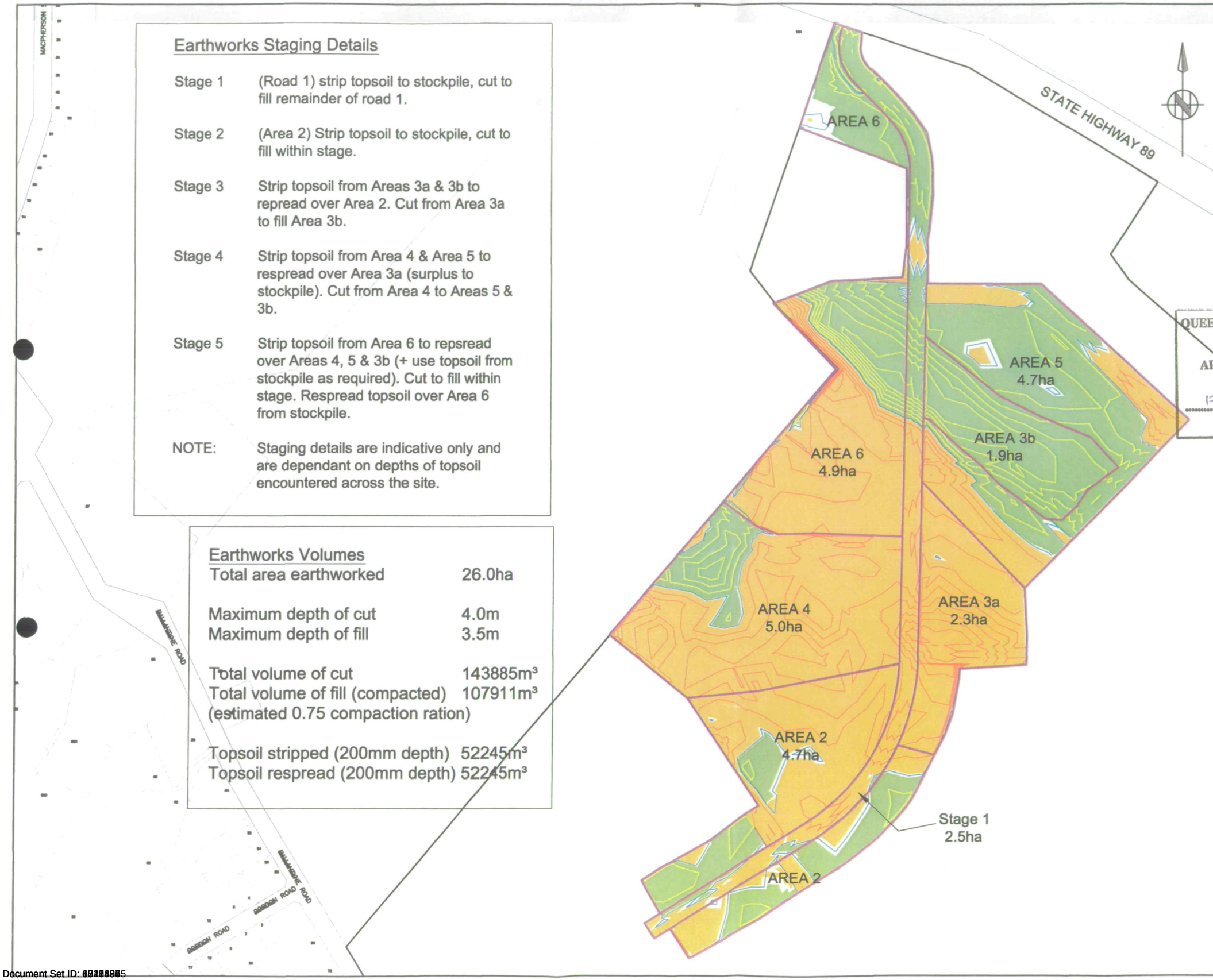
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Version: [illegible], Version Date: [illegible]

Earthworks Staging Details

Stage 1	(Road 1) strip topsoil to stockpile, cut to fill remainder of road 1.
Stage 2	(Area 2) Strip topsoil to stockpile, cut to fill within stage.
Stage 3	Strip topsoil from Areas 3a & 3b to repread over Area 2. Cut from Area 3a to fill Area 3b.
Stage 4	Strip topsoil from Area 4 & Area 5 to respread over Area 3a (surplus to stockpile). Cut from Area 4 to Areas 5 & 3b.
Stage 5	Strip topsoil from Area 6 to repsread over Areas 4, 5 & 3b (+ use topsoil from stockpile as required). Cut to fill within stage. Respread topsoil over Area 6 from stockpile.
NOTE:	Staging details are indicative only and are dependant on depths of topsoil encountered across the site.

Earthworks Volumes

Total area earthworked	26.0ha
Maximum depth of cut	4.0m
Maximum depth of fill	3.5m
Total volume of cut	143885m³
Total volume of fill (compacted) (estimated 0.75 compaction ration)	107911m³
Topsoil stripped (200mm depth)	52245m³
Topsoil respread (200mm depth)	52245m³



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LEGEND

- Area of cut
- Area of fill
- Area of no cut or fill
- Extent of earthworks
- Site Boundary

Section Views

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLANS: RM 110526

17/10/11 (Date) RW (Initials)

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CLIENT
Willowridge Developments Ltd
3 Parks
Commercial Core

DRAWING TITLE
Commercial Core
Earthworks Plans

Earthworks Staging Plan

DRAWING REFERENCE W3792/200/A/NFC
ORIGINAL SCALE 1:2000 @ A1
REVISION NO A
DATE 01/08/11
SHEET NO 200
FILE NAME W3792 110801 EW commercial core.dwg
JOB NO W3792
FILE DIRECTORY L:\Data\3700\3792\Acad\Engineering\Earthworks commercial core

Document Set ID: 6528955
Version: 1, Version Date: 29/09/2020



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4. Depth contours at 0.5m interval

LEGEND

- Area of cut
- Area of fill
- Area of no cut or fill
- Depth contour - Fill
- Depth contour - Cut
- Depth Contour - Neutral (depth contours at 0.5m intervals)
- Extent of Earthworks
- A — — AA Section Views

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLANS: RM 110526

17/10/11 Date — RW Initials

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CLIENT

Willowridge Developments Ltd

3 Parks

Commercial Core

DRAWING TITLE

Commercial Core
Earthworks Plans

Cut Fill Depth Contours 1

DRAWING REFERENCE	W3792/201/A/NFC
ORIGINAL SCALE	1:1000 @ A1
DATE	01/08/11
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JOB NO	W3792

Document Set ID: 6211955
Version: 2, Version Date: 19/06/2020

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- Depth contour - Fill
- Depth contour - Cut
- Depth Contour - Neutral (depth contours at 0.5m intervals)
- Extent of Earthworks
- A — — AA Section Views

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124

SH 89

Lot 1 DP 12296 CT 5B/474

Lot 2 DP 303207 CT 12731

Puzzling World Lot 1 DP 15227

188

Lot 2 DP 304423 CT 16B/878

A — AA Section A-AA

B — BB Section B-BB

C — CC Section C-CC

F — F Section F-F

G — G Section G-GG

Max Fill

Existing Waste Water Line

Existing Stormwater Line

Ex. Manhole 98

Ex. Manhole 99

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CLIENT
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3 Parks
Commercial Core

DRAWING TITLE
Commercial Core Earthworks Plans

Cut Fill Depth Contours 2

DRAWING REFERENCE W3792/202/A/NFC

ORIGINAL SCALE 1:1000 @ A1

DATE 01/08/11

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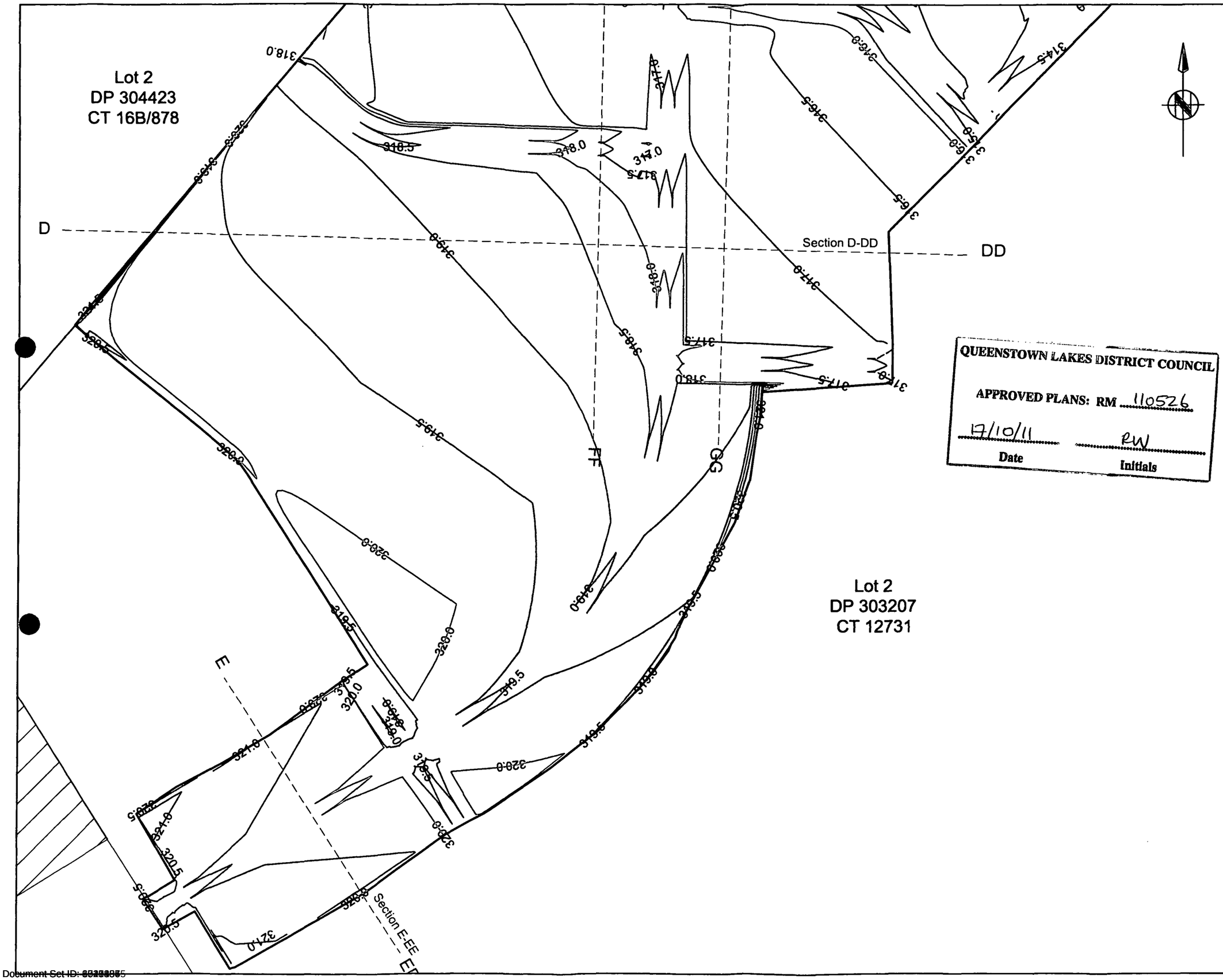
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REVISION NO A

SHEET NO 202

JOB NO W3792

Document Set ID: 6528955
Version: 2, Version Date: 09/08/2020



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LEGEND

- Natural Contour minor (1.0m interval)
- Design contour major (2m interval)
- Design Contour minor (0.5m interval)

Earthworks Extents

- Site Boundary
- A AA Section Views

QUEENSTOWN LAKES DISTRICT COUNCIL

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CLIENT

Willowridge Developments Ltd

3 Parks

Commercial Core

DRAWING TITLE

Commercial Core
Earthworks Plans

Natural Vs Design Contours 1

DRAWING REFERENCE	W3792/203/A/NFC
ORIGINAL SCALE	1:1000 @ A1
DATE	01/08/11
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REVISION NO	A
SHEET NO	203
JOB NO	W3792

Document Set ID: 5
Version: 2, Version Date: 09/08/2020

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LEGEND

- Natural Contour minor (1.0m interval)
- Design contour major (2m interval)
- Design Contour minor (0.5m interval)

Earthworks Extents

- Site Boundary
- A — — AA Section Views

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLANS: RM 110526

17/10/11 (Date) RW (Initials)

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110
124
168

Lot 1 DP 12296 CT 5B/474

Lot 2 DP 303207 CT 12731

Lot 2 DP 304423 CT 16B/878

Puzzling World Lot 1 DP 15227

SH 89

Section A-AA
Section B-BB
Section C-CC
Section F-FF
Section G-GG

APPROVALS	NAME	DATE
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DRAWN	BJM	
CHECKED	BJD	
APPROVED	BJD	

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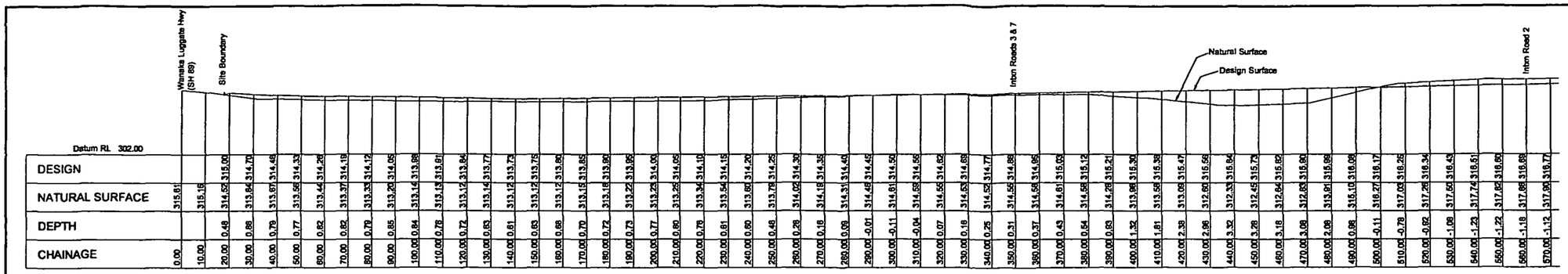
CLIENT
Willowridge Developments Ltd
3 Parks
Commercial Core

DRAWING TITLE
Commercial Core
Earthworks Plans

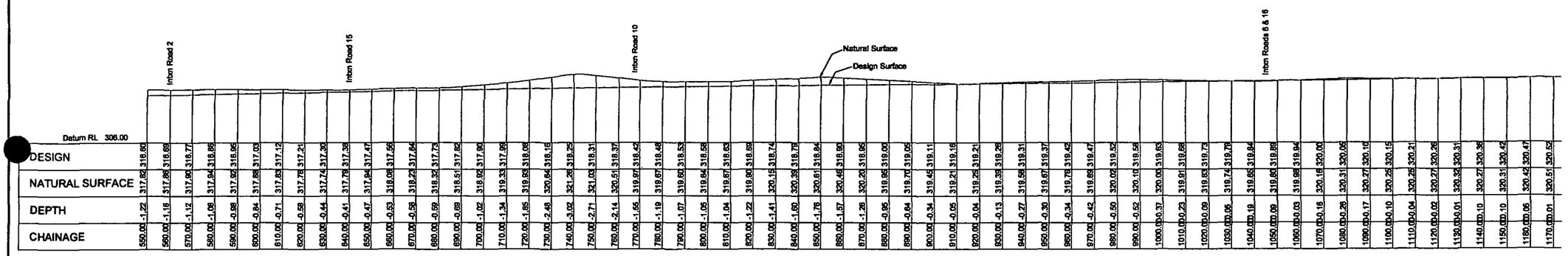
Natural Vs Design Contours 2

DRAWING REFERENCE	W3792/204/A/NFC
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DATE	01/09/11
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SHEET NO	204
JOB NO	W3792

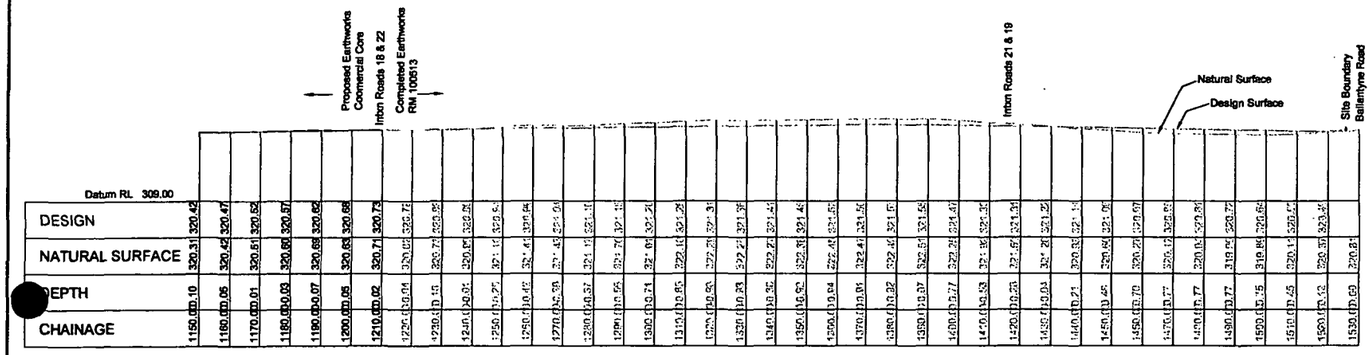
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Version: 2, Version Date: 29/08/2028



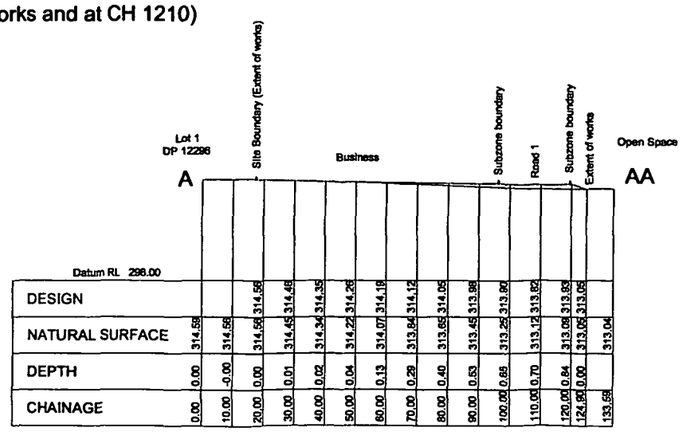
SECTION Centreline Road 1 CH 0 -570



SECTION Centreline Road 1 CH 550 - 1170



SECTION Centreline Road 1 CH 1150 - 1520
(Note: Commercial Core earthworks and at CH 1210)



SECTION A-AA

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3. All works are to be installed as per NZS 4404:2004 and QLDC amendments to those standards. Standard drawings are available from the Engineer

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLANS: RM 110526

17/10/11 Date

EW Initials

RECEIVED
- 6 SEP 2011
Wanaka
Lakes Environmental

APPROVALS	NAME	DATE
SURVEYED		
DESIGNED	SJD	
DRAWN	SJM	
CHECKED	SJD	
APPROVED	SJD	

Paterson Pitts Partners Ltd
Wanaka Cromwell Queenstown Alexandra Dunedin
Land Surveying, Development & Resource Management Consultants
19 Reece Crescent, PO Box 283, Wanaka
Phone: (03) 443 0110 Fax: (03) 443 1339

CLIENT

Willowridge Developments Ltd
3 Parks
Commercial Core

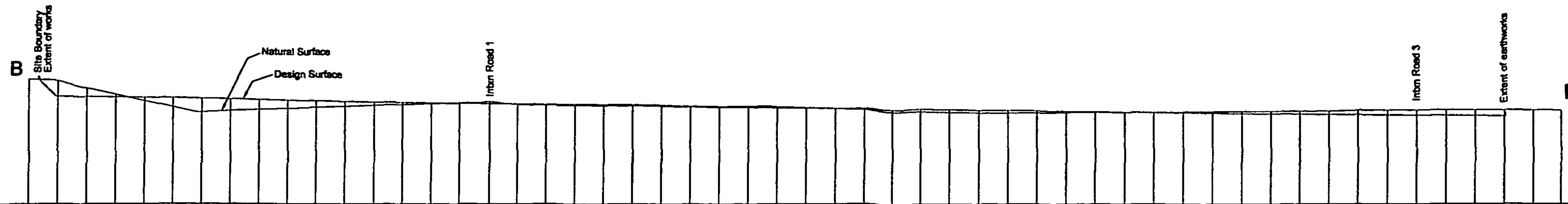
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Earthworks Sections

Sections Road 1 & A-AA

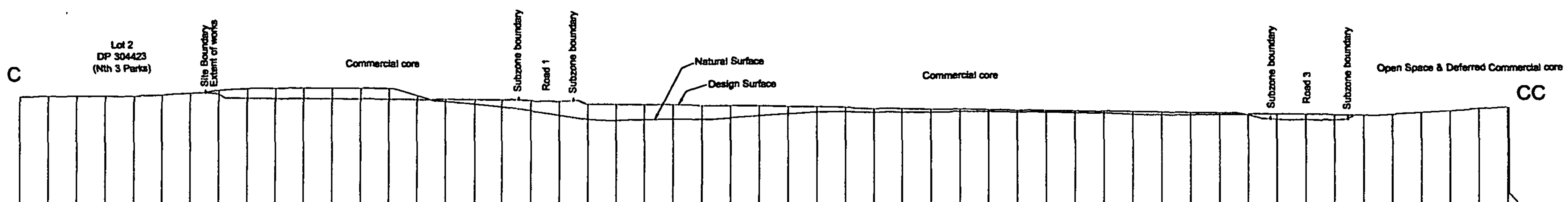
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REVISION NO	A
SHEET NO	205
JOB NO	W3792

Document Set ID: 6529855
Version: 2, Version Date: 09/08/2020



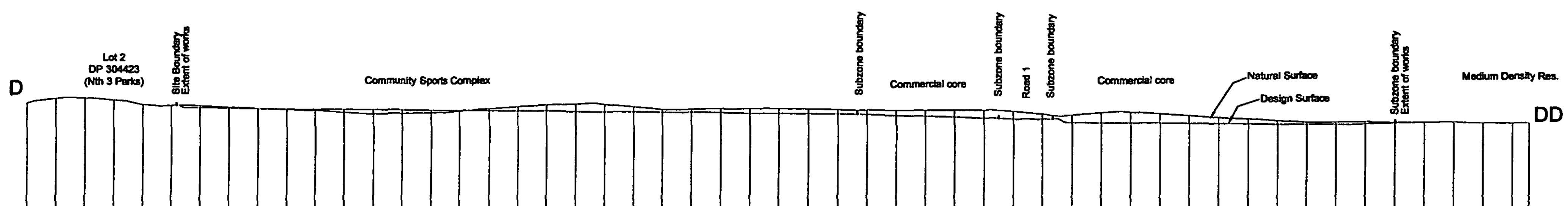
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360.00	313.28	313.06	0.22
370.00	313.22	313.11	0.11
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SECTION B-BB (Centreline of Roads 3 & 7)



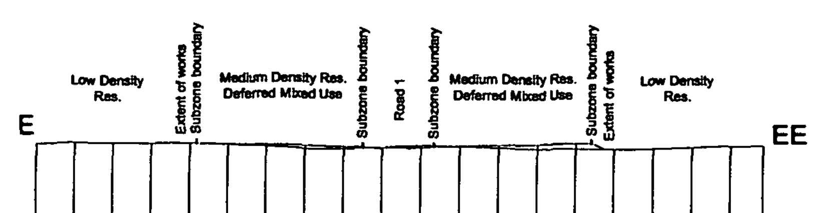
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260.00	315.10	313.30	1.80
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SECTION C-CC



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130.00	319.34	318.71	0.62
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220.00	318.97	319.42	-0.45
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290.00	318.60	319.30	-0.70
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SECTION D-DD



CHAINAGE	DESIGN	NATURAL SURFACE	DEPTH
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50.00	320.63	320.54	0.09
60.00	320.53	320.29	0.24
70.00	320.43	320.04	0.39
80.00	320.33	320.03	0.30
90.00	320.09	320.18	-0.09
100.00	320.19	320.39	-0.20
110.00	320.36	320.30	0.07
120.00	320.46	320.14	0.33
130.00	320.56	319.98	0.59
140.00	320.66	319.91	0.76
150.00		319.96	0.00
160.00		320.01	-0.01
170.00		320.17	-0.14
180.00		320.38	-0.30
188.50		320.41	-0.30

SECTION E-EE

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NOTES

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QUEENSTOWN LAKES DISTRICT COUNCIL
APPROVED PLANS: RM 110526
17/10/11 RW
Date Initials

RECEIVED
- 6 SEP 2011
Wanaka
Lakes Environmental

APPROVALS	NAME	DATE
SURVEYED		
DESIGNED	SJD	
DRAWN	BJM	
CHECKED	SJD	
APPROVED	SJD	

Paterson Pitts Partners Ltd
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Land Surveying, Development & Resource Management Consultants
19 Reece Crescent, PO Box 283, Wanaka
Phone: (03) 443 0110 Fax: (03) 443 1339

CLIENT

Willowridge Developments Ltd
3 Parks
Commercial Core

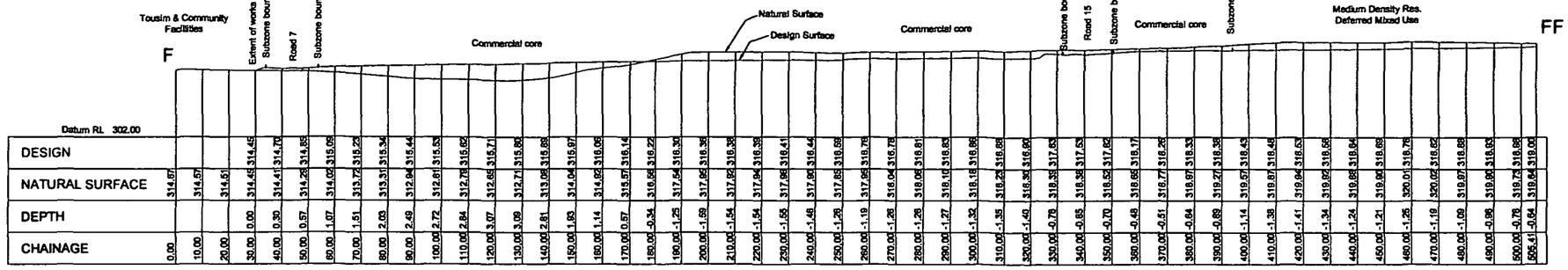
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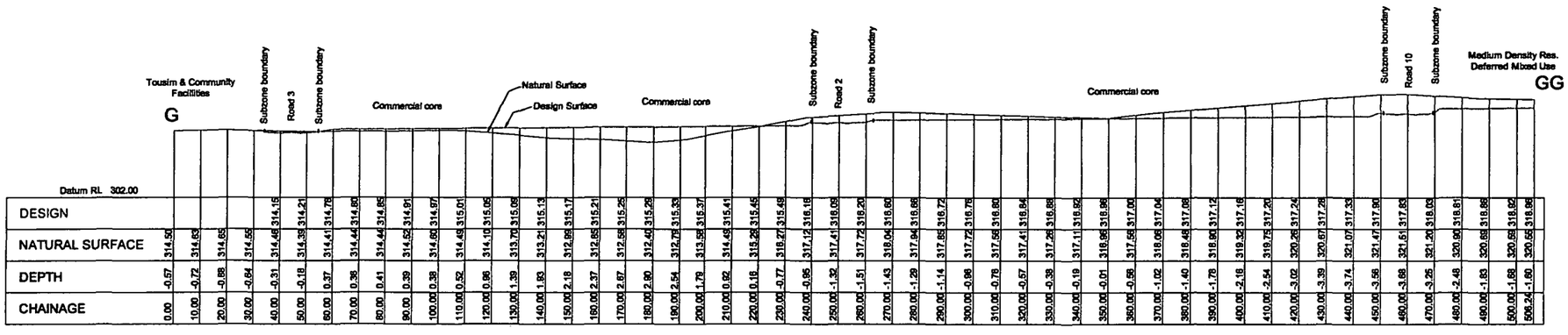
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REVISION NO A
SHEET NO 206
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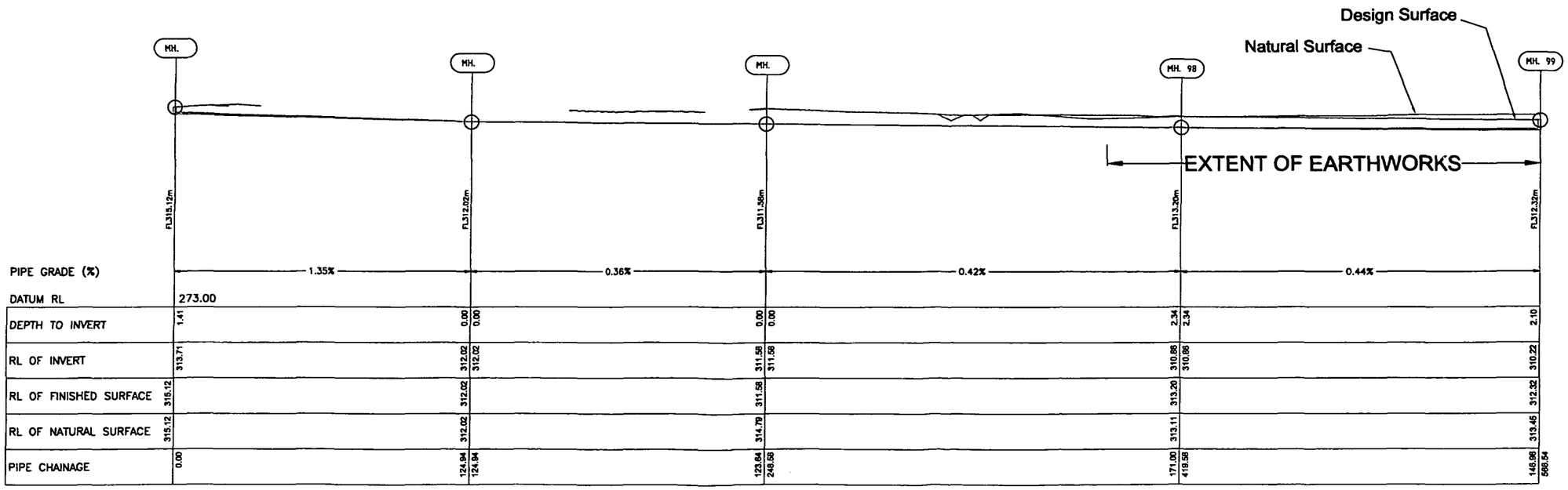
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Version: [illegible], Version Date: [illegible]/2020



SECTION F-FF



SECTION G-GG



LINE ex waste water

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QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLANS: RM 110526

17/10/11 Date — RW Initials

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Wanaka
Lakes Environmental

APPROVALS	NAME	DATE
SURVEYED		
DESIGNED	SJD	
DRAWN	SJM	
CHECKED	SJD	
APPROVED	SJD	

Paterson Pitts Partners Ltd
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Land Surveying, Development & Resource Management Consultants
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Phone: (03) 443 0110 Fax: (03) 443 1339

CLIENT
Willowridge Developments Ltd
3 Parks
Commercial Core

DRAWING TITLE
Earthworks Sections
Sections F-FF - G-GG

DRAWING REFERENCE W3792/207/A/NFC
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REVISION NO A
SHEET NO 207
JOB NO W3792

Document Set ID: [redacted]
Version: 2, Version Date: 09/08/2020

QUEENSTOWN LAKES DISTRICT COUNCIL

DECISION OF THE QUEENSTOWN-LAKES DISTRICT COUNCIL

RESOURCE MANAGEMENT ACT 1991

Applicant:	Willowridge Developments Limited
RM reference:	RM100513
Location:	Ballantyne Road, Wanaka
Proposal:	To undertake 109,700 cubic metres of earthworks
Type of Consent:	Land Use
Legal Description:	Lot 2 Deposited Plan 303207 and Part Lot 4 Deposited Plan 15016 held in Computer Freehold Register 12731
Valuation Number:	2906100300
Zoning:	Rural General (under Plan Change 16 – Business, Business (Main Street) and Low Density Residential)
Activity Status:	Non-complying
Notification:	Non-notified
Commissioner:	Commissioner Clarke
Date:	28 September 2010
Decision:	**Granted with conditions**

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Version: 1, Version Date: 09/06/2020

This is an application for resource consent under Section 88 of the Resource Management Act 1991 to undertake 109,700 cubic metres of earthworks. The application was considered under delegated authority pursuant to Section 34 of the Resource Management Act 1991 on 28 September 2010. This decision was made and its issue authorised by David Clarke, Independent Commissioner, as delegate for the Council.

Under the District Plan the site is zoned Rural General and requires resource consent for the following reasons:

- A **restricted discretionary** activity resource consent pursuant to Rule 5.3.3.3(xi) as the proposal does not meet Site Standard 5.3.5.1(viii)(1)(a) which relates to the maximum area of exposed soil being 2500 square metres within a 12 month period.

- A **restricted discretionary** activity resource consent pursuant to Rule 5.3.3.3(xi) as the proposal does not meet Site Standard 5.3.5.1(viii)(1)(b) which relates to the maximum volume of earthworks being 1000 cubic metres within a 12 month period.

- A **restricted discretionary** activity resource consent pursuant to Rule 5.3.3.3(xi) as the proposal does not meet Site Standard 5.3.5.1(viii)(2)(c) which relates to the maximum height of any fill being 2 metres

Under the Operative District Plan as amended by Plan Change 16, the site is zoned Business, Business (Main Road) and Low Density Residential and, in addition to those consents required prior to Plan Change 16 as outlined above, requires resource consent for the following reasons:

- A **restricted discretionary** activity resource consent pursuant to Rule 12.26.3.1.1(i)(a) as the volume of earthworks exceeds 100 cubic metres within a 12 month period.

- A **restricted discretionary** activity resource consent pursuant to Rule 12.26.3.1.1(i)(b) as the area of exposed soil exceeds 200 cubic metres within a 12 month period.

- A **restricted discretionary** activity resource consent pursuant to Rule 12.26.3.1.1(ii)(c) as the maximum height of fill exceeds 2 metres.

- A **non-complying** activity resource consent pursuant to Rule 12.26.3.1.7 as all activities should be in accordance with an approved Outline Development Plan or Comprehensive Development Plan.

Although Plan Change 16 (Three Parks) is under appeal, the previous granting of the Plan Change indicates that Council anticipates such development in this area. Significant weight is therefore given to the provisions under Plan Change 16.

Overall, the application is considered to be a **non-complying** activity.

Notification Determination

The application was considered on a non-notified basis in terms of Section 95A and 95B whereby the consent authority was satisfied that the adverse effects of the activity on the environment are not likely to be more than minor and whereby no persons or order holders were, in the opinion of the consent authority, considered to be adversely affected by the activity.

Decision

Consent is GRANTED pursuant to Section 104 of the Act, subject to the following conditions imposed pursuant to Section 108 of the Act:

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General Conditions

1 That the development must be undertaken/carried out in accordance with the plans by Patterson Pitts Partners Limited – **stamped as approved 17 September 2010** and the application as submitted, with the exception of the amendments required by the following conditions of consent. The approved plans are as follows:

- *Three Parks Site Location Plan, drawn by Patterson Pitts Partners Limited dated 10 August 2010.*
- *Three Parks Cut and Fill Areas, drawn by Patterson Pitts Partners Limited dated 5 August 2010*
- *Three Parks Existing and Design Contours, drawn by Patterson Pitts Partners Limited dated 10 August 2010*
- *Three Parks Longsections 1, drawn by Patterson Pitts Partners Limited dated 5 August 2010*
- *Three Parks Longsections 2, drawn by Patterson Pitts Partners Limited dated 5 August 2010*

2 The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of $240.

Landscape Conditions

3 All temporary and permanent topsoil mounds shall be no greater than 2 metres in height, and any temporary and permanent subsoil mounds shall be no greater than 3 metres in height. All mounds shall be formed at least 50 metres back from all boundaries.

4 Final ground level shall include a minimum depth of 50 mm of topsoil.

5 Re-grassing of all earth-worked areas shall be repeated until such time as a 70% strike rate is achieved.

Engineering Conditions

Prior to commencement of earthworks

6 Prior to commencing any work on the site the consent holder shall install a construction vehicle crossing, which all construction traffic shall use to enter and exit the site. The minimum standard for this crossing shall be a minimum compacted depth of 150mm AP40 metal that extends 20m into the site.

7 The Site Management Plan shall be amended and submitted to Queenstown Lakes District Council for approval prior to works commencing on site and shall also include the following:

- A staged rehabilitation plan including re-grassing and irrigation of worked areas within 2 weeks of the completion of each stage.
- The identification of any existing windbreak planting and or windbreak structures which shall be retained for a period of no less than 12 after earthworks are complete.
- Maximum exposed area of 2 hectares at any one time.
- Detailed dust suppression measures including K-line irrigation or a similar watering system to supplement the proposed water cart.

8 The consent holder shall install measures to control and/or mitigate any dust, silt run-off and sedimentation that may occur. Dust suppression measures shall be as per those approved as part of condition 7. These measures shall be implemented prior to the commencement of any earthworks on site and shall remain in place for the duration of the project.

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Version: 1, Version Date: 09/04/2020

To be monitored throughout earthworks

9 The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.

10 The consent holder shall ensure tyres remain free of mud and debris by utilising wheel washing equipment, constructing a gravel hardstand area of sufficient depth, or other similar measures.

11 The consent holder shall ensure dust is suppressed from truck loads while in transit through use of appropriate measures such as covering loads or dampening down of transported material.

12 No earthworks, temporary or permanent, are to breach the boundaries of the site.

On completion of earthworks

13 On the completion of the earthworks a suitably qualified engineer experienced in soils investigations shall provide certification, in accordance with NZS 4431:1989, for all areas of fill within the site on which future buildings may be founded.

14 Within four weeks of completing the earthworks, the consent holder shall submit to Council a digital as-built plan of the uncertified fill, which shall be forwarded to the GIS analysts. This plan shall be in terms of Transverse Mercator (projection clearly referenced) and shall show the contours indicating the depth of fill.

15 On completion of the earthworks, the consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Noise

16 All activities associated with the earthworks shall be conducted such that the following noise levels are not exceeded, neither at, nor within, the notional boundary of any residential unit, other than residential units on the same site as the activity:

(a) during day time (0800 to 2000 hrs) L_{10} 50dBA.
(b) during night time (2000 to 0800 hrs) L_{10} 40dBA and L_{max} 70dBA

Review

17 Within one month of the commencement of works the Council may, in accordance with Sections 128 and 129 of the Resource Management Act 1991, serve notice on the consent holder of its intention to review the conditions of this resource consent for any of the following purposes:

(a) To deal with any adverse effects on the environment that may arise from the exercise of the consent which were not foreseen at the time the application was considered and which it is appropriate to deal with at a later stage.

(b) To deal with any adverse effects on the environment which may arise from the exercise of the consent and which could not be properly assessed at the time the application was considered.

(c) To avoid, remedy and mitigate any adverse effects on the environment which may arise from the exercise of the consent and which have been caused by a change in circumstances or which may be more appropriately addressed as a result of a change in circumstances, such that the conditions of this resource consent are no longer appropriate in terms of the purpose of the Resource Management Act 1991.

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Version: 1, Version Date: 09/05/2024

Advice Note

This site may contain archaeological material. Under the Historic Places Act 1993, the permission of the NZ Historic Places Trust must be sought prior to the modification, damage or destruction of any archaeological site, whether the site is unrecorded or has been previously recorded. An archaeological site is described in the Act as a place associated with pre-1900 human activity, which may provide evidence relating to the history of New Zealand. These provisions apply regardless of whether a resource consent or building consent has been granted by Council. Should archaeological material be discovered during site works, any work affecting the material must cease and the NZ Historic Places Trust must be contacted (Dunedin office phone 03 477 9871).

Reasons for the Decision

Proposal

Land use consent is sought to undertake 109,700 cubic metres of earthworks to provide a level area to facilitate future development and to form the proposed main road of the future Three Parks subdivision.

The earthworks are proposed to cover an area of approximately 10.5 hectares of the subject site. 21,000 cubic metres of topspoil are to be removed with a further 50,400 cubic metres of material being cut from under the area where topsoil is removed. 17,300 cubic metres of the underlying material is then to be reused with the topsoil reinstated over this material. The remaining 33,100 cubic metres of material are then to be removed from the site and taken to the West Meadows subdivision site in Wanaka which is currently the subject of resource consent RM100470. RM100470 is currently being assessed and the substantive decision on the application is yet to be reached.

The maximum depth of the cut is 2.2 metres with the maximum fill height also being 2.2 metres.

The applicant proposes that the works will be completed within 4 months with the hours of operation being Monday to Saturday 7:30am to 6:30pm.

A site management plan has been submitted with the application that address's safety signage, traffic control, dust control, sediment and erosion control, noise and vehicle movements.

The material that is to be taken to the West Meadows subdivision site will be transported in 14 cubic metre truck and trailer units. The full trucks are to travel along Golf Course Road to the destination with empty trucks returning along Riverbank Road to the subject site.

Site and Locality Description

Lakes Environmental's Landscape Architect, Ms Robin Rawson, describes the site as follows:

'The subject site has an irregular shape and is located relatively centrally within the block bounded by Ballantyne Road, Riverbank Road and State Highway 84, and has frontages to these three roads.

Earthworks would take place in an area within 300 metres of the Ballantyne Road frontage. This area includes a mature pine shelterbelt within the western boundary with the farmed property to the north.

The site to the north with frontage to Ballantyne Road is currently farmed. To the south the boundary is indented by a small property on the Ballantyne Road boundary owned by Telecom. The other neighbouring property to the south includes Council sewerage oxidation ponds.

The existing landforms of the area where earthworks will be occurring and particularly near the road boundary appear to have been previously modified by earthwork cuts, and the topography appears less natural than the varied hummocky landforms within the farmed site to the north. On the opposite side of the road land is zoned Industrial and has established commercial built form along the Ballantyne Road frontage. The wider landscape of the area is flattish, with finer scale undulating landforms visible where these have not been erased by development.'

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Site History

The site is in the process of being rezoned under Plan Change 16 – Three Parks Zone. The rezoning would allow for residential, commercial and business activities. Proposed Plan Change 16 is currently under appeal. Four appeals were lodged however three have since been withdrawn. The remaining party appealed the plan change in its entirety.

Effects on the Environment and Persons

Land, Flora and Fauna

The proposed earthworks will change the landform of the subject site. Lakes Environmental's Landscape Architect, Ms Robin Rawson, has assessed the proposal and states that as the site and it's surrounds have already been modified by earthworks and development therefore the proposed earthworks would not erase any significant natural landforms. Given proposed Plan Change 16, the subject site will be highly developed by further earthworks, buildings and infrastructure. This future development will ultimately obscure the proposed earthworks.

The nearest down gradient water body, the Cardrona River, is approximately 800 metres from the subject site. The applicant has submitted a Site Management Plan that addresses silt control measures. Lakes Environmental's Engineer, Mr Alan Hopkins, has assessed the proposal and considers that the proposed silt control measures will adequately limit the levels of runoff and silt that could enter water bodies and groundwater. A condition has been imposed to require the applicant to provide an amended Site Management Plan for approval by Council and also to adhere to the approved Site Management Plan.

Adverse effects on the environment in terms of land, flora and fauna are not likely to be more than minor.

People and Built From

Lakes Environmental's Landscape Architect, Ms Robin Rawson, has assessed the proposal and states that site is classified as a 'Visual Amenity Landscape'. The proposed earthworks will alter the landform of the subject site. However, given the modified landscape of the site and of the surrounding environment; the proposed works will not significantly alter the character of the land. Plan Change 16, anticipates that the subject site will be developed by further earthworks, buildings and infrastructure at some time in the future. This future development will obscure the proposed earthworks. The earthworks are adequately located away from the property boundaries.

Once the earthworked area is re-grassed, it will be difficult to discern from outside of the subject site that the earthworks have been undertaken. Conditions have been imposed to require re-grassing to be undertaken within 2 weeks of the completion of each stage of earthworks. To further reduce visual effects, a condition has also been imposed requiring topsoil mounds to be no greater than 2 metres in height with subsoil mounds no greater than 3 metres in height with mounds being formed at least 50 metres back from all boundaries, the former is to ensure the health of the soil so that it can be re-used and the latter so that the piles of soil are not prominent within the landscape.

As the site is to be subdivided in the future, any areas of fill are required to be certified by an Engineer. A condition has been imposed to require this.

It is important to note that the proposed earthworks, should they be approved, will not alter the ground level when considering the height of future buildings. The height of any future buildings will be measured from the original ground level, prior to the earthworks occurring. The proposed earthworks will have no bearing or influence on the final design of any subdivision that may be approved by the Council in the future. Roading and allotment layout may require changes that necessitate further or altered earthworks. Any effects associated with building height as a result of the new ground levels created through the proposed earthworks will be assessed at the time an application for subdivision is received, if the subdivision then seeks to retain the contours resulting from this land use consent as the new ground level, identification of affected parties may be required during this process.

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A petition has been submitted to Council by 26 surrounding neighbours from Riverbank Road, Golf Course Road and Ballantyne Road. The following concerns were raised:

- Dust
- Noise
- Vehicle movements
- Vehicle access
- Scale of works
- Hours of operation

Dust

With the controls proposed as part of the Site Management Plan and with the imposition of conditions to require loads to be covered or dampened down while soil is en-route to the disposal site, dust can be controlled to an adequate level.

Noise

The applicant has stated that the noise limits in the District Plan will not be breached at any of the property boundaries. A condition of consent has been imposed requiring the noise limits of the District Plan be adhered to. Other than within the site during the entry and exit of vehicles to the site, Council does not have control over the noise of vehicles moving along the public roads as the roads are designated and vehicle movements on them are within the scope of the designation. The designation means that within roads the noise limits of the District Plan do not apply.

Vehicle Movements

Although the number of vehicle movements will increase, Council does not have control over the number of vehicles travelling along roads. It is also noted that the proposed vehicle movements will be for a period of 4 months and will cease on the completion of the proposed earthworks.

Vehicle Access

Council has control over the entering and exiting of vehicles to and from the site. The site access is located on the opposite side of Ballantyne Road to the Industrial Zone. Trucks are expected to enter and exit sites in the Industrial Zone, whilst the subject site is zoned Rural General the entering and existing of trucks from the site will be in keeping with the surrounding environment. As previously mentioned conditions can be imposed to require the construction of a sealed vehicle crossing to minimise the amount of material being tracked onto the surrounding roads and to install a wheel wash which will also help to reduce the amount of material being tracked onto the surrounding roads.

Scale of Works

The volume of earthworks proposed is large, however the proposed works will not significantly alter the character of the land or be visually obtrusive and nuisance effects are to be adequately managed. Conditions of consent have been imposed to address potential nuisance effects of the works, to limit the area of land which is disturbed at any one time and conditions have also been imposed to require a mimimum strike rate for the regressing of all earthworked areas, firstly as a mitigation measure for dust but also to minimis the potential visual effects.

Hours of Operation

The proposed hours of operation are Monday to Saturday from 7:30am to 6:30pm over a 4 month period. Noise would be the main factor in the hours of operation. The applicant has stated that the noise provisions in the District Plan will not be exceeded therefore the hours proposed are adequate. It is considered adverse effects on the environment in terms of people and built form will be no more than minor.

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Traffic Generation and vehicle Movements

The material that is to be transported off site has been estimated at 33,100 cubic metres by the applicant. The applicant has however indicated that this does not allow for a bulking factor. Lakes Environmental's Engineer, Mr Alan Hopkins, has estimated that the bulked volume of earthworks will be approximately 43,030 cubic metres that is to be transported to the West Meadows site.

The applicant has stated that the earthworks will be completed within 4 months with the hours of operation being Monday to Saturday from 7:30am to 6:30pm. Therefore based on 14 cubic metre truck and trailer units transporting 43,030 cubic metres of material, a total of 6,148 truck movements will be required (this includes vehicles returning to site). This results in one truck movement every 10.3 minutes. Trucks will exit and enter the site onto Ballantyne Road. The southern side of Ballantyne Road from the subject site is industrial in character and therefore large trucks are already expected in this area. The entrance to the site is open and therefore there is good visibility of Ballantyne Road in both directions. Mr Hopkins states that the movement of the truck and trailer units may spread material, creating dust, therefore a condition has been imposed to require loads to be covered or dampened down while en-route to the destination site. A condition has also been imposed to require the construction of a sealed vehicle crossing to minimise the amount of material being tracked onto the surrounding roads. A condition of consent has also been imposed requiring the installation of a wheel wash to reduce the amount of material being tracked onto the surrounding roads.

Whilst trucks will be frequently leaving and returning to the site from Ballantyne Road, there are currently very few pedestrians who walk along that side of the road. However those pedestrians who do chose to walk along the Council legal road past the subject site entrance will have good visibility of trucks coming and going and vice versa.

The increase in vehicle movements from the site will increase noise levels, however as the trucks will be exiting the site adjacent to the Industrial Zone, the increase in noise will be absorbed by the existing industrial noise levels in the area. The applicant states that the noise limits in the District plan will not be exceeded at the property boundaries.

Council does not have control over vehicles once they have exited the site and are travelling along the road therefore no assessment of the effects of the truck and trailer units while on the roads has been undertaken.

It is considered adverse effects on the environment in terms of traffic generation and vehicle movements will be no more than minor.

Nuisance

The proposed hours of operation are Monday to Saturday from 7:30am to 6:30pm over a 4 month period. The hours are appropriate given the operating hours of the adjacent Industrial Zone and the nature of the activities located within it.

During the earthworks period vibration and noise will occur. However, the properties on the southern side of Ballantyne Road are Industrial; a small site surrounded by the subject site on the south-western boundary is owned by Telecom whilst the property to the south is the site of the decommissioned Queenstown Lakes District Council sewerage ponds. The property to the north is farmed. It is considered that the adverse effects in terms of vibration are less than minor and will cease within 4 months from the commencement of the works.

The applicant proposes dust control to be undertaken as follows:

- Keeping stripped areas as small as possible
- Re-spreading topsoil and re-grassing as soon as possible
- Reducing or suspending work during times of high wind
- Rolling stripped surfaces
- Watering with a water cart

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Lakes Environmental's Engineer, Mr Alan Hopkins, has assessed the proposed dust control measures and states that with the rolling topography of the site that a water cart may not be adequate for the whole site. Mr Hopkins recommends the use of k-line irrigation. A condition has been imposed to require this. The maximum area of exposed soil is proposed by the applicant to be 5 hectares at any one time. This area of Wanaka can be very windy over the spring and summer months therefore Mr Hopkins considers that an area that large could create dust issues and therefore recommends that the maximum amount of exposed soils be greatly reduced. A condition has been imposed to require that at any one time the maximum area of exposed soil be 2 hectares.

Vehicles travelling to and from the site will create noise and vibration however a legal opinion from Council's lawyers states that *"roads are unzoned and designated, and are presumably being used by trucks in accordance with the designation, then section 176(2) of the RMA applies and the District Plan provision would appear to be irrelevant".* Therefore Council does not have control over the effects of vehicles travelling along roads.

It is considered adverse effects on the environment and persons in terms of nuisance will be no more than minor with the imposition of appropriate conditions.

Affects on Plan Change 16 – Three Parks

Under Plan Change 16, the proposal is a non-complying activity as there is currently no approved Outline Development Plan or Comprehensive Development Plan for the site. The requirement for an Outline Development Plan or Comprehensive Development Plan is to ensure that development proceeds in a comprehensive and strategic manner on the site. Rule 12.26.3.1.7 seeks to avoid the situation where earthworks are undertaken that essentially imprint a draft roading or subdivision plan onto the site without knowledge of future built form.

Whilst the earthworks are proposed to form the main road of the future Three Parks subdivision, the works are not such that a roading plan is to be imprinted onto the site. Once works have been undertaken, it would still be reasonably simple to relocate or realign the main road if necessary.

Assessment Matters

Earthworks

The applicable assessment criteria are the same for the Rural Area and the proposed Three Parks Zone and are as detailed below:

1. *Environmental Protection Measures*

(a) *Whether and to what extent proposed sediment/erosion control techniques are adequate to ensure that sediment remains on-site.*
(b) *Whether the earthworks will adversely affect stormwater and overland flows, and create adverse effects off-site.*
(c) *Whether earthworks will be completed within a short period, reducing the duration of any adverse effects.*
(d) *Where earthworks are proposed on a site gradient > 18.5 degrees (1in 3), whether a geotechnical report has been supplied to assess the stability of the earthworks.*
(e) *Whether measures to minimise dust emissions are proposed and to what extent these mitigation measures are effective.*
(f) *Whether and to what extent any groundwater is likely to be affected and if any mitigation measures are proposed to address likely effects.*

The submitted Site Management Plan identifies dust, sediment and runoff controls. Imposed conditions require the Site Management Plan to be amended to also include a maximum exposed area of 2 hectares at any one time, re-grassing and irrigation of the worked areas within 2 weeks of the completion of each stage and detailed dust suppression measures including K-Line irrigation or a similar watering system to supplement the proposed water cart. These measures will adequately control dust, sediment and runoff from the earthworks.

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2. Effects on landscape and visual amenity values, in particular Outstanding Natural Features and Outstanding Natural Landscapes.

(a) Whether and to what extent the scale and location of any cut and fill will adversely affect:
- *the visual quality and amenity values of the landscape;*
- *the natural landform of any ridgeline or visually prominent areas;*
- *the visual amenity values of surrounding sites.*

(b) Whether the earthworks will take into account the sensitivity of the landscape.
(c) The potential for cumulative effects on the natural form of existing landscapes.
(d) The proposed rehabilitation of the site and to what extent revegetation will mitigate any adverse effects.
(e) Whether and to what extent the earthworks create an area that is inconsistent with the character of the surrounding landscape.
(f) Whether the location and/or design of any new tracking can be modified in order to decrease the effects on the stability, visual quality and amenity values of the landscape.

The site and the surrounding environment are already modified with little natural character remaining. The earthworks will not remove any natural landforms and with re-grassing of the site within 2 weeks of the completion of each stage of earthworks, the earthworks area will be difficult to discern from outside of the subject site.

3. Effects on adjacent sites

(a) Whether the earthworks will adversely affect the stability of neighbouring sites
(b) Whether the earthworks will change surface drainage, and whether the adjoining land will be at a higher risk of inundation, or a raised water table.
(c) Whether cut, fill and retaining are done in accordance with engineering standards.

The earthworks are well contained within the site so will not have any effects on the stability of neighboring properties. The earthworks will not increase the risk of inundation on neighboring properties or raise the water table.

4. General Amenity Values

(a) Whether the removal of soil to or from the site will affect the surrounding roads and neighbourhood through the deposition of sediment, particularly where access to the site is gained through residential areas.
(b) Whether the activity will generate noise, vibration and dust effects, which could detract from the amenity values of the surrounding area.
(c) Whether natural ground levels will be altered.

A condition has been imposed to require all truck and trailer units to be covered or dampened down before leaving the subject site and en-route to their final destination. Conditions have also been imposed to ensure tyres remain free of mud and debris by utilising wheel washing equipment, constructing a gravel hardstand area of sufficient depth, or other similar measures and by the construction of a suitable vehicle crossing onto Ballantyne Road.

Noise, vibration and dust levels will increase to a level that is no more than minor given the proposed Site Management Plan and imposed conditions. The applicant has stated that the earthworks will be completed within a 4 month period therefore any increase in noise, vibration and dust will be for this limited time only.

The natural ground levels of the site have been modified in the past therefore the proposed earthworks will not greatly alter natural ground levels.

5. Impacts on sites of cultural heritage value:

(a) The extent to which the activity modifies or damages Waahi Tapu or Waahi Taoka, and whether tangata whenua have been notified.

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(b) *The extent to which the activity affects Ngai Tahu's cultural and traditional association with the Statutory Acknowledgment Area.*

(c) *Whether the subject land contains a recorded archaeological site, and whether the NZ Historic Places Trust has been notified.*

There are no known Waahi Tapu, Waahi Taoka or archaeological sites within the subject site.

Objectives and Policies

The relevant objectives and policies are located in *Part 4 – District Wide, Part 5 – Rural Areas and Part G – Three Parks.* The relevant objectives and policies of each part of the Plan have been assessed below.

Part 4 – District Wide – Earthworks

To avoid, remedy or mitigate the adverse effects from earthworks on

- *(a) Waterbodies*
- *(b) The nature and form of existing landscapes and landforms, particularly in areas of Otstanding Natural Landscapes and Outstanding Natural Features.*
- *(c) Land stability and flood potential of the site and neighbouring properties*
- *(d) The amenity values of neighbourhoods*
- *(e) Cultural heritage sites, including waahi tapu and waahi taoka and archaeological sites*
- *(f) The water quality of the aquifers*

Policies

1. *To minimise sediment run-off into water bodies from earthworks activities through the adoption of sediment control techniques.*
2. *To avoid the location of earthworks in close proximity to water bodies.*
3. *To minimise the area of bare soil exposed and the length of time it remains exposed.*
4. *To avoid or mitigate adverse visual effects of earthworks on outstanding natural landscapes and outstanding natural features.*
5. *To avoid earthworks including tracking on steeply sloping sites and land prone to erosion or instability.*
6. *To protect the existing form and amenity values of residential areas by restricting the magnitude of filling and excavation.*
7. *To ensure techniques are adopted to minimise dust and noise effects from earthworks activities.*
8. *As far as practicable, to protect Waahi Tapu, Waahi Taoka, and other archaeological sites from potential disturbance resulting from earthworks.*
9. *To notify Kai Tahu ki Otago where earthworks are proposed in areas identified in either the District Plan or in the Natural Resource Management Plan as significant to iwi.*
10. *To notify the NZ Historic Places Trust where proposed earthworks may affect archeological sites.*
11. *To ensure that work is suspended and Kai Tahu ki Otago and the NZ Historic Places Trust are notified when archaeological remains are observed or unearthed during earthworks activities.*
12. *To avoid contaminating the water aquifers of the Queenstown Lakes District.*

The submitted Site Management Plan identifies dust, sediment and runoff controls. Imposed conditions require the Site Management Plan to be amended to also include a maximum exposed area of 2 hectares at any one time, re-grassing and irrigation of the worked areas within 2 weeks of the completion of each stage and detailed dust suppression measures including K-Line irrigation or a similar watering system to supplement the proposed water cart. These measures will adequately control dust, sediment and runoff from the earthworks. The applicant has stated that the activities will not breach the noise levels in the District Plan at any of the property boundaries.

There are no known Waahi Tapu, Waahi Taoka or archaeological sites within the subject site.

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Part 5 – Rural Areas

Objective 1 – Character and Landscape Value

To protect the character and landscape value of the rural area by promoting sustainable management of natural and physical resources and the control of adverse effects caused through inappropriate activities.

Policy 1.1 *Consider fully the district wide landscape objectives and policies when considering subdivision, use and development in the Rural General Zone.*

Policy 1.6 *Avoid, remedy or mitigate adverse effects of development on the landscape values of the District.*

The site and the surrounding environment are already modified with little natural character remaining. The earthworks will not remove any natural landforms and with re-grassing of the site within 2 weeks of the completion of each stage of earthworks, the earthworks area will be difficult to discern from outside of the subject site. Given Plan Change 16 – Three Parks, it is anticipated that the site will be further developed by earthworks, buildings and infrastructure in the future that will obscure the earthworked area.

Objective 2 – Life Supporting Capacity of Soils

Retention of the life supporting capacity of soils and/or vegetation in the rural area so that they are safeguarded to meet the reasonably foreseeable needs of future generations.

Policy 2.1 *Avoid, remedy or mitigate adverse effects of subdivision and development on the life supporting capacity of the soils.*

The earthworks will not adversely affect the life supporting capacity of the soils. All earthworked areas are to be top soiled and re-grassed within 2 weeks of the competition of each stage of earthworks.

Objective 3 – Rural Amenity

Avoiding, remedying or mitigating adverse effects of activities on Rural Amenity

Policy 3.3 *To avoid, remedy or mitigate adverse effects of activities located in rural areas.*

The submitted Site Management Plan identifies dust, sediment and runoff controls. Imposed conditions require the Site Management Plan to be amended to also include a maximum exposed area of 2 hectares at any one time, re-grassing and irrigation of the worked areas within 2 weeks of the completion of each stage and detailed dust suppression measures including K-Line irrigation or a similar watering system to supplement the proposed water cart. These measures will adequately control dust, sediment and runoff from the earthworks. The applicant has stated that the activities will not breach the noise levels in the District Plan at any of the property boundaries.

The earthworks will not remove any natural landforms and with re-grassing of the site within 2 weeks of the completion of each stage of earthworks, the earthworks area will be difficult to discern from outside of the subject site. Given Plan Change 16 – Three Parks, it is anticipated that the site will be further developed by earthworks, buildings and infrastructure in the future that will obscure the earthworked area.

Part G – Three Parks

Objective 4
Staged development which keeps pace with the growth of Wanaka and results in a high quality urban area containing a network of open spaces and a mix of compatible uses.

4.1 *To ensure that development is consistent with the Wanaka Structure Plan (2007) and the Wanaka Transport Study (2007).*

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4.2 To avoid development that is not in accordance with the Three Parks Structure Plan or approved Outline Development Plans or Comprehensive Development Plans.

4.3 To ensure development is staged in a manner which results in a logical progression of development, the cost effective provision of infrastructure, an appropriate mix of uses, and a consolidated urban form.

4.5 To ensure that development and subdivision does not occur unless appropriate infrastructure is in place to service it.

4.10 To recognise that pastoral and arable farming may be suitable in early stages of development while also acknowledging that it may become unsuitable as surrounding areas become more urbanised.

4.11 To avoid any subdivision or development of the Deferred Urban Zone in order to preserve it for future urban use and so as to not pre-empt what that use may be.

The earthworks will create a level area to facilitate future development and to form the proposed main road of the future Three Parks subdivision and is generally in accordance with the Three Parks Structure Plan.

Part 2 of the Resource Management Act 1991

Part 2 of the Resource Management Act 1991 details the purpose of the Act in promoting the sustainable management of the natural and physical resources. Sustainable management is defined as:

> *Managing the use, development and protection of natural and physical resources in a way or at a rate which enables people and communities to provide for their social, economic and cultural well being and for their health and safety while:*
>
> *a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations: and*
> *b) safeguarding the life-supporting capacity of air, water, soil and ecosystems: and*
> *c) Avoiding, remedying, or mitigating any adverse effect of activities on the environment.*

In order to achieve the purpose of the Act, regard must be had for the application in the context of Part 2 above. Each paragraph of section 5(2) – (a), (b) and (c) – are to be afforded full significance and applied accordingly in the circumstances of the particular case so that promotion of the Act's purpose may be effectively achieved.

The proposal generally promotes the sustainability of natural and physical resources to meet the needs of future generations and safety. The development will not significantly affect the life supporting capacity of air, water, soil and ecosystems. The proposal can, with the implementation and adherence to appropriate conditions, adequately avoid, remedy or mitigate adverse effects on the environment.

Other Matters

Local Government Act 2002: Development Contributions

In granting this resource consent reference was made to Part 8 Subpart 5 Schedule 13 of the Local Government Act 2002 and the Council's Policy on Development Contributions contained in Long Term Council Community Plan (adopted by the Council on 25 June 2004).

This proposal is not considered a "Development" in terms of the Local Government Act 2002 as it will not generate a demand for network infrastructure and reserves and community facilities.

For the forgoing reasons a Development Contribution is not required.

Section 37 - Extension of Time Limit for Processing the Consent

Section 37 provides that a consent authority may in any particular case extend a time period specified in the Act or regulations, whether or not the time period has expired. Section 37A sets out the matters to be taken into account when considering extending a time frame or waiving compliance with a time

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frame. These matters include the interests of any person who may be affected by the extension or waiver, the interests of the community in achieving adequate assessment of the effects of a proposal and the duty to avoid unreasonable delay. Section 37A (4) provides that the extended time period should not exceed twice the maximum time period and either special circumstances apply (including special circumstances existing by reason of the scale or complexity of the matter) or the applicant agrees to the extension.

In this case the applicant has agreed to an extension of the processing period to allow him time to review the proposed conditions. In addition there are special circumstances in that the site is the subject of a proposed plan change that is currently under appeal, and a legal opinion had to be sought in relation to the consideration of the effects of truck on roads. Additional consideration of the plan provisions and the provisions of the proposed plan change has been required because the application has been lodged prior to the approval of an Outline Development Plan or Structure Plan as required by the proposed plan change. The processing period has been extended by fourteen working days under section 37 (1). One day in respect of time to allow the applicant to consider the proposed conditions and thirteen days in relation to the special circumstances.

In terms of the interests of persons who may be affected by the time extension or waiver the only party potentially affected in this instance is the applicant. An extension of time is sought for a period of fourteen days. The applicant has agreed to part of this extension and it is considered that the additional extension of time will not adversely affect the applicant to a significant extent. The additional time spent considering the implications of the proposed plan change has addressed the interests of the community in achieving an adequate assessment of the proposal. In relation to the necessity for unreasonable delay the time extension sought is for eight days which has not resulted in an unreasonable delay on any party and the time extension sought does not exceed twice the maximum time period. Therefore it is considered appropriate for an extension of time limit to be granted in this instance.

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

Should you not be satisfied with the decision of the Council, or certain conditions, an objection may be lodged in writing to the Council setting out the reasons for the objection under Section 357 of the Resource Management Act 1991 no later than 15 working days from the date this decision is received.

You are responsible for ensuring compliance with the conditions of this resource consent. The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or reschedule its completion.

This resource consent is not a consent to build under the Building Act 2004. A consent under this Act must be obtained before construction can begin.

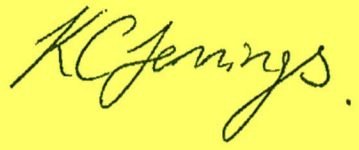
Please contact the Council when the conditions have been met or if you have any queries with regard to the monitoring of your consent.

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This resource consent must be exercised within five years from the date of this decision subject to the provisions of Section 125 of the Resource Management Act 1991.

If you have any enquiries please contact Kristy Jennings on phone (03) 443 0006.

Prepared by
LAKES ENVIRONMENTAL LTD



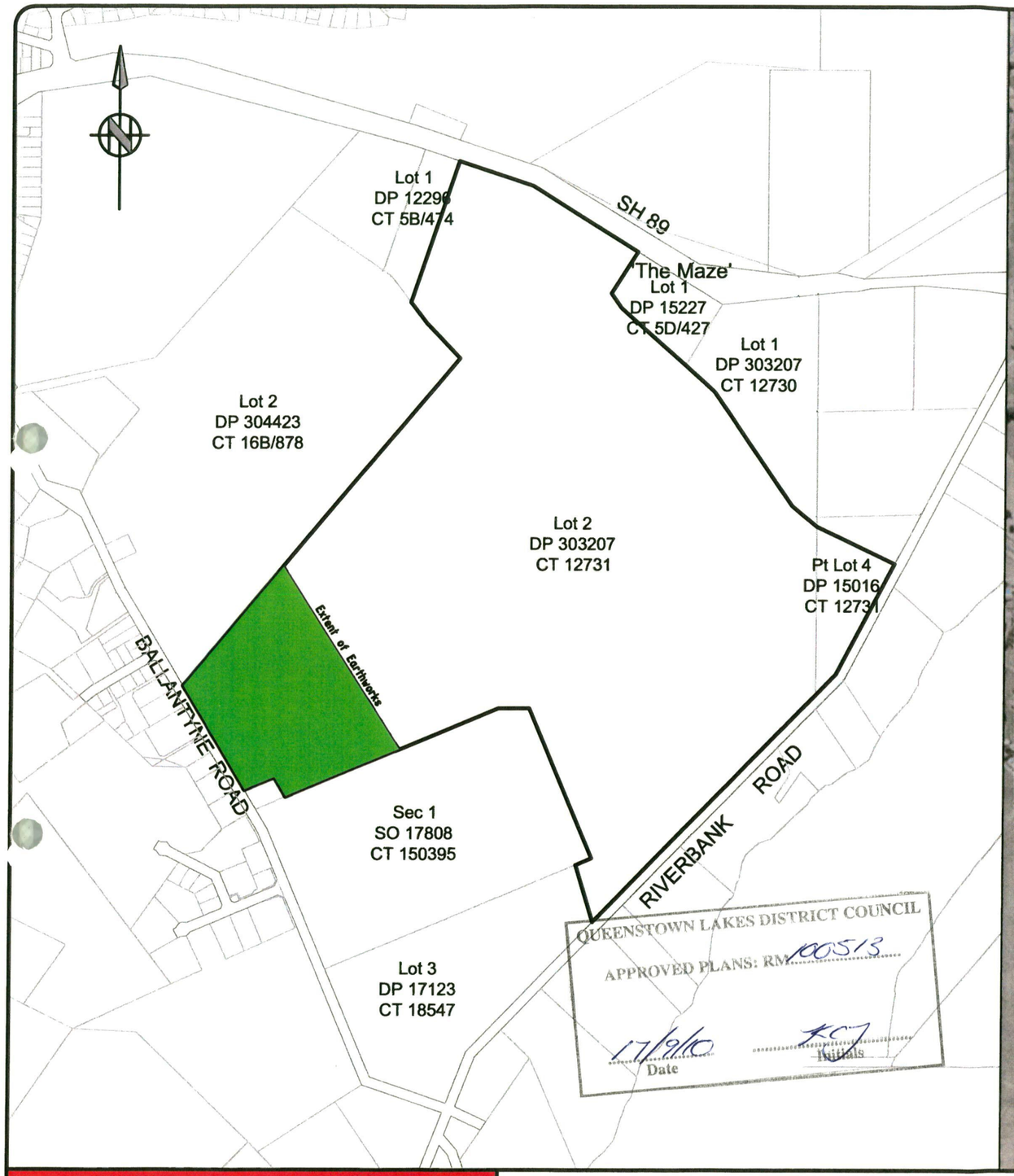
Kristy Jennings
PLANNER

Reviewed by
LAKES ENVIRONMENTAL LTD



Michelle Grinlinton-Hancock
PLANNING TEAM LEADER

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Version: 1, Version Date: 09/04/2020





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PATERSON PITTS LTD
Wanaka Cromwell Queenstown Alexandra Dunedin
Surveying ~ Land Planning ~ Land Development ~ Resource Management
Wanaka ph 03 443 0110 fax 03 443 1339

Three Parks
Site Location

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Notes:

Scale	Not to scale
Drawn By	CRL
Date	10 August 2010
Job No.	W3626
Layout	1

Document Set ID: [illegible]5
Version: 2, Version Date: 09/08/2020



QUEENSTOWN LAKES DISTRICT COUNCIL
APPROVED PLANS: RM 100513
17/9/10 Date
Initials

PATERSON PITTS LTD
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Surveying ~ Land Planning ~ Land Development ~ Resource Management
Wanaka ph 03 443 0110 fax 03 443 1339

Three Parks
Cut & Fill Areas

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Notes:

Scale	1:2000 @ A3
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Date	05 August 2010
Job No.	W 3667
Layout	3

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BALLANTYNE ROAD

Extent of Earthworks

Long Section A-A'

Long Section C - C'

Long Section D - D'

Long Section ROAD - ROAD

Long Section B-B'

330.00 Design Contours

330.00 Existing Contours

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLANS: RM 100513

17/9/10
Date

KCJ
Initials

PATERSON PITTS LTD

Wanaka Cromwell Queenstown Alexandra Dunedin

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Three Parks
Existing and Design Contours

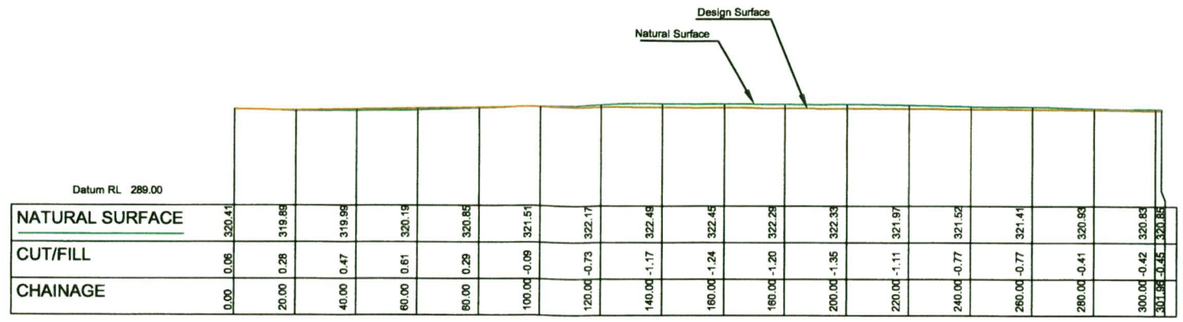
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Notes:

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Drawn By CRL	Date 10 August 2010
Job No. W 3626	Layout 2

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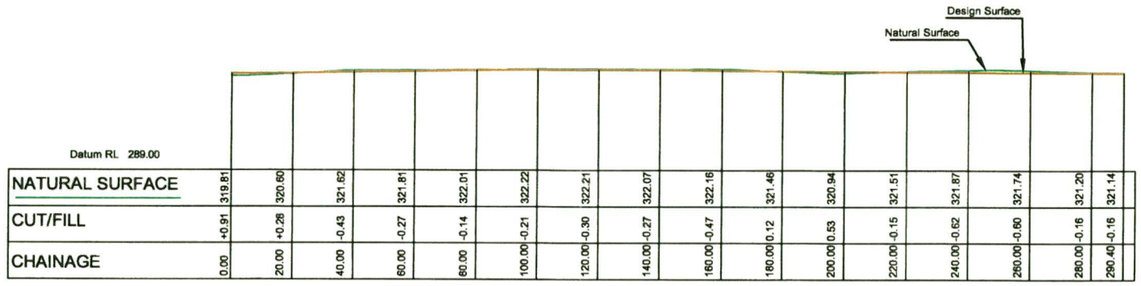
Document Set ID: [redacted]5
Version: 2, Version Date: 09/08/2020



Datum RL 289.00																		
NATURAL SURFACE	320.41	319.89	319.99	320.19	320.85	321.51	322.17	322.49	322.45	322.29	322.33	321.97	321.52	321.41	320.93	320.83	320.85	
CUT/FILL	0.06	0.28	0.47	0.61	0.29	-0.09	-0.73	-1.17	-1.24	-1.20	-1.35	-1.11	-0.77	-0.77	-0.41	-0.42	-0.45	
CHAINAGE	0.00	20.00	40.00	60.00	80.00	100.00	120.00	140.00	160.00	180.00	200.00	220.00	240.00	260.00	280.00	300.00	301.98	

Long Section ROAD - ROAD'

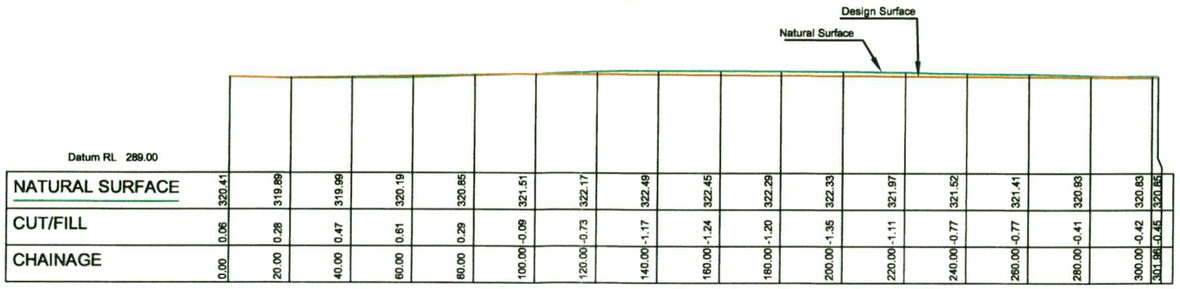
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Vertical Scale 1:1000



Datum RL 289.00																	
NATURAL SURFACE	319.81	320.60	321.62	321.81	322.01	322.22	322.21	322.07	322.16	321.46	320.94	321.51	321.87	321.74	321.20	321.14	
CUT/FILL	+0.91	+0.28	-0.43	-0.27	-0.14	-0.21	-0.30	-0.27	-0.47	0.12	0.53	-0.15	-0.62	-0.60	-0.16	-0.16	
CHAINAGE	0.00	20.00	40.00	60.00	80.00	100.00	120.00	140.00	160.00	180.00	200.00	220.00	240.00	260.00	280.00	290.40	

Long Section A-A'

Horizontal Scale 1:2000
Vertical Scale 1:1000



Datum RL 289.00																	
NATURAL SURFACE	320.41	319.89	319.99	320.19	320.85	321.51	322.17	322.49	322.45	322.29	322.33	321.97	321.52	321.41	320.93	320.83	320.85
CUT/FILL	0.06	0.28	0.47	0.61	0.29	-0.09	-0.73	-1.17	-1.24	-1.20	-1.35	-1.11	-0.77	-0.77	-0.41	-0.42	-0.45
CHAINAGE	0.00	20.00	40.00	60.00	80.00	100.00	120.00	140.00	160.00	180.00	200.00	220.00	240.00	260.00	280.00	300.00	301.98

Long Section B-B'

Horizontal Scale 1:2000
Vertical Scale 1:1000

QUEENSTOWN LAKES DISTRICT COUNCIL
APPROVED PLANS: RM 100513
17/9/10
Date
Williams

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PATERSON PITTS LTD
Wanaka Cromwell Queenstown Alexandra Dunedin
Surveying ~ Land Planning ~ Land Development ~ Resource Management
Wanaka ph 03 443 0110 fax 03 443 1339

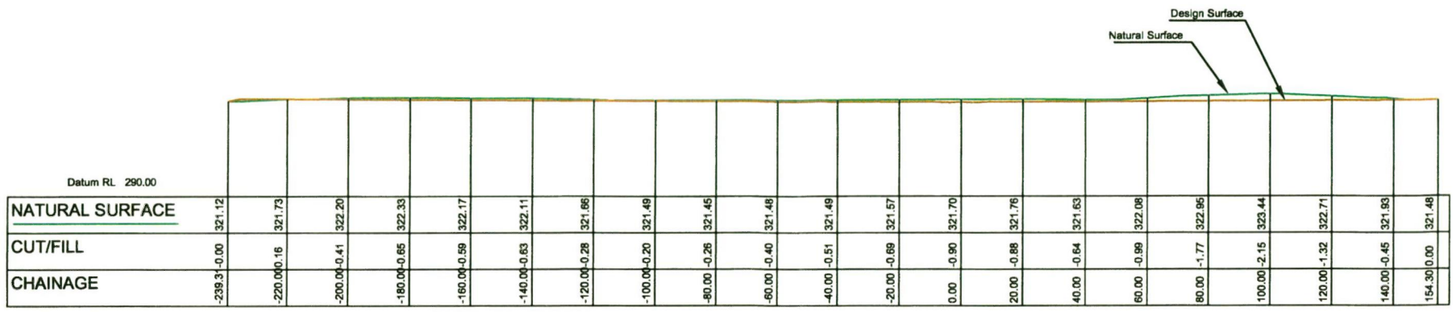
Three Parks
Longsections

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Notes:

Scale Hz 1:2000 Vt 1:1000 @ A3	
Drawn By CRL	Date 05 August 2010
Job No. W 3667	Layout 4

Document Set ID: [illegible]
Version: 1, Version Date: 09/08/2010

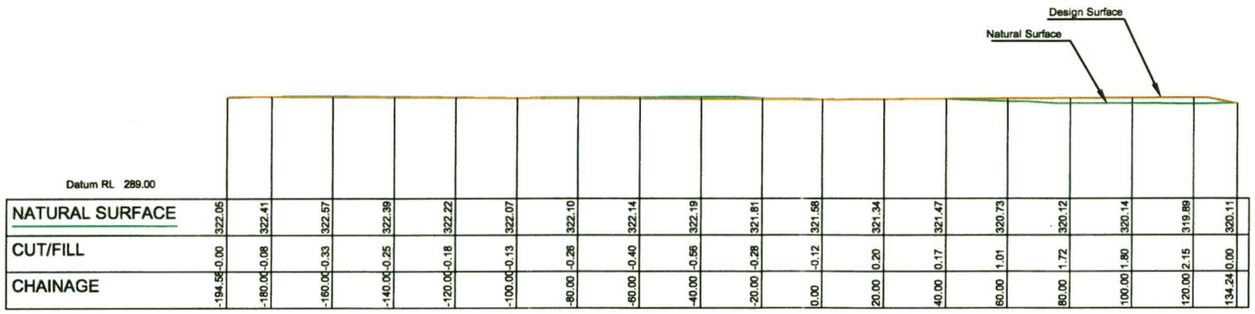


Datum RL 290.00

NATURAL SURFACE	321.12	321.73	322.20	322.33	322.17	322.11	321.66	321.49	321.45	321.48	321.49	321.57	321.70	321.76	321.63	322.08	322.85	323.44	322.71	321.93	321.48	
CUT/FILL	-0.00	-0.16	-0.41	-0.65	-0.59	-0.63	-0.28	-0.20	-0.26	-0.40	-0.51	-0.69	-0.90	-0.88	-0.64	-0.99	-1.77	-2.15	-1.32	-0.45	0.00	
CHAINAGE	-239.31	-220.000	-200.00	-180.00	-160.00	-140.00	-120.00	-100.00	-80.00	-60.00	-40.00	-20.00	0.00	20.00	40.00	60.00	80.00	100.00	120.00	140.00	154.30	

Long Section C - C'

Horizontal Scale 1:2000
Vertical Scale 1:1000



Datum RL 289.00

NATURAL SURFACE	322.05	322.41	322.57	322.39	322.22	322.07	322.10	322.14	322.19	321.81	321.58	321.34	321.47	320.73	320.12	320.14	319.89	320.11
CUT/FILL	-0.00	-0.06	-0.33	-0.25	-0.18	-0.13	-0.26	-0.40	-0.55	-0.28	-0.12	0.20	0.17	1.01	1.72	1.80	2.15	0.00
CHAINAGE	-194.56	-180.00	-160.00	-140.00	-120.00	-100.00	-80.00	-60.00	-40.00	-20.00	0.00	20.00	40.00	60.00	80.00	100.00	120.00	134.24

Long Section D - D'

Horizontal Scale 1:2000
Vertical Scale 1:1000

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLANS: RM 100513

17/9/10
Date

Initials

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PATERSON PITTS LTD
Wanaka Cromwell Queenstown Alexandra Dunedin
Surveying ~ Land Planning ~ Land Development ~ Resource Management
Wanaka ph 03 443 0110 fax 03 443 1339

Three Parks
Longsections

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Notes:

Scale Hz 1:2000 Vt 1:1000 @ A3	
Drawn By CRL	Date 05 August 2010
Job No. W 3667	Layout 5

Document Set ID: 6202885
Version: 2, Version Date: 09/08/2010

QUEENSTOWN LAKES DISTRICT COUNCIL

Private Bag 50072, Queenstown 9348, New Zealand
QUEENSTOWN, 10 Gorge Road | P: +64 3 441 0499
WĀNAKA, 47 Ardmore Street | P: +64 3 443 0024
www.qldc.govt.nz

Compliance Schedule

Compliance Schedule No: CS1021 **BWOF Renewal Date:** 5 November

The Building	
Street address of building	2 Sir Tim Wallis Drive, Wanaka
Legal description of land where building is located	Lot 9 DP 500684 - 0.234500 Ha CT-766933
Building name	2 Sir Tim Wallis Drive, Wanaka
Location of building within site/block number	n/a
Level/unit number	n/a
Intended life of the building: *(if less than 50 years)*	50
Current, lawfully established, use	Commercial – Offices
Year first constructed	2020
Highest fire hazard category for building use	n/a
Risk group	WB

Site Location





Building use & occupancy (current, lawfully established, use)

Level	Classified Use (NZBC Clause A1)	Use of Building (NZ Regs 2005)	Occupancy
Ground	Commercial	WL (Working Low)	36
1	Commercial	WL (Working Low)	57
		Based on Fire Report **Total Occupancy**	93

Compliance Schedule Version & Documentation

Version #	Date	Details	Key Documents
0	5/11/2020	BC190204	Fire Report, As builts, Producer Statements
1	17/04/2024	TA Audit	
2	12/09/2024	Form 11	Change of means of escape Level 1

Reporting Procedures

The building owner must obtain annual written reports from any IQP or other person who carried out one or more inspections and/or maintenance procedures.

Reports must, as a minimum:

i. record any inspection, test, repair or maintenance carried out.
ii. record any faults found or maintenance required & the remedy applied.
iii. include the date the work was carried out.
iv. include the name of the person who performed the work.

All reports must be kept with the compliance schedule for a minimum of 2 years.

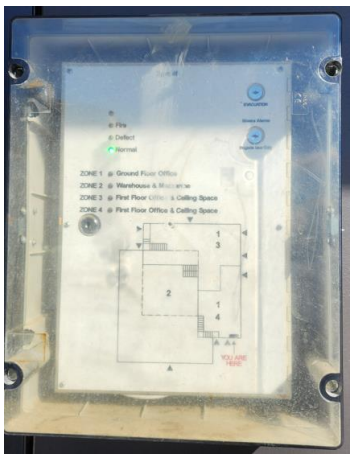
The above reporting procedures apply to all specified systems listed below.

Specified Systems

The following specified systems are covered by the compliance schedule for this building:

SS 2 Automatic or manual emergency warning systems for fire or other emergencies
SS 4 Emergency lighting systems
SS 9 Mechanical ventilation or air conditioning systems
SS 14 Emergency power systems for, or signs relating to, a system or feature specified in any of SS 1 to SS 13 above
SS 15 Other fire safety systems or features (systems for communicating information intended to facilitate evacuation, final exits, fire separations, signs)

Specified Systems

Specified System 2	Automatic or manual emergency warning systems					
System Description	Type 4f – automatic fire alarm system with smoke detection and manual call points Interfaced with: • SS9 Mechanical Ventilation					
Type	Pertronic F4 					
Location	Throughout building Refer construction documentation provided for BC190204					
Performance Standard(s)	NZS 4512:2010 Fire Detection and Alarm Systems in buildings					
Inspection & Maintenance Procedures	Emergency warning system require regular inspection and testing to ensure the system will operate as required by the performance standard in the event of fire or other danger Inspections and maintenance to: NZS 4512:2010 Fire Detection and Alarm Systems in buildings					
Inspection Frequency			**Monthly**			**Annually**
Reporting, Recording & Responsibility (IQP = Independent Qualified Person)			IQP			IQP

Specified System 4	Emergency lighting systems					
Type	Standard LEDs  					
Location	Throughout the building Refer construction documentation provided for BC190204					
Performance Standard(s)	AS / NZS 2293:2005 Emergency lighting and exit signs for buildings Part 1 System design, installation, and operation Part 3 Emergency luminaires and exit signs					
Inspection & Maintenance Procedures	Emergency lighting systems require regular inspection and testing to ensure effective operation for the required duration in the event of failure of the general lighting system Inspections and maintenance to: AS/NZS 2293.2:2019 Emergency lighting and exit signs for building Routine service and maintenance					
Inspection Frequency					**6 Monthly**	**Annually**
Reporting, Recording & Responsibility: **(IQP = Independent Qualified Person)**					IQP	IQP

Specified System 9	Mechanical ventilation or air conditioning systems					
Type & Location	Fantech VM 200l - Toilets Toshiba VH – M500HE - Throughout the building   Refer construction documentation provided for BC190204					
Performance Standard(s)	AS 1668.2: 2002 The use of ventilation and air-conditioning in buildings – Part 2: Mechanical ventilation in buildings					
Inspection & Maintenance Procedures	Mechanical ventilation and air conditioning systems require regular inspection and testing to ensure they operate as required by the performance standard and to ensure preservation of any inbuilt safety features. Inspections and maintenance to: AS/NZS 3666.2:2011 Air-handling and water systems of buildings – Microbial control – Part 2: Operation and maintenance					
Inspection Frequency				**3 Monthly**		**Annually**
Reporting, Recording & Responsibility: **(IQP = Independent Qualified Person)**				Owner		IQP

Specified System 14 Emergency Power Systems for, or signs relating to, a specified system and any of specified systems 1-13

Specified System 14/2	Signs
System Description	Location, instructional, safety & restriction signs for specified systems 1-13
Related Specified Systems	SS2 Fire Alarm Manual Call Point - How to operate
Type	
Location	Final exits and egress routes Refer construction documentation provided for BC190204
Performance Standard(s)	F8/AS1 Signs Acceptable Solution (2nd Edition Amendment 4), dated Jan 2017, clause 5
Inspection & Maintenance Procedures	Signs require regular inspection to ensure they operate as required by the performance standard. Inspections and maintenance to: **Monthly/Annual inspection** Illuminated signs must be inspected to ensure they are: • of the correct type • present and in the right locations • legible **Maintenance** Responsive maintenance must be carried out in accordance with the nominated performance and inspection Standard of the associated system, and to ensure signs remain correctly positioned and legible and where appropriate ensure the escape route is identified.

Inspection Frequency			**Monthly**			**Annually**
Reporting, Recording & Responsibility: **(IQP = Independent Qualified Person)**			Owner			IQP

SS 15 Other fire safety systems or features (systems for communicating information intended to facilitate evacuation, final exits, fire separations, signs, fire separations) which contain one or more of the specified systems 1–6, 9 and 13						
Specified System 15/2	**Final Exits** (doors and other exit doors in which the escape route contains one or more of the specified systems 1–6, 9 and 13)					
System Description	Exit doors from the building					
Type & Location	Double and single doors leading to the exterior of the building *Refer construction documentation provided for BC190204*					
Performance Standard(s)	C/AS5 Acceptable Solution for Buildings (amendment 3, 2017)					
Inspection & Maintenance Procedures	Final exits require regular inspection to ensure occupants are not prevented from leaving the building in the event of an emergency. Inspections and maintenance to: **Monthly/Annual inspections** Final exits must be inspected to ensure they can be opened and are not: • locked • barred • blocked. And that door-locking devices: • are clearly visible • are easily operated without a key or other security device • do not prevent or override the direct operation of panic bolts fitted to any door. **Maintenance** Responsive maintenance must be carried out to ensure occupants are not prevented from leaving the building in the event of an emergency. In particular, the final exits must be maintained to ensure they are: • clearly identified • free of obstructions • unlocked • easily used.					
Inspection Frequency			**Monthly**			**Annually**
Reporting, Recording & Responsibility: **(IQP = Independent Qualified Person)**			Owner			IQP

SS 15 Other fire safety systems or features (systems for communicating information intended to facilitate evacuation, final exits, fire separations, signs, fire separations) which contain one or more of the specified systems 1–6, 9 and 13						
Specified System 15/3	**Fire Separations** (protecting a means of escape which contains one or more of the specified systems 1–6, 9 and 13)					
Type & Location	Number of firecells: 2 (Ground floor inc. Mezzanine & 1st floor) List construction type and fire resistance rating: • Floors/Ceilings – GBTL 60 • 1st floor mezzanine Fire door – -/60/30 *Refer construction documentation provided for BC190204*					
Performance Standard(s)	C/AS5 Acceptable Solution for Buildings (amendment 3, 2017)					
Inspection & Maintenance Procedures	Fire separations require regular inspection to ensure they prohibit the spread of fire and, in the case of fire doors; occupants are not prevented from leaving the building in the event of an emergency. Inspections and maintenance to: **Monthly/ Annual inspections** Fire separations that bound exit ways must be visually inspected for: • signs of damage or deterioration that could adversely affect their fire resistance function, particularly with respect to closures, exposed firestopping and surface finish • new penetrations without suitable firestopping. **Maintenance** Responsive maintenance must be carried out to ensure fire separations prohibit the spread of fire and, in the case of fire doors, occupants are not prevented from leaving the building in the event of an emergency. In particular the remedy of any defect identified in the inspection checks.					
Inspection Frequency			**Monthly**			**Annually**
Reporting, Recording & Responsibility: **(IQP = Independent Qualified Person)**			Owner			IQP

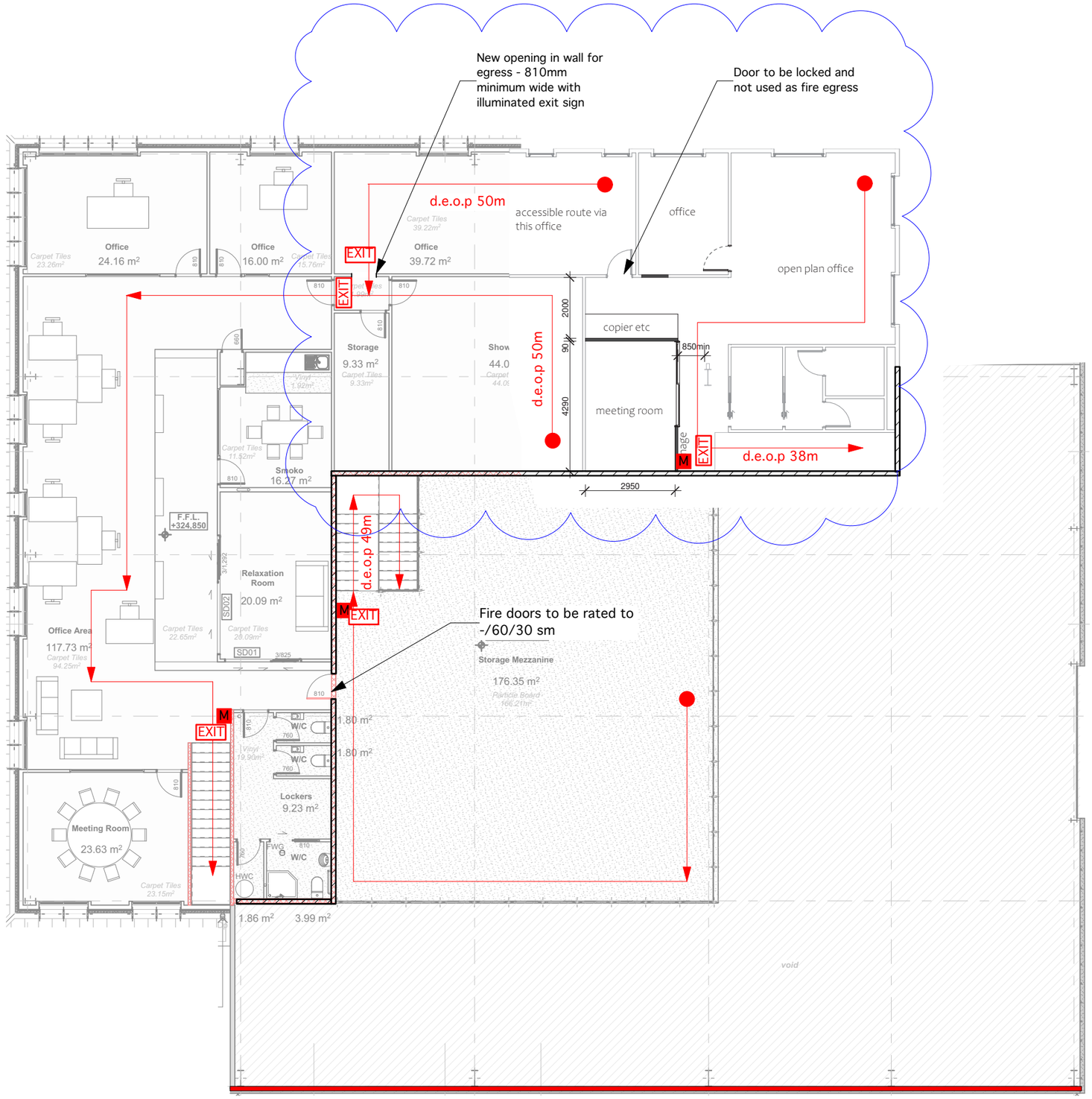
SS 15 Other fire safety systems or features (systems for communicating information intended to facilitate evacuation, final exits, fire separations, signs, fire separations) which contain one or more of the specified systems 1–6, 9 and 13	
Specified System 15/4	**Signs for communicating information intended to facilitate evacuation** (where the sign form part of a means of escape from fire which contains one or more of the specified systems 1–6, 9 and 13)
System Description	Illuminated exit and directional signs
Type & Location	Above final exits and egress routes   *Refer construction documentation provided for BC190204 & Appendix 1*
Performance Standard(s)	F8/AS1 Signs Acceptable Solution (2nd Edition amendment 4) Paragraph 4.5.1 - 4.5.3
Inspection & Maintenance Procedures	Signs require regular inspection to ensure they operate as required by the performance standard. Inspections and maintenance to: **Monthly/Annual inspection** Signs must be inspected to ensure they are: • of the correct type • present and in the right locations • legible • illuminated. **Maintenance** Responsive maintenance must be carried out in accordance with the nominated performance and inspection Standard of the associated system, and to ensure signs remain correctly-positioned and legible and where appropriate ensure the escape route is identified.

Inspection Frequency			**Monthly**			**Annually**
Reporting, Recording & Responsibility: **(IQP = Independent Qualified Person)**			Owner			IQP

Signed on behalf of Queenstown Lakes District Council

Name:

Position: **Building Control Officer**



KEY:

- d.e.o.p — dead end open path
- t.o.p — total open path
- EXIT — Exit signage to be fitted in accordance with F8/AS1
- concrete tilt panel wall to achieve 180 minutes fire rating
- Firecell wall to achieve 60 minute fire rating
- M — Manual call point location

NOTES

ALL DIMENSIONS TO BE CONFIRMED ON SITE BY CONTRACTOR

This drawing is to be read in conjunction with the fire report.

The building is designed as two fire cells. Firecell 1 includes the ground floor and mezzanine floor; Firecell 2 includes the first floor office.

A Type 3 and a Type 4 fire alarm system shall be installed within the building in accordance with NZS 4512:2010. A direct connection to the fire service is not required if a telephone connection to the building is installed.

Emergency lighting is required where the distance to the closest exit exceeds 20m and in every change of level in accordance with F6/AS1.

The firecells are to be separated with a 60 minute FRR. The first floor is concrete construction which will achieve the required 60 minute fire rating. The supporting walls are a combination of concrete tilt panel which will acheive 60 mintue FRR and steel beams and columns. The steel beams and columns are to be coated in intumescent paint to achieve 60 minutes. The timber framed firecell walls will be lined with 1 layer of 13mm Gib fyreline each side (GBTL 60).

The mezzanine intermediate floor is to acheive 30 minutes. This is to be achieved with 13mm Gib Fyreline on the underside of the joists (GBSJ 30) and intumescent paint to 60 minutes on the steel columns.

Issue	Date	Comments	Chkd
8	16.08.24	Internal wall change	KdB
7	2.08.24	Door change in office	KdB
6	17.07.19	Floor plan updated	KdB
5	07.03.19	Intumescent paint note amended	ML
3	14.02.19	Type 3 system added	ML
2	18.12.18	For Approval	ML
1	30.08.18	For Approval	ML

REDFOX
Structural & Seismic Engineers
210 Hazeldean Road, Addington, Christchurch
P O Box 8373 Christchurch New Zealand
(03) 377 1546 - admin@redfoxengineers.co.nz

Proposed
New Building
for
Tuatara Structures
at
Corner Ballentyne Rd & Sir Tim Wallis Drive
Wanaka

Fire Protection First Floor Plan

Scales:	1:150 @ A3		
Designed:	KdB	Drawn:	KdB
Checked:	ML	Approved:	
Date:	August 2024		

Project	Drawing	Issue
16228	F101	8

Document Set ID: 8292380
Version: 1, Version Date: 12/09/2024

Tansley Electrical

FORM 12
WARRANT OF FITNESS
Section 108, Building Act 2004

THE BUILDING:

Street address of Building:	**2 Sir Tim Wallis Drive, Wanaka 9305**
Legal description of land where building is located:	**Lot 9 DP 500684**
Building name:	**2 Sir Tim Wallis Drive, Wanaka**
Location of building within site/block number:	**Corner of Sir Tim Wallace Drive**
Level/unit number:	**Level 2**
Current, lawfully established use:	**Commercial - Offices**
Year first constructed:	**2020**
Intended life of building if 50 years or less:	**50**
Highest fire hazard category for building use:	

THE OWNER:

Name of owner:	**Project Rocket Ltd**
Contact person:	**C/- Melanie Moore, Bayleys Property management**
Mailing address:	**PO Box 301, Wanaka**
Street address:	
Registered office:	
Phone numbers: Landline: **03 443 6921** Mobile: **021 229 6025**	
After Hours:	
Facsimile number:	
Email address:	**commercial@bayleyspmw.co.nz**
Website:	

WARRANT:

Local Authority Reference **CS1021**

The maximum number of occupants that can safely use this building is: **Ground - 36, Level 1 - 57 - Total 93**

The inspection, maintenance, and reporting procedures of the compliance schedule for the Above building have been fully complied with during the 12 months prior to the date stated below

The compliance schedule is kept at: **BMC Office Reception**

ATTACHMENTS:

Tansley Electrical Ltd	**Form 12a**
Mechanical Ventilation	**Form 12a**
AskUs IQP Compliance	**Form 12a**

DATE OF ISSUE:

This Building Warrant of Fitness is valid for 12 months from the Date of Issue **5 November 2025**

Signature of owner:

Date: 15 October 2025

PP Scott Nicholson

Document Set ID: 9162296
Version: 1, Version Date: 11/11/2025

Tansley Electrical

FORM 12A
CERTIFICATE OF COMPLIANCE WITH INSPECTION, MAINTENANCE AND REPORTING PROCEDURES
Section 108(3)(c), Building Act 2004

FORM 12 DUE DATE	COMPLIANCE SCHEDULE NUMBER	FORM 12A DATE OF ISSUE:
5 November 2025	**CS1021**	**6 October 2025**

THE BUILDING:

Street address of Building:	**2 Sir Tim Wallis Drive, Wanaka 9305**
Legal description of land where building is located:	**Lot 9 DP 500684**
Building name:	**2 Sir Tim Wallis Drive, Wanaka**
Location of building within site/block number:	**Corner of Sir Tim Wallace Drive**
Level/unit number:	**Level 2**

THE OWNER:

Name of owner:	**Project Rocket Ltd**
Contact person:	**C/- Melanie Moore, Bayleys Property management**
Mailing address:	**PO Box 301, Wanaka**
Street address:	
Registered office:	

COMPLIANCE:

The inspection, maintenance and reporting procedures of the compliance schedule have been fully complied with during the **12 months** prior to the date stated above in relation to the following specified system/s:

2 - Automatic or manual emergency warning systems	Scott Nicholson IQP No. 038
4 - Emergency lighting systems	Scott Nicholson IQP No. 038

Document Set ID: 9162296
Version: 1, Version Date: 11/11/2025

Aotea Air conditioning Wanaka Ltd
P.O Box 279 Wanaka 9343
23A Gordon Road, Wanaka 9305
Email: Lewis@aoteaairconditioning.co.nz

Certificate of Compliance with Inspections, Maintenance & Reporting Prodedures

Form 12A (Section 108 (3) (c) Building Act 2004

THE BUILDING	
Building name:	Commercial Building
Street Address:	2 Sir Tim Wallis Drive, Wanaka 9305
Compliance Schedule Number:	CS 1021
Annual Building Warrant of Fitness Expiry Date:	5th November
Legal Description of Land where building is located:	Lot 9 DP 500684
THE OWNER	
Name of owner	Project Rocker Ltd
Mailing Address:	PO Box 301, Wanaka
Contact Person	C/-Melanie Moore
Street Address:	
Email:	
COMPLIANCE	
The inspection, maintanance and reporting procedures of the compliance schedule have been fully complied with during the 12 months prior to the date stated below, in relation to the following system(s):	
SPECIFIED SYSTEM	
SS9 Mechanical Ventilation or Air Conditioing	
SIGNED	
Name of licensed building practitoner:	Lewis Edwards
Name of IQP Company:	Aotea Airconditioning Wanaka Ltd
IQP No:	1231
Date:	30/09/2025
Signed:	

Document Set ID: 9162296
Version: 1, Version Date: 11/11/2025

AskUs IQP Compliance Specialists

Certificate of Compliance with Inspections, Maintenance & Reporting Procedures

Form 12A (Section 108 (3) (c) Building Act 2004)

THE BUILDING	
Building Name: Street Address of Building: Compliance Schedule Number: Annual Building Warrant of Fitness Expiry Date: Legal Description of Land where Building is Located:	Commercial Building 2 Sir Tim Wallis Drive, Wanaka 9305 CS1021 5 November Lot 9 DP 500684 - 0.234500 Ha CT - 766933
THE OWNER	
Name Of Owner: Mailing Address: Contact Person: Street Address: Registered Office:	Project Rocker Ltd 965 Aubrey Road, Albert Town, Wanaka 9305 Scottie Mazey

COMPLIANCE

The inspection, maintenance and reporting procedures of the compliance schedule have been fully complied with during the 12 months prior to the date stated below, in relation to the following specified system(s):

SPECIFIED SYSTEMS

14/2 Signs Relating To Systems Or Features 1-13
15/2 Final Exits
15/3 Fire Separations Protecting A Means Of Escape
15/4 Signs For Communicating Information Intended To Facilitate Evacuation

Name of licensed building practitioner: Adrian Smeehuyzen
Name of LBP/IQP Company: AskUs IQP Compliance Specialists Ltd
LBP/IQP No.: 405
Signature of licensed building practitioner:

Adrian Smeehuyzen

Digitally signed by Adrian Smeehuyzen
DN: O=AskUs IQP Compliance Specialists, CN=Adrian Smeehuyzen, E=adrian@askus.co.nz
Reason: I am the author of this document
Location:
Date: 2025.10.13 08:04:39+13'00'
Foxit PDF Editor Version: 2025.2.0

Date: 13th October 2025

Document Set ID: 9162296
Version: 1, Version Date: 11/11/2025

Jordan Frizzell

Managing Director

Tuatara Structures Ltd

Jordan.frizzell@tuatarastructures.com

Cc Matt Williams, Batchelar McDougall Consulting

Jordan,

Ground conditions: Lot 9 DP500684, 2 Sir Tim Wallis Drive, Wanaka

We write to you in relation to the ground conditions at the above address. A new office and warehouse building is proposed to be constructed at the site. This letter clarifies the findings of an earlier geotechnical report for the site completed by Meyer Cruden Engineering in August 2017.

Background

Meyer Cruden Engineering Ltd completed a fill certification report for the underlying earthworks on Lot 9 in 2017 as part of a wider site fill certification for stage 1B of the Three Parks development (report ref 2016031 Rev 2). Appended with this report was an NZS4404 schedule 2A confirming the site as “good ground”.

In late 2018 Batchelar McDougall Consulting (BMC) undertook a structural design peer review for the proposed office and warehouse building to be constructed on the site. Matt Williams of BMC has indicated that as part of this peer review, they asked the Design Engineer (Red Fox Consulting Engineers Ltd) for confirmation of design assumptions for the site. No information was forthcoming and BMC referred Design Engineer and the client to Geosolve. The design engineer was not aware of the underlying Schedule 2A at the site and hence this information was not supplied to BMC for the Peer Review. It is the view of Matt Williams that until the involvement of Geosolve, no one in the project team was aware of the underlying Schedule 2A fill certification by Meyer Cruden. This information can be sourced from QLDC.

Geosolve undertook a site investigation and reported that buried topsoil had been logged in test pits undertaken in preparing their report (report reference 180686). In January 2019 Colin MacDiarmid of Geosolve provided the test pit logs to Mark Cruden of Meyer Cruden Engineering who requested the opportunity to view photos of the test pits. The photos did not appear to show topsoil to the extent indicated in the test pit logs. Meyer Cruden Engineering requested a copy of the full geotechnical report. Geosolve were unwilling to release the report to Meyer Cruden Engineering without client approval but indicated that they would seek this approval. Meyer Cruden Engineering requested the report on several occasion by email between January 2019 and May 2019. The report was ultimately provided in May 2019 by Tuatara Structures, the design build contractor for the project.

Mark Cruden of Meyer Cruden Engineering became aware that additional earthworks had been completed at the site in early May 2019 by Central Machine Hire Ltd. without direct supervision. The earthworks involved the stripping of overlying topsoil followed by the construction of a leveling layer of compacted granular fill up to 250mm in depth on top of the underlying 2017 fill surface.

Through discussions with representatives of Geosolve, Tuatara Structures, the client Scott Mazey and BMC, Meyer Cruden Engineering proposed the excavation of additional test pits around the perimeter of the building to further confirm the extent of any buried topsoil. Meyer Cruden invited both BMC and Geosolve to attend the additional test pitting in order that all parties could agree the

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extent of any topsoil present and confirm the quantum of remedial work, if any, required. BMC were represented by Matt Williams. Geosolve declined to attend.

Test Pitting

Nine test pits were excavated around the perimeter of the proposed building to a minimum depth of 2m and into natural ground. A site investigation plan and the test pit logs are included in Appendix A. The test pits revealed:

- 0.3m of Topsoil (TP 6 only), overlying;
- 0.3 - 1.6m depth of Granular fill (All test pits) – constructed in up to three operations – 2011, 2017 and a further 250mm topping layer that had been constructed by Central Machine Hire in May 2019. This additional fill work was unsupervised. For simplicity the fill has been logged as a single layer; overlying;
- 0.1m old gravel road (TP 7 only);
- 0.1m of Loess (TP 8 only);
- Outwash deposits (all test pits) – sandy Gravel with some cobbles and trace silt. These outwash deposits extended to the base of all test pits.

No buried topsoil was evident in any of the test pits.

On the day of test pitting a further invitation was extended to Geosolve to inspect the test pits prior to backfill. They declined to do so.

Both Williams and Cruden confirmed and agreed that no buried topsoil was evident in any of the test pits. Test pits were logged by Meyer Cruden Engineering.

The fill was free of contaminated material except for TP 9 which revealed a single steel reinforcing offcut 0.1m below the surface within the recently completed leveling layer.

Conclusion and Recommendations

Following the inspection of nine test pits excavated on 10th May 2019 we confirm that the underlying soils beneath Lot 9 meet the requirements set out in NZS 4431, 1989 “Code of Practice for Earthfill for Residential Development”, and that the fills will provide safe bearing capacity of at least 100 kPa. Similarly, this meets the requirement for ultimate bearing capacity of not less than 300 kPa for “Good Ground” as set out in NZS3604; 2011 “Timber Framed Buildings”, Section 3.

Furthermore, we confirm that the original Meyer Cruden Fill Certification report and schedule 2A for the site require no amendment or update (report ref 2016031 Rev 2 August 2017).

We recommend that foundations be excavated at least 300mm below ground level to ensure that they extend below the recently completed leveling layer.

Subject to inspecting footing excavations prior to reinforcing steel installation Meyer Cruden Engineering Ltd can provide a PS4 for the ground conditions at the site. We will provide this at no additional cost to the client.

Should you require further information please do not hesitate to contact the undersigned.

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Regards



Mark Cruden, CMENG NZ

Director/Senior Engineer – Civil

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Appendix A – Site Investigation Plan, Test Pit Logs, Photographs

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BUILDING CONSENT



LOCATION PLAN
SCALE: NTS

SITE DESCRIPTION

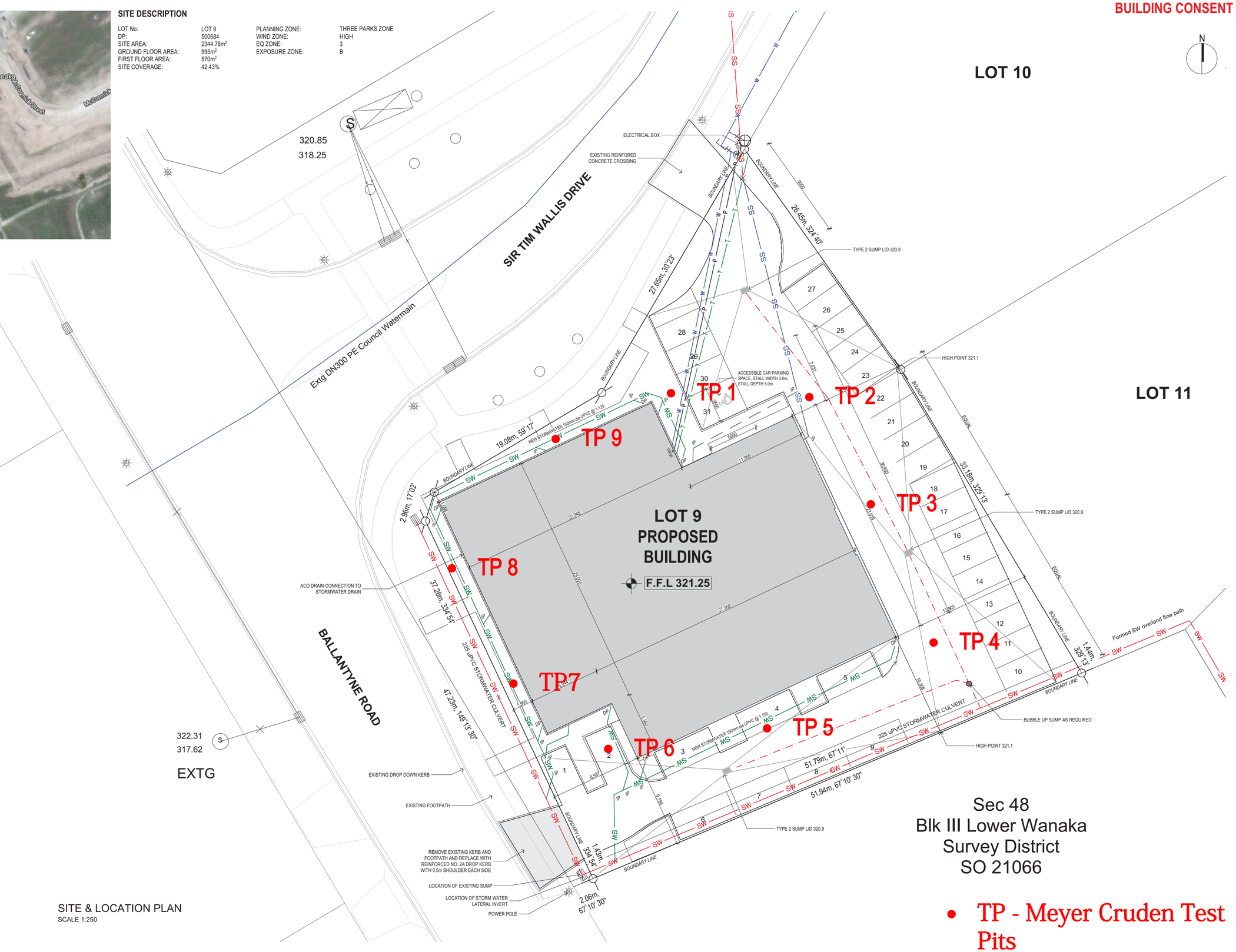
LOT No:	LOT 9	PLANNING ZONE:	THREE PARKS ZONE
DP:	500684	WIND ZONE:	HIGH
SITE AREA:	2344.78m²	EQ ZONE:	3
GROUND FLOOR AREA:	995m²	EXPOSURE ZONE:	B
FIRST FLOOR AREA:	570m²		
SITE COVERAGE:	42.43%		

SCOPE OF WORKS:
- NEW BUILD OF MULTI TENANCY TWO STORY COMMERICAL BUILDING. LOT 9, CORNER OF BALLANTYNE ROAD AND SIR TIM WALLIS DRIVE, WANAKA, NEW ZEALAND.

EROSION AND SEDIMENT CONTROL PLAN:
- MAIN CONTRACTOR TO INSTALL A BIO-SOCKS WHERE REQUIRED TO STOP ANY SILT RUN-OFF THAT MAY OCCUR ON SITE FROM ENTERING STORM WATER OR ANY NEIGHBOURING PROPERTIES.
- LOCATIONS SHOWN FOR BIO SOCKS ARE INDICATIVE ONLY. CONFIRM FINAL LOCATIONS ON SITE PRIOR TO COMMENCING ANY WORK
- ALLOW TO CLEAN BEHIND BIO SOCKS AFTER RAIN OCCURS.
- CONNECT TEMPORARY DOWN PIPES TO SW DRAINS, RENDERING COMPLETE & FUNCTIONAL AS EARLY AS POSSIBLE TO MITIGATE STORM WATER SPILL ONTO SITE.
- ANY EXCAVATED FILL CAUSED BY BUILDING WORKS NEEDS TO BE REMOVED FROM SITE IMMEDIATELY TO MITIGATE AGAINST SITE RUN-OFF
- SPRAY DOWN ANY SOIL STOCK PILE OR EXCAVATION REGULARLY TO PREVENT DUST.

SITE KEY:

- PROPOSED NEW BUILDING
- W / T / P — HDPE 50mm PIPE FOR SERVICES. WATER/ POWER/ TELECOMMUNICATIONS
- 85%ile CAR SIZE
- SW — 150mm Ø SURFACE WATER DRAIN LAID TO A FALL OF @ 1:120 MIN, IN ACCORDANCE WITH THE LATEST VERSION OF E1/AS1
- SS — 100mm Ø VENTED MAIN FOUL WATER DRAIN LAID TO A FALL OF 1:60 MIN, IN ACCORDANCE WITH THE LATEST VERSION OF G13/AS2.
- SS — EXISTNG 150mm Ø uPVC COUNCIL SERWEMAIN
- SW — EXISTING 225mm Ø uPVC STORM WATER CULVERT
- F.F.L +321.25 PROPOSED BUILDING LEVEL
- ht — HOSE TAP WITH 25mm VACUUM BREAKER
- hwc — HOT WATER CYLINDER
- LINE OF STORMWATER PIPE UNDER SLAB
- DASHED LINES OF FITTINGS PIPES
- 150mm Ø UPVC @ 1:200
- NEW TYPE 2 SUMP
- FFL — FINISHED FLOOR LEVEL
- ORG — OVERFLOW RELIEF GULLY
- GT — GULLY TRAP
- DP — DOWNPIPE
- IP — INSPECTION POINT
- BUBBLE UP SUMP
- ACO DRAIN
- EXISTING SUMP



SITE & LOCATION PLAN
SCALE 1:250

Sec 48
Blk III Lower Wanaka
Survey District
SO 21066

- TP - Meyer Cruden Test Pits

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Series
Type

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built forever

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7 ABROS PLACE
CHRISTCHURCH
0800 600 750
enquiries@tuatarastructures.com

Project: SCOTTIE MAZEY ST MULTI TENANCY COMMERICAL BUILDING - WANAKA
Client: SCOTTIE MAZEY
Address: LOT 9, CORNER OF BALLENTYNE ROAD & SIR TIM WALLIS DRIVE, WANAKA, NEW ZEALAND

Loadings:
Elevation:
Wind: HIGH
Snow:

Drawn By: JS
Drawn Scale: 1:250 @ A2

REV	DATE	REVISION DETAILS	DRWN

Meyer Cruden Engineering Ltd

Date: 26/02/2019
Rev Date:
Project No. 18-028
Sheet Title: SITE & LOCATION PLAN
Sheet No: A1.01 5 of 29

Document Set ID: 6575386
Version: 1, Version Date: 29/07/2020

Date:	10/05/2019
Project:	Lot 9 Three Parks
Test Number:	TP1
Location:	2 Sir Tim Wallis Drive
Tested by:	MC
Checked by:	CM

Test Type MACHINE EXCAVATED TEST PIT

Depth	Geology	Material Description
0	**Fill**	Sandy fine to coarse GRAVEL with minor cobbles and trace of silt; light brown, homogeneous; tightly packed; moist; well graded; rounded to angular; sand is fine to coarse.
0.1		
0.2		
0.3		
0.4		
0.5		
0.6		
0.7		
0.8		
0.9		
1		
1.1		
1.2		
1.3		
1.4		
1.5		
1.6	**Outwash deposits**	Sandy fine to medium GRAVEL with trace of silt; Light brown, bedded. Loose; dry; gap graded; bedding, subhorizontal, thin; rounded to subrounded; sand, medium to coarse.
1.7		
1.8		
1.9		
2		
2.1		
2.2	**End of test pit**	
2.3		
2.4		
2.5		
2.6		
2.7		
2.8		
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5.4		

Comments:
Described in accordance with 'Field Description of Soil and Rock' prepared by NZGS inc., Dec 2005

Document Set ID: 6575386
Version: 1, Version Date: 29/07/2020

Date:	10/05/2019
Project:	Lot 9 Three Parks
Test Number:	TP 2
Location:	2 Sir Tim Wallis Drive
Tested by:	MC
Checked by:	CM

Test Type MACHINE EXCAVATED TEST PIT

Depth	Geology	Material Description
0 – 1.5	**Fill**	Sandy fine to coarse GRAVEL with minor cobbles and trace of silt; light brown, homogeneous; tightly packed; moist; well graded; rounded to angular; sand is fine to coarse.
1.6 – 2.4	**Outwash deposits**	Sandy fine to medium GRAVEL with trace of silt; Light brown, bedding. Loose; dry; gap graded; bedding, subh, thin; rounded to subrounded; sand medium to coarse.
2.5	**End of test pit**	

Comments:
Described in accordance with 'Field Description of Soil and Rock' prepared by NZGS inc., Dec 2005

Document Set ID: 6575386
Version: 1, Version Date: 29/07/2020

Date:	10/05/2019
Project:	Lot 9 Three Parks
Test Number:	TP 3
Location:	2 Sir Tim Wallis Drive
Tested by:	MC
Checked by:	CM

Test Type MACHINE EXCAVATED TEST PIT

Depth	Geology	Material Description
0 – 1.6	**Fill**	Sandy fine to coarse GRAVEL with minor cobbles and trace of silt; light brown; homogeneous; tightly packed; moist; well graded; rounded to angular; sand is fine to coarse.
1.7 – 2	**Outwash deposits**	Sandy fine to medium GRAVEL with trace of silt; Light brown, bedded. Loosely packed; dry; gap graded; bedding, subh, thin; rounded to subrounded; sand medium to coarse.
2.1	**End of test pit**	

Comments:
Described in accordance with 'Field Description of Soil and Rock' prepared by NZGS inc., Dec 2005

Document Set ID: 6575386
Version: 1, Version Date: 29/07/2020

Date:	10/05/2019
Project:	Lot 9 Three Parks
Test Number:	TP 4
Location:	2 Sir Tim Wallis Drive
Tested by:	MC
Checked by:	CM

Test Type MACHINE EXCAVATED TEST PIT

Depth	Geology	Material Description
0 – 1.4	**Fill**	Sandy fine to coarse GRAVEL with minor cobbles and trace of silt; light brown, homogeneous; tightly packed; moist; well graded; rounded to sub angular; sand is fine to coarse.
1.5 – 2	**Outwash deposits**	Sandy fine to medium GRAVEL with trace of silt; brown, bedded. Loosely packed; dry; gap graded; bedding, subh, thin; rounded to subrounded; sand medium to coarse.
2.1	**End of test pit**	

Comments:
Described in accordance with 'Field Description of Soil and Rock' prepared by NZGS inc., Dec 2005

Document Set ID: 6575386
Version: 1, Version Date: 29/07/2020

Date:	10/05/2019
Project:	Lot 9 Three Parks
Test Number:	TP 5
Location:	2 Sir Tim Wallis Drive
Tested by:	MC
Checked by:	CM

Test Type MACHINE EXCAVATED TEST PIT

Depth	Geology	Material Description
0	**Fill**	Sandy fine to coarse GRAVEL with minor cobbles and trace of silt; brown tending to grey; tightly packed; moist; well graded; sub rounded to sub angular; sand is fine to coarse.
0.1		
0.2		
0.3		
0.4		
0.5		
0.6		
0.7		
0.8		
0.9		
1		
1.1		
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1.3	**Outwash deposits**	Sandy fine to medium GRAVEL with trace of silt; Light brown, bedded. Loosely packed; dry; gap graded; bedding, subh, thin; sub-rounded to rounded; sand medium to coarse.
1.4		
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2.1	**End of test pit**	
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Comments:
Described in accordance with 'Field Description of Soil and Rock' prepared by NZGS inc., Dec 2005

Document Set ID: 6575386
Version: 1, Version Date: 29/07/2020

Date:	10/05/2019
Project:	Lot 9 Three Parks
Test Number:	TP 6
Location:	2 Sir Tim Wallis Drive
Tested by:	MC
Checked by:	CM

Test Type MACHINE EXCAVATED TEST PIT

Depth	Geology	Material Description
0	**Topsoil**	organic SILT with some gravel and sand and minor rootlets; dark brown; non plastic; moist
0.1		
0.2		
0.3		
0.4	**Fill**	Sandy fine to coarse GRAVEL with minor cobbles and trace of silt; brown; homogeneous; tightly packed; moist; well graded; sub rounded to sub angular; sand is fine to coarse.
0.5		
0.6		
0.7	**Outwash deposits**	Sandy fine to medium GRAVEL with minor rootlets extending to 1.5m; orangish brown, bedded. Loosely packed; dry; gap graded; bedding subh,thin; sub-rounded to rounded; sand medium to coarse.
0.8		
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Comments:
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Document Set ID: 6575386
Version: 1, Version Date: 29/07/2020

Date:	10/05/2019
Project:	Lot 9 Three Parks
Test Number:	TP 7
Location:	2 Sir Tim Wallis Drive
Tested by:	MC
Checked by:	CM

Test Type MACHINE EXCAVATED TEST PIT

Depth	Geology	Material Description
0	**Fill**	Sandy fine to coarse GRAVEL with trace of silt; Brown, homogeneous. Tightly packed; moist; well graded; ; sub-rounded to rounded.
0.1		
0.2		
0.3		
0.4	**Gravel Road**	OLD GRAVEL ROAD - Sandy fine to coarse GRAVEL with some silt; Grey brown. Tightly packed; moist; well graded; ; sub-rounded to sub angular. Note - Appearance of oiling
0.5	**Outwash deposits**	Sandy fine to coarse GRAVEL; brown, bedded. Loosely packed; dry; gap graded; bedding, subh,thin; sub-rounded to rounded; sand medium to coarse.
0.6		
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2.1	**End of test pit**	
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Comments:
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Version: 1, Version Date: 29/07/2020

		Date:	10/05/2019
		Project:	Lot 9 Three Parks
		Test Number:	TP 8
		Location:	2 Sir Tim Wallis Drive
Test Type	MACHINE EXCAVATED TEST PIT	**Tested by:**	MC
		Checked by:	CM

Depth	Geology	Material Description
0	**Fill**	Sandy fine to coarse GRAVEL with trace of silt; Greyish Brown; tightly packed; moist; well graded; ; sub-angular to rounded.
0.1		
0.2		
0.3		
0.4		
0.5		
0.6	**Loess**	Sandy SILT with trace gravel; Light brown, homogeneous. Firm; moist; low plasticity. Gravel fine, sand fine to coarse.
0.7	**Outwash deposits**	Sandy fine to coarse GRAVEL; brown, bedded. Loosely packed; dry; gap graded; bedding , subh, thin; sub-rounded to rounded; sand medium to coarse.
0.8		
0.9		
1		
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Comments:
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Date:	10/05/2019
Project:	Lot 9 Three Parks
Test Number:	TP 9
Location:	2 Sir Tim Wallis Drive
Tested by:	MC
Checked by:	CM

Test Type MACHINE EXCAVATED TEST PIT

Depth	Geology	Material Description
0	**Fill**	Sandy fine to coarse GRAVEL with minor cobbles and trace of silt; brown; tightly packed; moist; well graded; rounded to sub angular; sand is fine to coarse. Note - rebar in top 0.1m
0.1		
0.2		
0.3		
0.4		
0.5		
0.6		
0.7		
0.8		
0.9		
1		
1.1		
1.2		
1.3		
1.4	**Outwash deposits**	Sandy fine to medium GRAVEL with trace of silt; Light brown, bedded. Loosely packed; dry; gap graded; bedding subh; thin; sub-rounded to rounded; sand medium to coarse.
1.5		
1.6		
1.7		
1.8		
1.9		
2		
2.1	**End of test pit**	
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Comments:
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Photos of Test Pit #1 ()



Photograph 1



Photograph 2

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Photograph 3

Notes:

Photos of Test Pit #2 ()



Photograph 4

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Photograph 5



Photograph 6

Notes: Well stripped at base of fill

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Photos of Test Pit #3 ()



Photograph 7



Photograph 8

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Photograph 9

Notes:

Photos of Test Pit #4 ()



Photograph 10

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Photograph 11



Photograph 12

Notes: Fill on outwash

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Photos of Test Pit #5 ()



Photograph 13



Photograph 14

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Version: 1, Version Date: 29/07/2020



Photograph 15

Notes:

General Observation Photos

General Photos

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Version: 1, Version Date: 29/07/2020

Photos of Test Pit #6 ()



Photograph 1:



Photograph 2:

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Photograph 3:

Photos of Test Pit #7 ()



Photograph 4:

Document Set ID: 6575386
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Photograph 5:



Photograph 6:

Notes:

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Version: 1, Version Date: 29/07/2020

Photos of Test Pit #8 ()



Photograph 7:



Photograph 8

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Version: 1, Version Date: 29/07/2020



Photograph 9

Notes:

Photos of Test Pit #9 ()



Photograph 10:

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Photograph 11:



Photograph 12:

Notes:

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Photo of test pit 8 clearly showing difference between loess (in situ) and topsoil (shovel)

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Version: 1, Version Date: 29/07/2020

QUEENSTOWN LAKES DISTRICT COUNCIL

Aerial Map

PRINT DATE: 18/09/2026



Scale: 1:712

0 10 20 Meters

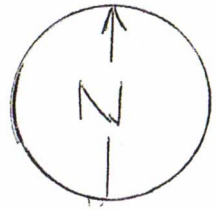
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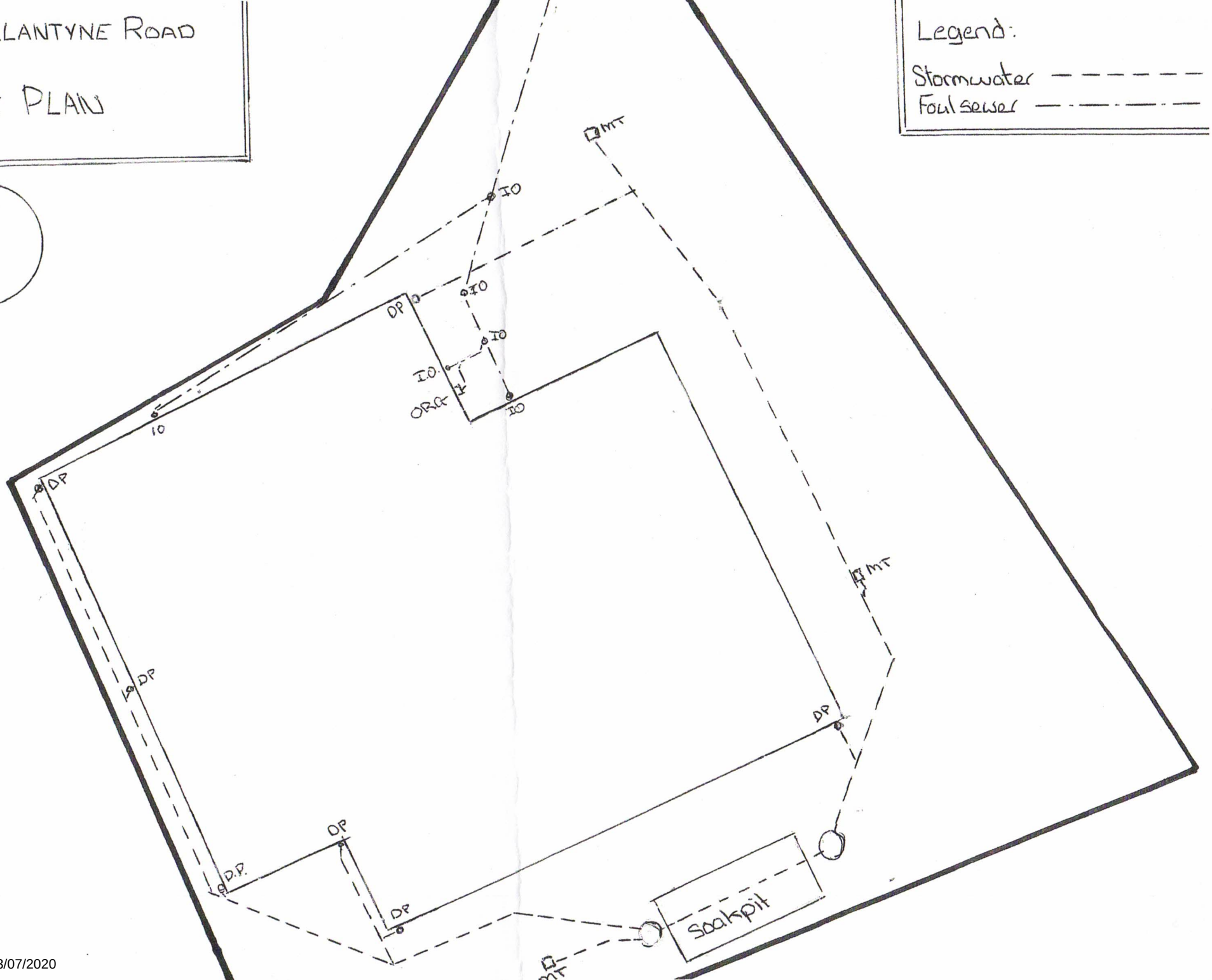
Lot 9 BALLANTYNE ROAD
WANAKA
DRAINAGE PLAN
AS BUILT

Legend:

Stormwater – – – – – –

Foul sewer — · — · — · —





Document Set ID: 6569462
Version: 1, Version Date: 23/07/2020

AF ADP

AS-BUILT DRAINAGE PLAN

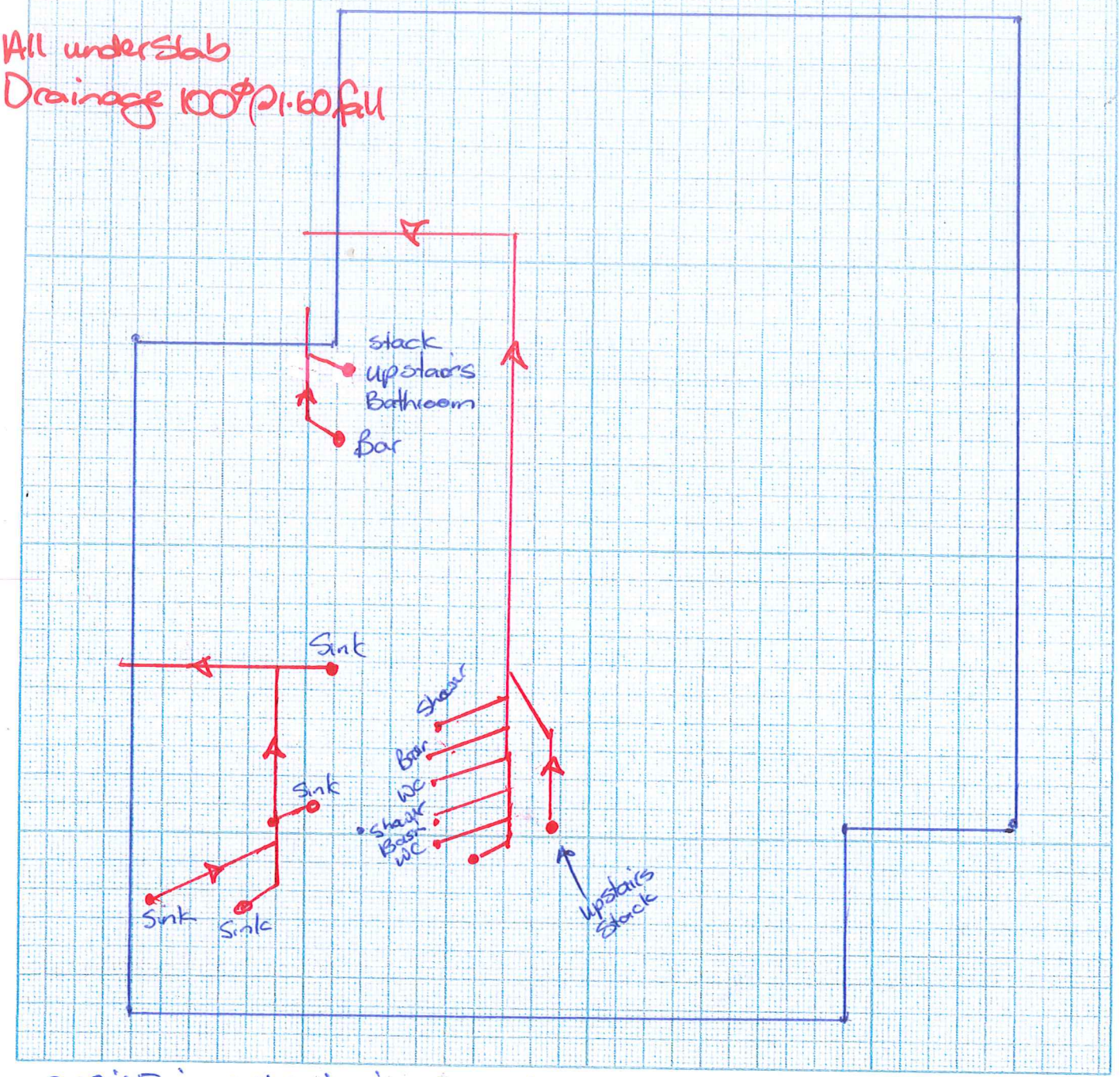
QUEENSTOWN LAKES DISTRICT COUNCIL

Queenstown Office: 03 441 0499 Wanaka Office: 03 443 0024

KEY			
AP	Access points	FAI	Fresh air inlet
RP	Rodding points	TV	Terminal vent
IP	Inspection points	IC	Inspection chamber
YP	Junction pipe	AC	Access chamber
GT	Gully trap	ORG	Overflow relief gully
SCALE: To be submitted to, or at time of inspection.			

Not to Scale

All underSlab Drainage 100@1:60fall



2 Sir Tim Willis Drive Wanaka.

NOTE: Please also show positions of water toby on this plan!

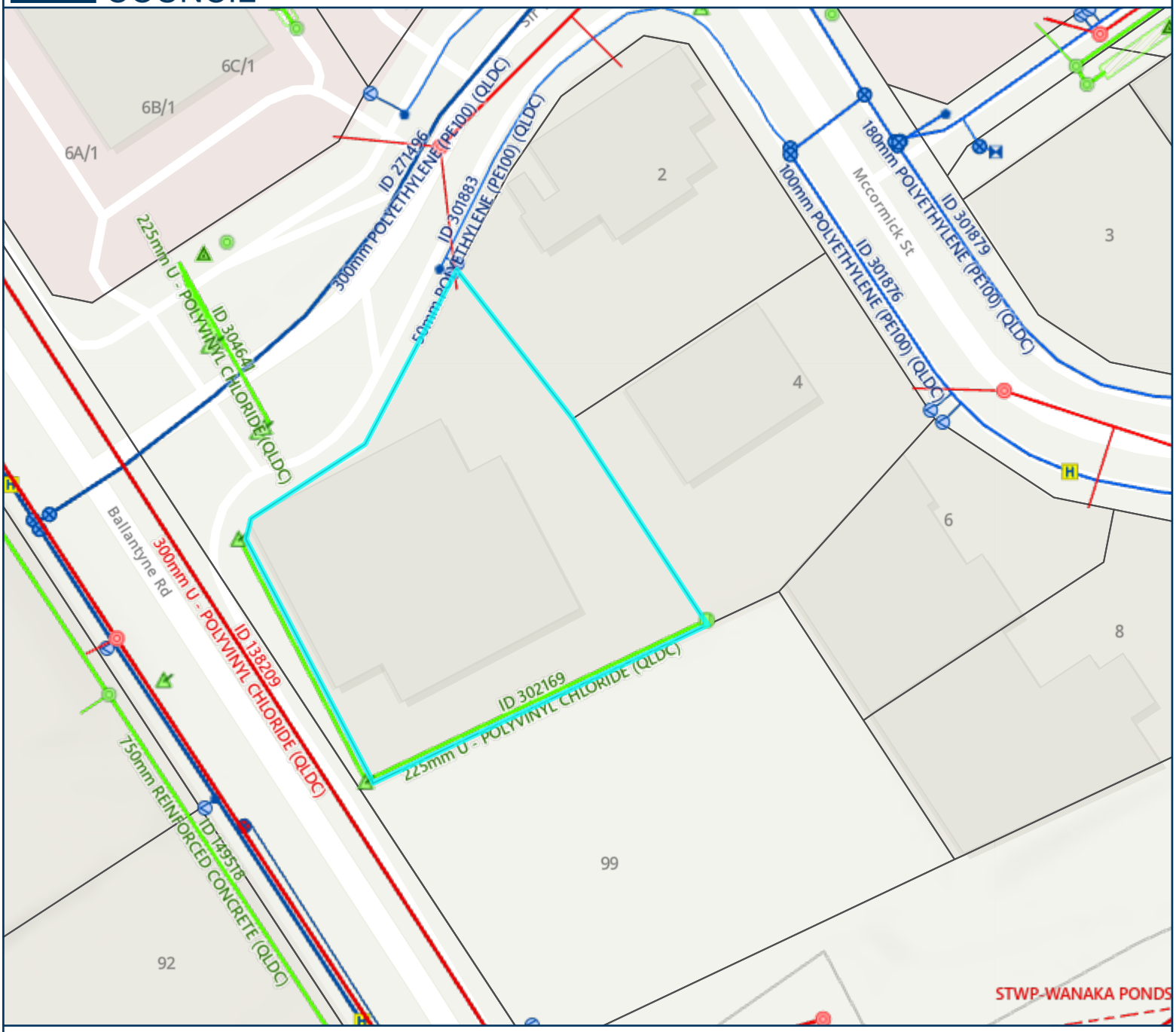
Name of plan author:					
Valuation number:		BC number: 19024			
Lot:	DP:	Owner:		Date: 3/3/2020	
Signature:		Reg. number:			

Document Set ID: 6569457
Version: 1, Version Date: 23/07/2020

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Services Map

PRINT DATE: 18/09/2026



- Stormwater Manhole
- Stormwater Structure
- Stormwater Inlet
- Stormwater Main

Stormwater Lateral

- ACTIVE
- Stormwater Control Device
- Stormwater Control Device Area
- Wastewater Manhole

Wastewater Main

- Sewer Main
- Trunk Main
- Vent

Wastewater Lateral

- ACTIVE

Wastewater Treatment Plant

- ABANDONED

Watersupply Valve

- CLOSED-NETWORK VALVE
- OPEN-NETWORK VALVE
- SERVICE VALVE

- Watersupply Hydrant
- Watersupply Node
- Watersupply Backflow

Watersupply Main

- Trunk Main
- Principal Supply Main
- Rider Main

Watersupply Lateral

- Active

New Zealand Hillshade

Scale: 1:800

0 10 20 Meters

The information provided on this map is intended to be general information only. While considerable effort has been made to ensure that the information provided on this map is accurate, current and otherwise adequate in all respects, Queenstown Lakes District Council does not accept any responsibility for content and shall not be responsible for, and excludes all liability, with relation to any claims whatsoever arising from the use of this map and data held within.



LEGEND

Water Hydrant		Water Weld	
Water Valve		Water End Cap	
Water Node		Water Toby	
Sewer Manhole		Sewer Node	
Sewer Pressure Manhole		Sewer End Cap	
Sewer Chamber Manhole		Sewer Air Valve	
Sewer Lamphole		Sewer Non Return Valve	
Sewer Valve			
Drainage Manhole		Drainage Node	
Drainage Chamber Manhole		Drainage End Cap	
Drainage Lamphole		Drainage Mudtank	
Drainage Valve		Drainage Soakpit	

Street Light
Banner Pole
Irrigation
Water Network
Drainage Network
Sewer Network
Kerb or Nib Line
Boundaries
Future Stage Boundaries

1.1 F
1.5 F (1.0) Foul lateral offset dimensions (& depth) from boundary

Stormwater from lots will be disposed of to ground on construction of buildings (refer Consent Notice)

Sewer connection diameters are 150mm Ø ID unless otherwise shown

All water lot connections are 20mm Ø ID unless otherwise shown

Levels in terms of Dunedin Vertical Datum (MSL)
Origin of levels: A3PF RL 314.08m

Coordinates in terms of NZTM GD2000
Origin of coordinates: A3PF
mN 804267.555 mE 373973.166
(Lindis Peak 2000 coordinates pre conversion to NZTM)

PATERSONPITTSGROUP
Your Land Professionals
www.ppgroup.co.nz
0800 PPGROUP

WANAKA
19 Reece Crescent
or P.O. Box 283
Wanaka 9343
T 03 443 0110
E wanaka@ppgroup.co.nz

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Client/Location:

Three Parks Stage B1B
Lots 2, 3 & 5-32
DP 500684

Purpose/Drawing Title:

ASBUILT PLAN
RM160610

Surveyed by:	bjm/je	Original Size:	Scale:
Designed by:	bjm	A1	1:1500 @ A3
Drawn by:	bjm		
Checked by:	mhc		
Approved by:	sjd		DO NOT SCALE
Job No: W3850-2		Sheet No: 1 of 1	Revision No: A / Date Created: 17/08/2017

L:\DATA\3800\3850-2 THREE PARKS STG 1BC\ACAD\ASBUILT\W3850-2 RM160610 ASBUILT NZTM.DWG

Document Set ID: [illegible]
Version: [illegible], Version Date: [illegible]

Tuatara Structures Limited
Unit 2/515 Wairakei Road
Christchurch 8053
NEW ZEALAND

Job: 18081

22 July 2020

RE: Mazey, 2 Sir Tim Wallace Drive, Wanaka – Lot 9 DP 500684.

I hereby certify the building foundation was setout by myself on 23/05/2019 and confirm that the location is relative to the legal boundaries in accordance with the design drawings consented and stamped under BC190204 by the Queenstown Lakes District Council.

Yours faithfully,

S. Taylor

STUART TAYLOR
Director
Licensed Cadastral Surveyor
BSurv, MS+SNZ, MCSNZ

Measured Land Surveys Limited
10 Karearea Rise, Wanaka 9305
NEW ZEALAND

027 5131 770
info@measuredlandsurveys.co.nz
www.measuredlandsurveys.co.nz

Document Set ID: 6569460
Version: 1, Version Date: 23/07/2020

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The reports listed here for 2 SIR TIM WALLIS DRIVE WANAKA 9305 are included based on the property's intersection with a layer that attempts to broadly signify the area of relevance for hazard reports. The inclusion of a report on this list does not confirm the existence, location, or extent of any specific hazard on the property.

Copies of these reports can be obtained by contacting the LIM team on *LIMinformation@qldc.govt.nz*.

The information displayed is schematic only and serves as a guide. It has been compiled from Queenstown Lakes District Council records and is made available in good faith, but its accuracy or completeness is not guaranteed. Cadastral Information has been derived from Land Information New Zealand's (LINZ) Core Record System Database (CRS).

Hazard Reports: 2 SIR TIM WALLIS DRIVE WANAKA 9305

Report Name	Wanaka Sewerage Scheme Strategic planning review
Location	Wanaka
Author	Royds Consulting Ltd
Date	01/03/1995
Comments	

Report Name	Geotechnical/Natural Hazard Assessment of Three Parks Land, Wanaka
Location	Sec 1 SO17808, Lot 2 DP 303207, Lot 3 DP 17123, Lot 4 DP 15016
Author	Opus
Date	01/03/2007
Comments	

Report Name	Wanaka Water Supply - Strategic Planning Review
Location	
Author	Royds Cons
Date	1995
Comments	

Report Name	Seismic Risk in the Otago Region (2005)
Location	District wide
Author	Opus
Date	01/03/2005
Comments	Liquefaction susceptibility maps used to update QLDC hazard

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	register maps. Source data map scale 1:100,000 Supersedes liquefaction data from Opus (2002)
Report Name	Wanaka 2020 - Final Report
Location	
Author	QLDC
Date	2002
Comments	
Report Name	Wanaka Water Supply Network Analysis Reticulation Report
Location	Wanaka
Author	Tonkin & Taylor Ltd
Date	01/07/1996
Comments	
Report Name	Wanaka Sewerage Scheme Design Review
Location	Wanaka
Author	Kingston Morrison
Date	01/04/1996
Comments	
Report Name	Wanaka Water Supply - Hydraulic Network Modelling of the Proposed Beacon Point System
Location	
Author	Tonkin and Taylor
Date	2003
Comments	
Report Name	Hazards Register Part II Stage 2 Risk Management Study Report
Location	District wide
Author	Opus
Date	2002
Comments	Includes a review of the following hazards: Flooding, Erosion, Landslides, Avalanche, Seismic hazards, Landfills and Contaminated Sites, Mine Workings. Includes Hazard maps
Report Name	Wanaka East Catchment Stormwater Management Plan
Location	
Author	Opus
Date	2002
Comments	
Report Name	Queenstown Lakes District 2012 liquefaction hazard assessment
Location	Queenstown Wanaka Glenorchy Kingston
Author	Tonkin & Taylor Ltd
Date	2012
Comments	This data has been combined with OPUS 2002 data to create a combined layer of Liquefaction risk.

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Report Name	Beacon Point Water Supply - Proposed Chlorination Plant - Report Supporting
Location	
Author	DWK Ltd
Date	2003
Comments	

Report Name	Wanaka Region GIS Hazard Map
Location	Wanaka
Author	Tonkin & Taylor Ltd
Date	01/06/2011
Comments	GIS data was used to update the hazard maps

Report Name	Wanaka Water Supply Design Review
Location	Wanaka & Albert Town
Author	Montgomery Watson NZ Ltd
Date	01/02/2000
Comments	

Report Name	Queenstown Lakes District Floodplain Report Nov 1999
Location	District wide
Author	ORC
Date	1999
Comments	

Report Name	Ground water quality of the Wanaka and Wakatipu basins.
Location	"Wanaka and Wakatipu Basins, Central Otago, NZ."
Author	"Rosen, M. R.; Reeves, R. R.; Stewart, M. K.; Taylor, C. B"
Date	1997
Comments	

Report Name	Wanaka Water Supply - Hydraulic Network Modelling - System Improvements 2020
Location	
Author	Tonkin and Taylor
Date	2003
Comments	

Report Name	Wanaka Sewerage Scheme System Review 2000
Location	Wanaka
Author	Kingston Morrison
Date	01/03/2000
Comments	

Report Name	Otago Alluvial Fans Project Report
Location	District wide
Author	Opus

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QUEENSTOWN LAKES DISTRICT COUNCIL

Date	2002
Comments	Includes a review of the following hazards: Flooding, Erosion, Landslides, Avalanche, Seismic hazards, Landfills and Contaminated Sites, Mine Workings. Includes Hazard maps

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QUEENSTOWN LAKES DISTRICT COUNCIL

www.qldc.govt.nz

TAX INVOICE

GST No: 49-635-680

PAID

NATASHA JAMIESON
C/- COLLIERS WANAKA
38 HELWICK STREET
WANAKA 9305

Application Reference:	Land Information Memorandum - LM261541
Site Address:	2 SIR TIM WALLIS DRIVE WANAKA 9305
Trading Name:	PluTraName
Tax Invoice Number	2026220831
Invoice Date:	18 September 2026

CHARGE SUMMARY

Charge Description	Qty	Comment	Exclusive amount	Disc	GST Amount	Inclusive Amount
Commercial Standard LIM Charge	1		$399.91	$0.00	$59.99	$459.90
Total Amount Due			$399.91	$0.00	$59.99	$459.90

TOTAL AMOUNT DUE. PLEASE PAY THIS AMOUNT WITHIN 30 DAYS.

Payments can be made at **www.qldc.govt.nz/online-payments** and select **Application Payment**
Online payments made via credit card incur a 2% processing fee.

Please email account enquiries to: debtors@qldc.govt.nz

Direct payments can be made to: BNZ Queenstown **02-0948-0002000-00**
Please note LM261541 and 2026220831 as references on any payments
Remittance advices can be emailed to accounts@qldc.govt.nz

For internal use only:

Receipt No ☐

Payment Method: Cash ☐ Card ☐