

APPLICATION AS NOTIFIED

**Multiplied Investment Partners
(RM210271)**

Submissions Close 14 October 2021

FORM 12

File Number RM210271

QUEENSTOWN LAKES DISTRICT COUNCIL

PUBLIC NOTIFICATION

Notification of an application for a Resource Consent under Section 95A of the Resource Management Act 1991.

The Queenstown Lakes District Council has received an application for a resource consent from:

Multiplied Investment Partners

What is proposed:

The establishment and subdivision of 22 visitor accommodation units with associated access, earthworks, parking and landscaping.

The location in respect of which this application relates is situated at:

Corner Aubrey and Anderson Road, Wanaka (Lot 7 DP 300376)

The application includes an assessment of environmental effects. This file can also be viewed at our public computers at these Council offices:

- 74 Shotover Street, Queenstown;
- Gorge Road, Queenstown;
- and 47 Ardmore Street, Wanaka during normal office hours (8.30am to 5.00pm).

Alternatively, you can view them on our website when the submission period commences:

<https://www.qldc.govt.nz/services/resource-consents/notified-resource-consents#public-rc> or via our edocs website using RM210271 as the reference <https://edocs.qldc.govt.nz/Account/Login>

The Council planner processing this application on behalf of the Council is Wendy Baker, who may be contacted by phone at 021-1843309 or email at wendy.baker@qldc.govt.nz.

Any person may make a submission on the application, but a person who is a trade competitor of the applicant may do so only if that person is directly affected by an effect of the activity to which the application relates that –

- a) adversely affects the environment; and
- b) does not relate to trade competition or the effects of trade competition.

If you wish to make a submission on this application, you may do so by sending a written submission to the consent authority no later than:

Thursday 14 October 2021

The submission must be dated, signed by you and must include the following information:

- a) Your name and postal address and phone number/fax number.
- b) Details of the application in respect of which you are making the submission including location.
- c) Whether you support or oppose the application.
- d) Your submission, with reasons.
- e) The decision you wish the consent authority to make.
- f) Whether you wish to be heard in support of your submission.

You may make a submission by sending a written or electronic submission to Council (details below). The submission should be in the format of Form 13. Copies of this form are available Council website:

https://www.qldc.govt.nz/services/resource-consents/application-forms-and-fees#other_forms

You must serve a copy of your submission to the applicant (Multiplied Investment Partners) as soon as reasonably practicable after serving your submission to Council:

C/- Lance Hessel
lance@civix.co.nz
Civix Ltd
PO Box 5204
Wellesley Street
Auckland, 1141

QUEENSTOWN LAKES DISTRICT COUNCIL



(signed by Andrew Woodford pursuant to a delegation given under Section 34A of the Resource Management Act 1991)

Date of Notification: Thursday 16 September 2021

Address for Service for Consent Authority:

Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348
Gorge Road, Queenstown 9300

Phone
Email
Website

03 441 0499
rcsubmission@qldc.govt.nz
www.qldc.govt.nz



APPLICATION FOR RESOURCE CONSENT OR
FAST TRACK RESOURCE CONSENT

FORM 9: GENERAL APPLICATION



Under Section 87AAC, 88 & 145 of the Resource Management Act 1991 (Form 9)

PLEASE COMPLETE ALL MANDATORY FIELDS* OF THIS FORM.

This form provides contact information and details of your application. If your form does not provide the required information it will be returned to you to complete. Until we receive a completed form and payment of the initial fee, your application may not be accepted for processing.



APPLICANT //

- Must be a person or legal entity (limited liability company or trust).
- Full names of all trustees required.
- The applicant name(s) will be the consent holder(s) responsible for the consent and any associated costs.

*Applicant's Full Name / Company / Trust:

(Name Decision is to be issued in)

All trustee names (if applicable):

*Contact name for company or trust:

*Postal Address:

*Post code:

*Contact details supplied must be for the applicant and not for an agent acting on their behalf and must include a valid postal address

*Email Address:

*Phone Numbers: Day

Mobile:

*The Applicant is:

Owner

Prospective Purchaser (of the site to which the application relates)

Occupier

Lessee

Other - Please Specify:



Our preferred methods of corresponding with you are by email and phone.

The decision will be sent to the Correspondence Details by email unless requested otherwise.



CORRESPONDENCE DETAILS //

If you are acting on behalf of the applicant e.g. agent, consultant or architect please fill in your details in this section.

*Name & Company:

*Phone Numbers: Day

Mobile:

*Email Address:

*Postal Address:

*Postcode:



INVOICING DETAILS //

Invoices will be made out to the applicant but can be sent to another party if paying on the applicant's behalf. For more information regarding payment please refer to the Fees Information section of this form.

*Please select a preference for who should receive any invoices and how they would like to receive them.

Applicant:

Agent:

Other - Please specify:

Email:

Post:

*Attention:

*Postal Address:

*Post code:

*Please provide an email AND full postal address.

*Email:



OWNER DETAILS // Please supply owner details for the subject site/property if not already indicated above

Owner Name:

Owner Address:

If the property has recently changed ownership please indicate on what date (approximately) AND the names of the previous owners:

Date:

Names:



DEVELOPMENT CONTRIBUTIONS INVOICING DETAILS //

If it is assessed that your consent requires development contributions any invoices and correspondence relating to these will be sent via email. Invoices will be sent to the email address provided above unless an alternative address is provided below. Invoices will be made out to the applicant/owner but can be sent to another party if paying on the applicant's behalf.

*Please select a preference for who should receive any invoices.

Details are the same as for invoicing

Applicant:

Landowner:

Other, please specify:

*Attention:

*Email:

[Click here for further information and our estimate request form](#)



DETAILS OF SITE // Legal description field must list legal descriptions for all sites pertaining to the application. Any fields stating 'refer AEE' will result in return of the form to be fully completed.

*Address / Location to which this application relates:

*Legal Description: Can be found on the Computer Freehold Register or Rates Notice – e.g Lot x DPxxx (or valuation number)

District Plan Zone(s):



SITE VISIT REQUIREMENTS // Should a Council officer need to undertake a site visit please answer the questions below

Is there a gate or security system restricting access by council? YES NO

Is there a dog on the property? YES NO

Are there any other hazards or entry restrictions that council staff need to be aware of?
If 'yes' please provide information below

YES

NO



PRE-APPLICATION MEETING OR URBAN DESIGN PANEL

Have you had a pre-application meeting with QLDC or attended the urban design panel regarding this proposal?

Yes

No

Copy of minutes attached

If 'yes', provide the reference number and/or name of staff member involved:



CONSENT(S) APPLIED FOR // * Identify all consents sought

Land use consent

Subdivision consent

Change/cancellation of consent or consent notice conditions

Certificate of compliance

Extension of lapse period of consent (time extension) s125

Existing use certificate



QUALIFIED FAST-TRACK APPLICATION UNDER SECTION 87AAC

Controlled Activity

Deemed Permitted Boundary Activity

If your consent qualifies as a fast-track application under section 87AAC, tick here to opt out of the fast track process



BRIEF DESCRIPTION OF THE PROPOSAL //

* Please complete this section, any form stating 'refer AEE' will be returned to be completed with a description of the proposal

*Consent is sought to:



APPLICATION NOTIFICATION

Are you requesting public notification for the application?

Yes

No

Please note there is an additional fee payable for notification. Please refer to Fees schedule



OTHER CONSENTS

Is consent required under a National Environmental Standard (NES)?

- NES for Assessing and Managing Contaminants in Soil to Protect Human Health 2012

An applicant is required to address the NES in regard to past use of the land which could contaminate soil to a level that poses a risk to human health. Information regarding the NES is available on the website

<http://www.mfe.govt.nz/laws/standards/contaminants-in-soil/>

You can address the NES in your application AEE OR by selecting ONE of the following:

This application does not involve subdivision (excluding production land), change of use or removal of (part of) a fuel storage system. Any earthworks will meet section 8(3) of the NES (including volume not exceeding 25m³ per 500m²). Therefore the NES does not apply.

I have undertaken a comprehensive review of District and Regional Council records and I have found no record suggesting an activity on the HAIL has taken place on the piece of land which is subject to this application.

NOTE: depending on the scale and nature of your proposal you may be required to provide details of the records reviewed and the details found.



OTHER CONSENTS // CONTINUED

I have included a Preliminary Site Investigation undertaken by a suitably qualified person.

An activity listed on the HAIL has more likely than not taken place on the piece of land which is subject to this application. I have addressed the NES requirements in the Assessment of Environmental Effects.

Any other National Environmental Standard

Yes

N/A

Are any additional consent(s) required that have been applied for separately?

Otago Regional Council

Consents required from the Regional Council (note if have/have not been applied for):

Yes

N/A



INFORMATION REQUIRED TO BE SUBMITTED //

Attach to this form any information required (see below & appendices 1-2).

To be accepted for processing, your application should include the following:

Computer Freehold Register for the property (no more than 3 months old) and copies of any consent notices and covenants (Can be obtained from Land Information NZ at <https://www.linz.govt.nz>).

A plan or map showing the locality of the site, topographical features, buildings etc.

A site plan at a convenient scale.

Written approval of every person who may be adversely affected by the granting of consent (s95E).

An Assessment of Effects (AEE).

An AEE is a written document outlining how the potential effects of the activity have been considered along with any other relevant matters, for example if a consent notice is proposed to be changed. Address the relevant provisions of the District Plan and affected parties including who has or has not provided written approval. See [Appendix 1](#) for more detail.



We prefer to receive applications electronically – please see [Appendix 5 – Naming of Documents Guide](#) for how documents should be named. Please ensure documents are scanned at a minimum resolution of 300 dpi. Each document should be no greater than 10mb



PRIVACY INFORMATION

The information you have provided on this form is required so that your application can be processed under the Resource Management Act 1991 and may also be used in statistics collected and provided to the Ministry for the Environment and Queenstown Lakes District Council. The information will be stored on a public register and may be made available to the public on request or on the company's or the Council's websites.



FEES INFORMATION

Section 36 of the Resource Management Act 1991 deals with administrative charges and allows a local authority to levy charges that relate to, but are not limited to, carrying out its functions in relation to receiving, processing and granting of resource consents (including certificates of compliance and existing use certificates).

Invoiced sums are payable by the 20th of the month after the work was undertaken. If unpaid, the processing of an application, provision of a service, or performance of a function will be suspended until the sum is paid. You may also be required to make an additional payment, or bring the account up to date, prior to milestones such as notification, setting a hearing date or releasing the decision. In particular, all charges related to processing of a resource consent application are payable prior to issuing of the decision. Payment is due on the 20th of the month or prior to the issue date – whichever is earlier.



FEES INFORMATION // CONTINUED

If your application is notified or requires a hearing you will be requested to pay a notification deposit and/or a hearing deposit. An applicant may not offset any invoiced processing charges against such payments.

Section 357B of the Resource Management Act provides a right of objection in respect of additional charges. An objection must be in writing and must be lodged within 15 working days of notification of the decision.

LIABILITY FOR PAYMENT – Please note that by signing and lodging this application form you are acknowledging that the Applicant is responsible for payment of invoices and in addition will be liable to pay all costs and expenses of debt recovery and/or legal costs incurred by QLDC related to the enforcement of any debt.

MONITORING FEES – Please also note that if this application is approved you will be required to meet the costs of monitoring any conditions applying to the consent, pursuant to Section 35 of the Resource Management Act 1991.

DEVELOPMENT CONTRIBUTIONS – Your development, if granted, may also incur development contributions under the Local Government Act 2002. You will be liable for payment of any such contributions.

A list of Consent Charges is available on the on the Resource Consent Application Forms section of the QLDC website. If you are unsure of the amount to pay, please call 03 441 0499 and ask to speak to our duty planner.

Please ensure to [reference any banking payments correctly](#). Incorrectly referenced payments may cause delays to the processing of your application whilst payment is identified.

If the initial fee charged is insufficient to cover the actual and reasonable costs of work undertaken on the application you will be required to pay any additional amounts and will be invoiced monthly as work on the application continues. Please note that if the Applicant has outstanding fees owing to Council in respect of other applications, Council may choose to apply the initial fee to any outstanding balances in which case the initial fee for processing this application may be deemed not to have been paid.



PAYMENT // An initial fee must be paid prior to or at the time of the application and proof of payment submitted.

Please reference your payments as follows:

Applications yet to be submitted: RM followed by first 5 letters of applicant name e.g RMJONES

Applications already submitted: Please use the RM# reference that has been assigned to your application, this will have been emailed to yourself or your agent.

Please note processing will not begin until payment is received (or identified if incorrectly referenced).

- I confirm payment by:
- Bank transfer to account 02 0948 0002000 00 (if paying from overseas swiftcode is – BKNZ22)
 - Cheque payable to Queenstown Lakes District Council attached
 - Manual Payment (can only be accepted once application has been lodged and acknowledgement email received with your unique RM reference number)

*Reference

*Amount Paid: Landuse and Subdivision Resource Consent fees - please select from drop down list below

(For required initial fees refer to website for Resource Consent Charges or spoke to the Duty Planner by phoning 03 441 0499)

*Date of Payment

Invoices are available on request

APPLICATION & DECLARATION

The Council relies on the information contained in this application being complete and accurate. The Applicant must take all reasonable steps to ensure that it is complete and accurate and accepts responsibility for information in this application being so.

If lodging this application as **the Applicant:**

I/we hereby represent and warrant that I am/we are aware of all of my/our obligations arising under this application including, in particular but without limitation, my/our obligation to pay all fees and administrative charges (including debt recovery and legal expenses) payable under this application as referred to within the Fees Information section.

OR:

If lodging this application as **agent of the Applicant:**

I/we hereby represent and warrant that I am/we are authorised to act as agent of the Applicant in respect of the completion and lodging of this application and that the Applicant is aware of all of his/her/its obligations arising under this application including, in particular but without limitation, his/her/its obligation to pay all fees and administrative charges (including debt recovery and legal expenses) payable under this application as referred to within the Fees Information section.

I hereby apply for the resource consent(s) for the Proposal described above and I certify that, to the best of my knowledge and belief, the information given in this application is complete and accurate.

PLEASE TICK

Signed (by or as authorised agent of the Applicant) **

Full name of person lodging this form

Firm/Company

Dated

**If this form is being completed on-line you will not be able, or required, to sign this form and the on-line lodgement will be treated as confirmation of your acknowledgement and acceptance of the above responsibilities and liabilities and that you have made the above representations, warranties and certification.



Section 2 of the District Plan provides additional information on the information that should be submitted with a land use or subdivision consent.

The RMA (Fourth Schedule to the Act) requires the following:

1 INFORMATION MUST BE SPECIFIED IN SUFFICIENT DETAIL

- Any information required by this schedule, including an assessment under clause 2(1)(f) or (g), must be specified in sufficient detail to satisfy the purpose for which it is required.

2 INFORMATION REQUIRED IN ALL APPLICATIONS

- (1) An application for a resource consent for an activity (the activity) must include the following:

- (a) a description of the activity;
- (b) a description of the site at which the activity is to occur;
- (c) the full name and address of each owner or occupier of the site;
- (d) a description of any other activities that are part of the proposal to which the application relates;
- (e) a description of any other resource consents required for the proposal to which the application relates;
- (f) an assessment of the activity against the matters set out in Part 2;
- (g) an assessment of the activity against any relevant provisions of a document referred to in section 104(1)(b).

(2) The assessment under subclause (1)(g) must include an assessment of the activity against—

- (a) any relevant objectives, policies, or rules in a document; and
- (b) any relevant requirements, conditions, or permissions in any rules in a document; and
- (c) any other relevant requirements in a document (for example, in a national environmental standard or other regulations).

(3) An application must also include an assessment of the activity's effects on the environment that—

- (a) includes the information required by clause 6; and
- (b) addresses the matters specified in clause 7; and
- (c) includes such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.

Information provided within the Form above

Include in an attached Assessment of Effects (see Clauses 6 & 7 below)

ADDITIONAL INFORMATION REQUIRED IN SOME APPLICATIONS

- An application must also include any of the following that apply:
 - (a) if any permitted activity is part of the proposal to which the application relates, a description of the permitted activity that demonstrates that it complies with the requirements, conditions, and permissions for the permitted activity (so that a resource consent is not required for that activity under section 87A(1));
 - (b) if the application is affected by section 124 or 165ZH(1)(c) (which relate to existing resource consents), an assessment of the value of the investment of the existing consent holder (for the purposes of section 104(2A));



ASSESSMENT OF ENVIRONMENTAL EFFECTS

Clause 6: Information required in assessment of environmental effects

- (1) An assessment of the activity's effects on the environment must include the following information:
 - (a) if it is likely that the activity will result in any significant adverse effect on the environment, a description of any possible alternative locations or methods for undertaking the activity;
 - (b) an assessment of the actual or potential effect on the environment of the activity;
 - (c) if the activity includes the use of hazardous substances and installations, an assessment of any risks to the environment that are likely to arise from such use;
 - (d) if the activity includes the discharge of any contaminant, a description of—
 - (i) the nature of the discharge and the sensitivity of the receiving environment to adverse effects; and
 - (ii) any possible alternative methods of discharge, including discharge into any other receiving environment;
 - (e) a description of the mitigation measures (including safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce the actual or potential effect;
 - (f) identification of the persons affected by the activity, any consultation undertaken, and any response to the views of any person consulted;
 - (g) if the scale and significance of the activity's effects are such that monitoring is required, a description of how and by whom the effects will be monitored if the activity is approved;
 - (h) if the activity will, or is likely to, have adverse effects that are more than minor on the exercise of a protected customary right, a description of possible alternative locations or methods for the exercise of the activity (unless written approval for the activity is given by the protected customary rights group).
- (2) A requirement to include information in the assessment of environmental effects is subject to the provisions of any policy statement or plan.
- (3) To avoid doubt, subclause (1)(f) obliges an applicant to report as to the persons identified as being affected by the proposal, but does not—
 - (a) oblige the applicant to consult any person; or
 - (b) create any ground for expecting that the applicant will consult any person.

CLAUSE 7: MATTERS THAT MUST BE ADDRESSED BY ASSESSMENT OF ENVIRONMENTAL EFFECTS

- (1) An assessment of the activity's effects on the environment must address the following matters:
 - (a) any effect on those in the neighbourhood and, where relevant, the wider community, including any social, economic, or cultural effects;
 - (b) any physical effect on the locality, including any landscape and visual effects;
 - (c) any effect on ecosystems, including effects on plants or animals and any physical disturbance of habitats in the vicinity;
 - (d) any effect on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual, or cultural value, or other special value, for present or future generations;
 - (e) any discharge of contaminants into the environment, including any unreasonable emission of noise, and options for the treatment and disposal of contaminants;
 - (f) any risk to the neighbourhood, the wider community, or the environment through natural hazards or the use of hazardous substances or hazardous installations.
- (2) The requirement to address a matter in the assessment of environmental effects is subject to the provisions of any policy statement or plan.



UNDER THE FOURTH SCHEDULE TO THE ACT:

- An application for a subdivision consent must also include information that adequately defines the following:
 - (a) the position of all new boundaries:
 - (b) the areas of all new allotments, unless the subdivision involves a cross lease, company lease, or unit plan:
 - (c) the locations and areas of new reserves to be created, including any esplanade reserves and esplanade strips:
 - (d) the locations and areas of any existing esplanade reserves, esplanade strips, and access strips:
 - (e) the locations and areas of any part of the bed of a river or lake to be vested in a territorial authority under section 237A:
 - (f) the locations and areas of any land within the coastal marine area (which is to become part of the common marine and coastal area under section 237A):
 - (g) the locations and areas of land to be set aside as new roads.

Will your resource consent result in a Development Contribution and what is it?

- A Development Contribution can be triggered by the granting of a resource consent and is a financial charge levied on new developments. It is assessed and collected under the Local Government Act 2002. It is intended to ensure that any party, who creates additional demand on Council infrastructure, contributes to the extra cost that they impose on the community. These contributions are related to the provision of the following council services:
 - Water supply
 - Wastewater supply
 - Stormwater supply
 - Reserves, Reserve Improvements and Community Facilities
 - Transportation (also known as Roding)

[Click here for more information on development contributions and their charges](#)

OR Submit an Estimate request *please note administration charges will apply



Please note that some land use consents can be dealt with as fast track land use consent. This term applies to resource consents where they require a controlled activity and no other activity. A 10 day processing time applies to a fast track consent.

If the consent authority determines that the activity is a deemed permitted boundary activity under section 87BA of the Act, written approval cannot be withdrawn if this process is followed instead.

A fast-track application may cease to be a fast-track application under section 87AAC(2) of the Act.

While it is not essential that your documents are named the following, it would be helpful if you could title your documents for us. You may have documents that do not fit these names; therefore below is a guide of some of the documents we receive for resource consents. Please use a generic name indicating the type of document.

Application Form 9

Assessment of Environmental Effects (AEE)

Computer Register (CFR)

Covenants & Consent Notice

Affected Party Approval/s

Landscape Report

Ecological Report

Engineering Report

Geotechnical Report

Wastewater Assessment

Traffic Report

Waste Event Form

Urban Design Report



PLANNING
ENGINEERING
SURVEYING



+64 9 363 7858

www.civix.co.nz

Level 1, 87 Albert St, Auckland

3/08/2021

1 ANDERSON ROAD
WANAKA

LAND USE AND SUBDIVISION CONSENT –
VISITOR ACCOMMODATION

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- Appendix 2A:** Architectural Plan Example of Complying Site Coverage Example (Updated after the pre-application meeting)
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- Appendix 4:** Consent Order ENV-2019-CHC-025 for the Visitor Accommodation Sub-zone.
- Appendix 5:** Pre-application meeting minutes.
- Appendix 6:** Landscape Plan
- Appendix 7A:** Landscape Visual Impact Assessment (Updated after the pre-application meeting)
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- Appendix 10:** Civil Engineering Infrastructure Report
- Appendix 11:** Geotechnical Investigation Report.
- Appendix 12A:** Affected party approval from J and P Maydon 401 Aubrey Road
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- Appendix 12C** Affected Party Approval of the Landowner

Document Control Record

Document Issue No:	Author:	Reviewed By:	Date:
01	Lance Hessel – Senior Planner	Nick Mattison – Director	03/08/21

1.0 INTRODUCTION

1.1 Overview of the Application

Multiplied Investment Partners (the “**applicant**”) seeks a combined Land Use and Subdivision Resource Consent to construct 22 new terraced visitor accommodation units at No. 1 Anderson Road (corner of Anderson Road and Aubrey Road, Albert Town (refer to **Appendix 1 – Certificate of Title**).

This Assessment of Effects replaces the earlier one provided to the Council which had included 23 visitor accommodation units. This amended proposal for 22 visitor accommodation units is now considered to better respond to the planning framework assessed below, and to have more acceptable effects on the two immediately adjoining neighbours who have provided approvals to the application as set out in this AEE.

As there are some minor amendments to the proposal, the relevant experts have either provided supplementary comment to their assessments or addendum comment to confirm that their previous assessments and conclusions remain unchanged – except for an acknowledgement that the effects are reduced to the extent resulting from the removal of one unit. Accordingly, addendums or supplementary comments are included in the Appendices as set out above in the Appendices listed. There are no amendments required to the Engineering or Geotechnical Assessments as the amendments do not alter these assessments.

The development will comprise 22 terrace units across six blocks – four blocks of four units and two of three units. The use of these units will be for visitor accommodation. Uncovered parking spaces (22) are provided outside of the units including two accessible car parks. An additional visitor car park is also provided.

The design and layout of the development has been shown within **Appendix 2 – Architectural Plans** prepared by Matz Architects. On completion, the site will be subdivided in accordance with the *Scheme Plan* prepared by Southern Land Development Consultants, included within **Appendix 3** providing individual freehold titles for each unit with associated car parking. The purpose of this free holding of titles is to ensure the development is not required to be held by one party with significant capital outlay. The title structure facilitates an economic model that enables the development to proceed (with no additional adverse effects noting it is a paper arrangement rather than a physical effect).

The proposal is located within the Residential Large Lot A Zone (RLLAZ) of the Proposed District Plan and the site is subject to the Visitor Accommodation Subzone as approved by Consent Order to ENV-2019-CHC-025 included in **Appendix 4**. The pre-application minutes for this proposal (**Appendix 5**) identifies these provisions of the PDP as the relevant operative provisions to be considered for this proposal.

The proposed visitor accommodation activity is a **restricted discretionary activity** where compliance with relevant development standards is achieved, or where there is non-compliance with certain development standards, it remains a restricted discretionary activity (as is the case here). The proposed subdivision is a **non-complying activity**. Details of the proposed activities and activity status are set out below in **Section 4.1 – Reasons for consent**.

The architectural design (**Appendix 2**) incorporates the proposed landscaping plan (**Appendix 6**) and this is reflected in the Landscape Visual Assessment (**Appendix 7**) and the Urban Design assessment (**Appendix 8**) which concludes that the proposed visitor accommodation achieves

high quality outcomes in terms of urban design principles, including consideration against the *QLDC Residential Zone Design Guidelines*, and that it will develop an existing empty site to a scale and density anticipated by the District Plan.

Earthworks is proposed with a total cut plus fill volume of 1,016m³ consisting of 307m³ of cut and 709m³ of engineered fill, requiring approval to an application for a **restricted discretionary activity**.

The site is not shown to be subject to any known activities in the Otago Regional Council HAIL list of hazardous activities with regard to contaminated soils.

Technical detail has been provided within the reports and plans listed under “*Appendices*” above.

The approvals of the site owner and the two adjoining neighbours (Number 151 Anderson Road and Number 401 Aubrey Road) have been obtained and these are included in **Appendices 12A to 12C**.

The application is described fully within this *Assessment of Environmental Effects (AEE)*. The assessment demonstrates that the proposal satisfies the relevant assessment requirements of the Operative Plan and Proposed Plan and that any adverse effects on the environment associated with this proposal are less than minor, and positive overall.

It is therefore considered that Council can consent to the application on a non-notified basis.

1.2 Property Details and Relevant Planning Notations

We note the following property details and notations of the *Queenstown Lakes Proposed District Plan – Decisions Version* (updated December 2020) (the “*PDP*”), that are relevant, as identified in the pre-application minutes as the operative provisions relevant for assessment of this proposal.

Table 1: Relevant Property Details and Notations

Site Address:	1 Anderson Road, Albert Town, 9305
Legal Description:	Lot 7 Deposited Plan 3000376 CT 2373
Site Area:	4,110m ²
Operative Plan:	Queenstown Lakes Proposed District Plan (in terms of operative provisions)
Operative Zone:	Residential Large Lot A Zone (RLLAZ)
Operative Controls:	Visitor Accommodation Sub-zone

The site is also subject to the Consent Notice 5011647.5 which relates to the construction of any new dwelling needing to provide sufficient on-site wastewater disposal while there is no reticulated sewage scheme available to the site, and that connection to public reticulation be required when that becomes available.

The proposed visitor accommodation does not relate to this consent notice, and in any event it is proposed to connect to the public system as set out in the Infrastructure Report in **Appendix 10**.

2.0 SITE AND NEIGHBOURHOOD

2.1 Site Description

The subject site is located at No. 1 Anderson Road and is on the corner with Aubrey Road and is 4,110m² in size and regular in shape (refer **Figure 1**). These roads are arterial and collector roads respectively and are relatively busy in the Wanaka environment giving the site some prominence on this corner.

The property is bounded by Anderson Road to the north, Aubrey Road to the west, and two large residential lots to the south (151 Anderson Road), and to the east (401 Aubrey Road).

The topography of the site is generally flat, and devoid of any mature vegetation. Two sides are open to the corner (north and west), and the other two (east and south) adjacent to the neighbouring properties have fencing and vegetation providing a buffer to the adjacent properties.

Figure 1: Location of No. 1 Anderson Road, Wanaka



2.2 Description of the Local Environment

The site is located within a neighbourhood which consists of a mix of lower intensity residential properties to the north and west, high intensity visitor accommodation to the west on the opposite side of Anderson Road (also within the Visitor Accommodation Sub-zone), medium

intensity to high intensity residential development further to the west along Aubrey Road (noting new development being constructed south of Aubrey Road as shown below in Figure 2), and larger lots to the south transitioning to more intensive development toward the commercial centre of Wanaka.

This pattern of development reflects that anticipated under the QLDC zone maps, noting that the Visitor Accommodation Sub-zone envisages a 'visitor accommodation node' at this corner as evidenced by the existing accommodation across Anderson Road at Numbers 144 to 154 Anderson Road.

The commercial centre of Wanaka is located only 597m to the south from the site, being a walk of approximately 7 minutes.

The character of the site and surrounds is shown below in **Figure 2**, and the Zones are illustrated in **Figure 3**, include the location of the Visitor Accommodation Sub-zone 'node' at this corner.

Figure 2: Location of No. 1 Anderson Road and surrounds, Wanaka

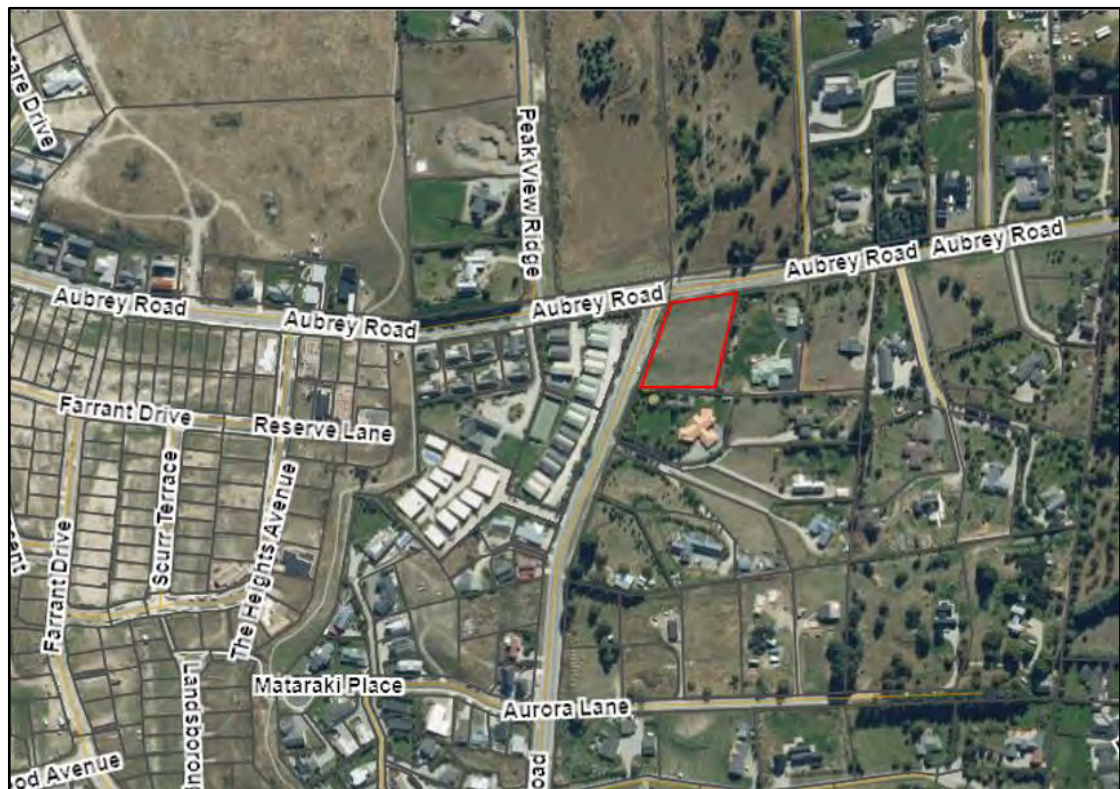
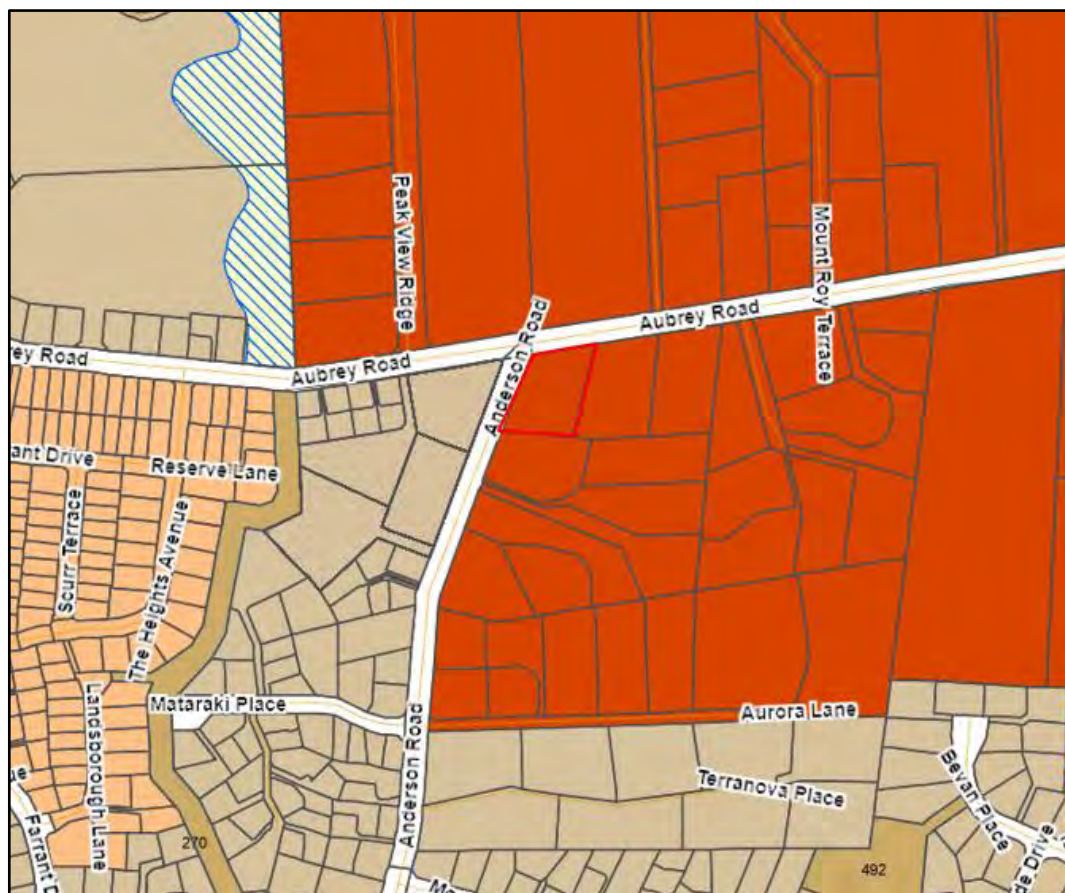


Figure 3: Zoning of No. 1 Anderson Road and surrounds, Wanaka



3.0 PROPOSED ACTIVITY

3.1 Application Details

The proposal is reflected within **Appendix 2 – Architectural Plans**, with 22 units to be constructed in four blocks of four and two of three.

The features of the development are described in the following AEE sections.

3.1.1 Development Layout

The development blocks comply with the 10m front yard and 4m side yard standards. The development blocks surround the internal car park area which provides one park per unit plus two accessory parks. This arrangement screens the parking area from view from adjoining neighbours.

All units are two levels and comply with the maximum height of 8m. The lower levels include the living, kitchen, and dining areas, and the upper levels consist of two bedrooms and bathroom.

Access to the proposed development is via one new vehicle crossing located at Anderson Road near the southern boundary of the site approximately 60m from the intersection.

The proposed layout of the site is shown below in **Figure 4**.

Figure 4: Proposed Development Layout on the Subject Site (refer Sheet RC1 Rev A within **Appendix 2**).



3.1.2 Built Form and Unit Typology

As described above, the proposed units are two-bedroom units with bedrooms and a bathroom located on the upper level, and living, dining, kitchen, and a toilet downstairs.

All buildings will include a combination of vertical cladding and brick veneer/bagged brick across the exterior, using contrasting light and dark shades to distinguish the external features across different levels, and add visual interest, and to complement the character and colours of the surrounding land features including the hills to the north.

Aluminium joinery will be used throughout, as well as pitched coloursteel roofing. Louvered timber screens will be added across some of the upper-level windows.

The floor plans, elevations, and perspectives are all included in **Appendix 2**.

The best visual representation of the proposed units is within the architectural perspectives and the landscape assessment montages. The montages shown below in **Figures 6 and 7** in **Section 3.1.3 – Landscape and Outdoor features** provide a good illustration of the high-quality design in the context of the setting of the site and surrounds.

3.1.3 *Landscaping and Outdoor Features*

Areas of landscaping and fencing have been identified in the plans prepared by Site Landscape Architects within **Appendix 6**.

We note here that this landscape plan is to be updated to reflect the latest application site plan, which can be ensured under a consent condition requiring provision of the final detailed landscape plan,

Pedestrian pathways have been provided across the development area, linking the buildings to the carparking area and providing wider connections to the public footpath outside of the site at Anderson Road.

In order to assist with suitable softening of the streetscape, advantage is taken of the generous 10m front yards on this corner site, with berm planting and specimen trees within a planting strip 4m wide, and on a low raised mound as illustrated on the landscape plan.

Internal planting consists of hedges around external living areas abutting 1.2m high dark stained fencing between lots, internal gardens with low-level vegetation and shrubs, and larger grade specimen trees where possible, including at the vehicle crossing and car park areas and where lawn areas allow.

Hard landscape features are shown and described in the landscape plan shown below in **Figure 5** and include:

- Rough honed patios and door entranceways.
- Mountable curb line.
- Shuttered concrete entrance walls 1.2m high with letterboxes.
- Post and rail fencing at the street frontages.
- A proposed 1.8m dark stained fence to the boundary with No. 401 Aubrey Road to the east.
- Fences between outdoor living areas of 1.2m high and dark stained (adjacent to the hedges in this location also).
- 1.8m high dark stained horizontal slatted fencing between courtyards to extend to outer edges of the courtyards (adjacent to hedging).
- 400mm high precast concrete seating edge/raised planter.
- 1m high wall at the south-western corner of the outdoor living area of unit 23.

Figure 5: Proposed Landscape Plan (refer to Appendix 6).



Figure 6: Photo Montage looking toward the intersection from Aubrey Road (refer to Figure 3.1 within Appendix 7A).



Figure 7: Photo Montage looking toward the intersection from Anderson Road (refer to Figure 4.2 within Appendix 7A).



3.1.4 Access and Parking

The Traffic Impact Assessment (TIA) for the site has been completed by Traffic Planning Consultants and is included in **Appendix 9**.

This assesses the proposed effects of the development on the safety and function of the surrounding road network, and the efficiency of the proposed parking and access within the site.

The report also assesses the proposal against the regulatory provisions of the PDP regarding transportation.

The Report concludes:

Based on the assessment described in this report, the following conclusions can be made in respect of the proposal to 22 visitor accommodation units at 1 Anderson Road, Wanaka:

- *A review of the transport standards has identified no items which require consent under the Queenstown Lakes Proposed District Plan.*
- *Vehicle and pedestrian access to the site is designed to a suitable standard such that the proposal will not have an adverse effect on the surrounding road network, or to the safety of pedestrians and vehicles using the site.*

Overall, it is considered that the traffic engineering effects of the proposal can be accommodated on the road network without compromising its function, capacity, or safety. Therefore, from a traffic engineering perspective, it is considered that the proposal will have less than a minor effect.

3.1.5 Geotechnical Stability

The geotechnical investigation report (GIR) is included in **Appendix 11**. This identifies that the Wanaka Basin is a feature formed predominantly by glacial advances, and the schist bedrock within the basin has been extensively scoured by ice and lies at depth below this site. Overburden material above the schist in this region includes glacial till, alluvial outwash sediments, lake sediments and beach deposits.

In general, the site is underlain by a thin layer of surficial topsoil which is underlain by outwash sands and gravel. The ground conditions encountered at the site were:

- Topsoil – brown, loose organic silty sand;
- Outwash gravel/sand – brown/grey, medium dense, sandy gravel to loose silty sand; and
- Glacial till – grey, medium dense sand and silty sand.

Bedrock was not encountered but is expected to lie at moderate depth below the site, expected to comprise moderately weathered to un-weathered Otago Schist bedrock. A detailed geotechnical description of the soils is provided in the test pit logs contained in Appendix B to the GIR.

No groundwater seepage was observed in any of the test pits during investigations, and the soils were predominantly dry to moist in condition.

The site is not considered to be at risk from liquefaction, and there is no evidence of any instability on the site.

Section 6 of the GIR notes that the risk of seismic activity is identified for the region as a whole, and that appropriate allowance should be made for seismic loading during detailed design of the proposed development, but there are no site-specific constraints.

Overall, the GIR considers there are no geotechnical constraints to the development of the site, and the conclusions in Section 7 state:

- *There are no significant geotechnical constraints at the site and the proposed development can be constructed using conventional engineering techniques.*
- *The site is underlain by a thin layer of surficial topsoil, underlain by outwash gravel and sand which was observed to be locally underlain by glacial till.*
- *No groundwater seepage was observed in any of the test pits during investigations. The soils observed were predominantly dry to moist in condition.*
- *The site is not considered to be at risk of liquefaction owing to the expected depth of the regional groundwater table.*
- *Excavations are required to form a level platform at the site and we recommend that the excavations should be inspected by a geotechnical practitioner during earthworks construction.*
- *All temporary slopes for retaining wall construction should be battered at 1.5:1 (h:v) provided these are within outwash gravels or glacial till and under the supervision of a geotechnical practitioner. Adequate working space at the toe of cuts should be provided. This is discussed in further detail within section 5.2.2 of this report.*
- *We understand all cuts are to be structurally retained and any retaining walls should be*

designed by a chartered professional engineer.

- *A preliminary allowable working stress of approximately 100 kPa is recommended for a 400 mm wide by 400 mm deep strip footing founded within glacial till, outwash gravels or engineered fill. This corresponds to a factored (ULS) bearing capacity of approximately 150 kPa and an ultimate geotechnical bearing capacity of 300 kPa. Bearing capacity shall be confirmed during the detailed design phase.*
- *It is recommended the foundation excavations be inspected by a suitably qualified and experienced geotechnical specialist to confirm the conditions are in accordance with the assumptions and recommendations provided in this report.*

Section 8 of the GIR sets out recommendations for construction, which can be referred in conditions of consent to ensure suitable outcomes and to also ensure appropriate measures are adopted for earthworks and retaining works.

3.1.6 Earthworks

The Cut Fill Plan in Drawing X4111 in Sheet 3 of the **Appendix 11** GIR shows earthworks for the development. A total area of 4,110m² (the total site area) with a total volume of 1,016m³ is proposed on site. This consists of 307m³ of cut and 709m³ of engineered fill.

Section 8 of the GIR sets out the construction recommendations, stating:

- *During the earthworks operations all topsoil, organic matter, fill and other unsuitable materials should be removed from the construction areas and foundation excavations.*
- *Owing to the moderately erodible nature of some of the soils present across the site, sediment control measures should be instigated during earthworks construction.*
- *Water should not be allowed to pond or collect near or under a foundation slab.*
- *Positive grading of the subgrade should be undertaken to prevent water ingress or ponding.*
- *Should soils within the foundation excavations become softened by exposure to water, then these should be undercut and replaced with engineered fill during construction.*
- *A geotechnical practitioner should inspect any seepage, spring flow or underrunners that may be encountered during construction.*
- *A geotechnical practitioner should inspect all foundation excavations prior to placement of reinforcing and concrete pour.*
- *Following relevant inspections, so that the subgrade is protected, the foundation excavations should be covered in a minimum 50 mm layer of site concrete or a 100 mm layer of compacted granular hardfill.*
- *Any fill that is utilised as bearing for foundations should be placed and compacted in accordance with NZS 4431:1989 and certification provided to that effect.*
- *Site derived materials may be used as engineered fill however boulders and cobbles over 100 mm in size will need to be screened from engineered fill sources. An earthfill specification can be provided on request.*
- *For engineered fills, the contractor will need to submit a sample of the proposed fill materials (possibly more than one) to obtain laboratory compaction curves, and insitu Nuclear Density Meter (NDM) testing of the fill will need to be arranged. An engineer will need to specify the fill methodology and review the lab results to ensure that a statement of suitability for the fills can be issued; this will be required for code compliance.*

- *The subgrade of any proposed fills will need to be sub-horizontal (with benching of slopes as required) to ensure stability is maintained.*
- *We recommend topsoil stripping and subsequent earthworks be undertaken only when a suitable interval of fair weather is expected, or during the earthworks construction season.*

3.1.7 Services

The Infrastructure Report (IR) in **Appendix 10** sets out the infrastructure available to service the proposal. The summary of these services is:

- Chorus confirms there is adequate capacity within the fibre network for up to 30 lots.
- Aronui Power Services confirm supply subject to the upgrade of a transformer.
- Traffic effects are acceptable as referred in the **Appendix 9** TIA.
- There are water mains available at the boundaries to the site, and there is ample water supply available. It is proposed to provide a 100mm main with a bulk water meter at the Anderson Road frontage, and a 50mm rider ring main can service most of the lots within the subdivision. A 32mm stub main can service the four lots in the north-east corner of the site. A fire hydrant can be provided on the 100mm main within the site.
- The wastewater main fronting the site can be connected to with manholes located with cover of about 2m which is considered more than adequate to service the site by gravity. There is an acknowledged lack of capacity in the sewer network, however, wastewater pump station upgrades at Pen Bay will take away a lot of the demand from the existing Aubrey Road network to open up capacity. This is expected to occur in time for the servicing of this development.
- There is a lack of stormwater servicing with regard to the project, as there is currently no stormwater infrastructure in Aubrey Road and the downstream networks is known to be at capacity. The land surrounding the site is subject to flooding and ponding. The QLDC plans to extend the network to address this problem, however, should this not occur prior to commencement of the activity, there is an option to trench down Aubrey Road and also install a small pipe connecting to the network fronting The Heights Avenue. Attenuation for the development should be provided with slow release to the stormwater network, and calculations indicate on site attenuation would require 40,000l storage capacity for the 100 year 10 minute design storm, which can be incorporated into the site in up to four 10,000 proprietary tanks. Tank locations are shown on the drawing included in Appendix A to the GIR, noting size and location will be subject to detailed design.

Overall it is concluded that the site can be adequately serviced and preliminary discussions with the Council confirm this.

3.2 Application Details: Subdivision

The proposal also involves the creation of 22 fee simple (freehold) lots and associated accessory lots associated with the carparking spaces, as well as one Jointly Owned Access Lot (JOAL – Lot 200).

The boundaries will be established in accordance with the layout shown on the Scheme Plan within **Appendix 3**.

The JOAL covers all areas outside of private lot boundaries, including the access and maneuvering areas, pedestrian pathways and all shared services which sit underground. This JOAL is to be held in shared ownership by all lots. Legal easements for party walls have also been included on the Scheme Plan. This arrangement will ensure the provision of access, services and maintenance requirements are protected into the future.

It is noted that there are no physical works required at this stage, as the establishment of physical access and appropriate service connections will be undertaken as part of the Land Use stage.

3.3 Proposed Conditions of Consent

Section 108 of the RMA enables Council to impose conditions of consent on any granted consent. The applicant is willing to accept conditions of consent appropriate to the scale and nature of the proposed activities.

Should consent be granted, it is requested that draft conditions of consent are provided to the applicant for review prior to the release of the consent.

3.4 Proposed Consent Period

Section 125(1)(a) of the RMA prescribes a standard consent period. In this case, it is requested that the standard 5-year period be imposed for the consent to be given affect to.

Once implemented, the established activity has an unlimited duration in accordance with section 123(b).

4.0 QUEENSTOWN LAKES PROPOSED DISTRICT PLAN

The *Queenstown Lakes Proposed District Plan – Decisions Version* (the “**Proposed Plan**”) was fully ratified by Council on 7 March 2019. Council gave public notice to that affect under clause 20 of Schedule 1 of the *Resource Management Act 1991*.

As such, the Proposed Plan provides a comprehensive Planning framework for sites within the Queenstown Lakes District, and previous Plan provisions have largely fallen away in relation to the subject site. Notwithstanding this, some parts of the Proposed Plan are excluded from being operative, including those parts that remain subject to Environment Court and High Court appeals.

Council staff have provided directive in this regard and advised that where provisions are subject to an active appeal, it is necessary to consider the associated provisions of the previous planning documents and assess any resulting infringements accordingly. In this instance, the relevant legacy document is the *Queenstown Lakes District Plan 2009* (the “**District Plan**”). Under the *District Plan* the subject site is within the *Rural Residential Zone* and is not subject to any designated or notable features.

Under the Proposed Plan, the site is within the *Large Lot Residential Zone Area A* (“**LLRZA**”) zone and the *Visitor Accommodation Sub-zone* (“**VASZ**”). There are no outstanding specific appeals relating to this property, including its zoning. Therefore, the Proposed District Plan (PDP) is considered the only relevant framework for this application with regard to rules, and

no further comment has been provided in relation to the legacy rule provisions.

With regard to consideration of objectives and policies, subsequent Council advice is that despite the PDP objectives and policies being beyond challenge, S86F of the RMA requires the *District Plan* objectives and policies to be considered.

Noting the above, the following rules are triggered by the application, and require consent, and subsequent assessment of objectives and policies under the *District Plan* as well as the PDP is included below under **Section 6.2**.

4.1 Reasons for Consent (updated as at April 2021)

4.1.1 Visitor accommodation and Building Coverage – Pre-subdivision

Rule 11.4.5A states that visitor accommodation located in the VASZ is a **restricted discretionary** activity, provided certain development standards are complied with.

The proposed visitor accommodation activity complies with most development standards except for Rule 11.5.2 – Building coverage of 15% (the proposed building coverage is 19.9%).

Rule 11.5.2 - Building Coverage, remains a **restricted discretionary activity** when this standard is not complied with.

4.1.2 Development Controls – After subdivision

Section 4.2 below includes a table identifying elements of development controls complied with or infringed at the land use consent stage and also those complied with or infringed after subdivision.

Due to the obvious outcome of smaller lots resulting from subdivision and the resulting internal boundaries, there are further post-subdivision infringements regarding site coverage and internal yards. The 10m front yard setback control remains complied as does the maximum height control.

Overall, the activity status for not meeting development controls remains the same before and after subdivision being **restricted discretionary**.

4.1.3 Earthworks – Volume

Rule 25.5.4 within Table 25.2 - Maximum Volume notes a maximum volume of 400m³ of earthworks for sites located within the LLRZ as the permitted activity volume threshold.

The development area under this application is 1,016m³ consisting of 307m³ of cut and 709m³ of engineered fill, triggering consent as a **restricted discretionary** activity under Rule 25.4.2 under Table 25.1 – Earthworks Activities.

4.1.4 Subdivision

Rule 27.6.1 states that the minimum subdivision site size for the LLRAZ is 2,000m². Rule 27.5.22 specifies that all urban subdivision activities that do not comply with the minimum lot sizes specified in Part 27.6 are deemed as **non-complying**.

Rule 27.7.19 specifies standards for dimensions of lots, being 30m x 30m for the LLRZ. Rule 27.7.20 states that any subdivision not complying with Rule 27.7.15 shall be a **non-complying activity**.

There are no subdivision standards relating to any proposals for freehold subdivision around higher intensity development in the LLRAZ or the VASZ, so the standard LLRAZ subdivision standards apply.

However, it is noted that subdivision in relation to an approved visitor accommodation land use consent is a controlled activity for unit titles or leasehold subdivision under Rule 27.5. where it is stated:

“The intent is that it applies to subdivision of a lot containing an approved land use consent, in order to create titles in accordance with that consent”.

While this controlled activity status does not apply to freehold subdivision, the overall physical effects of the type of land tenure are similar between unit title, leasehold, or fee simple subdivision – it is just the legal boundaries and tenure rules and agreements that vary.

4.2 Compliance with Key Plan Rules (updated at April 2021)

The following rules of the Proposed Plan are relevant to the application in this instance, and compliance or infringements have been detailed below for ease of assessment.

Rule	Requirement	Status
Chapter 11 Large Lot Residential		
11.4.5A Residential and Visitor Accommodation Activities in the Visitor Accommodation Sub-zone	Discretion is limited to: a. The location, nature, and scale of activities. b. Parking and access, c. Landscaping. d. Noise generation and the methods of mitigation. e. Hours of operation, including in respect of ancillary activities. f. The external appearance of buildings.	<u>Consent Required – Restricted Discretionary Activity</u> . Refer to Section 4.1.1 above.
11.5.2 Building Coverage Pre- subdivision	1. Maximum building coverage - 15%	<u>Consent Required – Restricted Discretionary Activity</u> . The proposal involves 19.9% of building coverage
11.5.2 Building Coverage After subdivision	1. Maximum building coverage - 15% Note: All units have a coverage footprint of 35.1m ² .	<u>Consent Required – Restricted Discretionary Activity</u> . The proposal involves the following infringement per lot: <ul style="list-style-type: none"> • Lot 1 (146m²) - 24% • Lot 2 (84m²) – 42% • Lot 3 (84m²) – 42% • Lot 4 (126m²) – 28%

		<ul style="list-style-type: none"> • Lot 5 (126m²) – 28% • Lot 6 (84m²) – 42% • Lot 7 (84m²) – 42% • Lot 8 (176m²) – 20% • Lot 9 (222m²) – 16% • Lot 10 (90m²) – 39% • Lot 11 (90m²) – 39% • Lot 12 (124m²) – 29% • Lot 13 (124m²) – 29% • Lot 14 (90m²) – 39% • Lot 15 (90m²) – 39% • Lot 16 (271m²) – 13% • Lot 17 (122m²) – 29% • Lot 18 (73m²) – 48% • Lot 19 (141m²) – 25% • Lot 20 (118m²) – 30% • Lot 21 (71m²) – 49% • Lot 22 (226m²) – 16%
11.5.1.1 Building Height	Maximum building height of 8m.	<u>Complies.</u> All buildings are less than or equal to 8m.
11.5.3.1 Setback from internal boundaries: Pre-subdivision	The minimum internal setback from any internal boundaries shall be 4m.	<u>Complies.</u> All setbacks are at least 4m from internal boundaries.
11.5.3.1 Setback from internal boundaries: After subdivision	The minimum internal setback from any internal boundaries shall be 4m.	<p><u>Consent Required – Restricted Discretionary Activity.</u> The proposal involves the following infringement per lot:</p> <ul style="list-style-type: none"> • Lot 1 – Zero lot boundary north, 1m east boundary, and 1.2m south boundary • Lot 2 - Zero lot boundaries north and south and 1m east boundary. • Lot 3 - Zero lot boundaries north and south and 1m east boundary. • Lot 4 - Zero southern lot boundary, 1m east boundary, and 2m north lot boundary. • Lot 5 - Zero northern lot boundary, 1m east boundary,

		<p>and 2m south lot boundary.</p> <ul style="list-style-type: none"> • Lot 6 - Zero lot boundaries north and south and 1m east boundary. • Lot 7 - Zero lot boundaries north and south and 1m east boundary. • Lot 8 - Zero south lot boundary, 1m east boundary, and 2.3m north lot boundary. • Lot 9 - Zero north-east lot boundary, 1.5m south boundary. • Lot 10 – Zero lot boundaries north-east and south-west and 2.5m south- east boundary. • Lot 11 – Zero lot boundaries north-east and south-west and 2.5m south- east boundary. • Lot 12 - Zero south-west lot boundary, 1.7m north-east boundary, and 2.5m south-east -lot boundary. • Lot 13 - Zero north-east lot boundary, 1.7m south-west boundary, and 2.5m south-east - lot boundary. • Lot 14 - Zero lot boundaries north-east and south-west and 2.5m south- east boundary. • Lot 15 - Zero lot boundaries north-east and south-west and 2.5m south- east boundary. • Lot 16 - Zero south-west lot boundary and 2.5m south-east boundary. • Lot 17 - Zero lot south boundary, 1.7m north boundary, and 1m west boundary. • Lot 18 - Zero lot boundaries south and north and 1m east boundary. • Lot 19 - Zero lot north boundary, 1m east boundary,
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		<p>and, and 2.5m south boundary.</p> <ul style="list-style-type: none"> • Lot 20 - Zero lot south boundary and 1m east boundary. • Lot 21 - Zero lot south and north boundaries and 1m east boundary. • Lot 22 - Zero lot north boundary, 7.9m south boundary, and and 1m east boundary, and 7m east boundary. <p>Lot 200 (Common Area) includes two storage sheds with 1m north and east boundaries, and from 0.8m at the north – east and 1.4m at the south-east.</p>
11.5.4 Setback from roads	<i>The minimum setback of any building from a road boundary shall be 10m.</i>	<u>Complies.</u> All setbacks from the road boundaries are 10m.
11.5.6 Building length: Pre-subdivision	<i>The length of any building above the ground floor level shall not exceed 20m.</i>	<u>Complies.</u> The maximum length of building above ground floor level is 16.5m.
11.5.6 Building length: After subdivision	<i>The length of any building above the ground floor level shall not exceed 20m.</i>	<u>Complies.</u> The maximum length of building above ground floor level is 8.9m. – i.e., the maximum length of each individual unit after each one has its own title.
11.5.8 Glare	<p>a. <i>All exterior lighting shall be directed away from the adjacent sites and roads and downward to limit effects on the night sky.</i></p> <p>b. <i>No activity on any site shall result in greater than a 3.0 lux spill (horizontal or vertical) of lights on to any point inside the boundary of the other site.</i></p>	<u>Complies.</u> This can be assured by way of compliance with conditions of consent.
Chapter 25 Earthworks		
25.5.4 Maximum Volume	Large Lot Residential Zone – 400m ³	<u>Consent Required.</u> Refer to Section 4.1.3 above.
25.5.11 Earthworks over a Contiguous area	1. <i>shall not exceed 10,000m² where the slope is less than 10°</i>	<u>Complies.</u> The development area under this application is 4,110m ² .
25.5.12 Erosion and Sediment Control	<i>Erosion and sediment control measures must be implemented and maintained during earthworks to minimise the amount of sediment exiting the site, entering water bodies, and stormwater networks.</i>	<u>Complies.</u> The measures described in the Appendix 10 Infrastructure Report will be confirmed at Building Consent stage and can form part of the Resource Consent conditions.
25.5.13 Dust	<i>Dust from earthworks shall be managed through appropriate dust control measures so that dust it does not cause nuisance effects beyond the boundary of the site.</i>	<u>Complies.</u> These measures will be confirmed at Building Consent stage and can form part of the Resource Consent conditions.
25.5.14 Discovery	<i>Earthworks that discovers any of the</i>	<u>Complies.</u> There is currently no

	<p>following:</p> <ol style="list-style-type: none"> 1. <i>kōiwi tangata (human skeletal remains), wāhi taoka (resources of importance), wāhi tapu (places or features of special significance) or other Māori artefact material, or</i> 2. <i>any feature or archaeological material that predates 1900, or</i> 3. <i>evidence of contaminated land (such as discolouration, vapours, landfill material, significant odours).</i> 	evidence of these elements existing on-site, and site protocols can be put in place for the duration of site works to address any accidental discoveries. These measures may be included as conditions of consent if required.
25.5.15 Maximum Depth of Cut	Shall not exceed 2.4m	Complies. The development area is very flat, with the maximum depth of cut being 1.5m and a maximum fill height of 1m as shown on Drawing Number X4111 S3 in the Appendix 11 GIR.
25.5.16 Maximum Height of Fill	Shall not exceed 2m	
25.5.18 Setbacks from Boundaries	<p>Earthworks greater than 0.5 metres in height or depth shall be set back from the site boundary the following minimum distances:</p> <ol style="list-style-type: none"> 1. Earthworks not supported by retaining walls: <ol style="list-style-type: none"> a. a distance at least equal to the maximum height of the fill, as measured from the toe of the fill, with a maximum batter slope angle of 1:3 (vertical: horizontal); or b. 300mm plus a batter slope angle of a maximum of 1:3 (vertical: horizontal), as measured from the crest of the cut <p>...</p> <p>Refer to Interpretive Diagrams 25.6 and 25.7 located within Schedule 25.9.</p>	Complies with 25.5.18(1). All earthworks at the boundaries are unretained and do not exceed 0.5m cut or fill.
Chapter 27 Subdivision and Development		
27.5.7 Urban Subdivisions	All urban subdivision activities, unless otherwise provided for, within the following zones: 6. Large Lot Residential Zone; is a restricted discretionary activity.	<u>Consent Required – Non-complying Activity.</u> Refer to Section 4.1.4 above.
27.5.19	Subdivision that does not comply with the minimum lot area specified in Part 27.6 with the exception of the Jacks Point Zone which is assessed pursuant to Rule 27.5.17 and Coneburn Industrial Zone Activity Area 2a which is assessed Pursuant to Rule 27.5.18.	<u>Consent Required – Non-complying Activity.</u> Refer to Section 4.1.4 above.
27.6.1 Minimum Lot Areas	Residential Large Lot Area A – 2,000m ²	<u>Consent Required – Non-Complying Activity</u> Refer to Section 4.1.4 above. The proposed subdivision of the

		visitor accommodation units in the VASZ will create lots around the units and living space areas, and cannot comply with the standard residential lot sizes due to the associated visitor accommodation land use.
27.7.15 The dimensions of lots in the following zones, other than for access, utilities, reserves or roads, shall be able to accommodate a square of the following dimensions.	Large Lot 30m x 30m	<u>Consent Required – Non-Complying Activity</u> Refer to Section 4.1.4 above.
27.7.16 Subdivisions not complying with either Rule 27.7.14 or Rule 27.7.15 shall be non-complying activities .		<u>Consent Required – Non-Complying Activity.</u> Refer to Section 4.1.4 above. The subdivision relates to the lots around the proposed visitor accommodation units.
27.7.19 Standards Related to Servicing and Infrastructure	<p><u>Water</u></p> <ol style="list-style-type: none"> 1. Subject to Rule 27.7.19.3, all lots, other than lots for access, roads, utilities and reserves except where irrigation is required, shall be provided with a connection to a reticulated water supply laid to the boundary of the net area of the lot, as follows: To a Council or community owned and operated reticulated water supply: <ol style="list-style-type: none"> a. all Local Shopping Centre Zones, 2. Where any reticulation for any of the above water supplies crosses private land, it shall be accessible by way of easement to the nearest point of supply. 3. Where no communal owned and operated water supply exists, all lots other than lots for access, roads, utilities and reserves, shall be provided with a potable water supply of at least 1000 litres per day per lot. <p><u>Telecommunications/Electricity</u></p> <ol style="list-style-type: none"> 4. Electricity reticulation must be provided to all allotments in new subdivisions (other than lots for access, roads, utilities and reserves). 5. Telecommunication services must be available to all allotments in new 	<u>Complies.</u> The Infrastructure Servicing of the development will be confirmed at Building Consent stage and can form part of the Resource Consent conditions.

	<p><i>subdivisions in the Rural Zone, Gibbston Character Zone and Rural Lifestyle Zone (other than lots for access, roads, utilities and reserves).</i></p> <p>6. <i>Telecommunication reticulation must be provided to all allotments in new subdivisions in zones other than the Rural Zone, Gibbston Character Zone and Rural Lifestyle Zone (other than lots for access, roads, utilities and reserves).</i></p>	
Chapter 29 Transport		
29.3	<p><i>Activities that are listed in this Table as permitted (P) and comply with all relevant standards in Table 29.3 in this Chapter, are permitted.</i></p>	<p><u>Complies.</u> The Appendix 9 Traffic Assessment concludes that all the relevant traffic and parking standards are met and there are no consents required.</p>
29.4.1	<p><i>Table 29.4 sets out the minimum parking standards. Rule 29.8.14 refers to "Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) except those listed in Standards 29.8.10 – 29.8.13 above.</i></p>	

4.3 Overall Activity Status

The application has an overall status of a **non-complying** activity with regard to the subdivision component of the application.

5.0 NOTIFICATION ASSESSMENT– SECTION 95A-D

5.1 Public Notification Assessment

5.1.1 Mandatory Public Notification

Section 95A (2) requires an application for Resource Consent be publicly notified where any of the criteria in Section 95A(3) are met. These are instances where:

- The applicant has requested that the application be publicly notified; or
- Public notification is required under section 95C, whereby further information requested by Council has not been provided, or;
- The application involves the exchange of recreation reserve land under the Reserves Act 1977.

It is noted that the applicant has not requested that the application be publicly notified, and the application does not involve the exchange of recreation reserve land under the Reserves Act 1977. Furthermore, the provision of additional information is not applicable at this stage.

As such, the application can proceed without mandatory Public Notification.

5.1.2 Public Notification in Certain Circumstances

If not mandatory or specifically precluded, the RMA provides for public notification under

Section 95A(8) in instances where:

- (a) *the application is for a resource consent for 1 or more activities, and any of those activities is subject to a rule or national environmental standard that requires public notification:*
- (b) *the consent authority decides, in accordance with section 95D, that the activity will have or is likely to have adverse effects on the environment that are more than minor.*

The subject site sits within the *LLRA and VASZ*, which do not specify any instances for mandatory public notification.

In addition, the adverse effects on the environment as a result of the application will be less than minor, as demonstrated by the assessment of effects undertaken in **Section 5.2** below.

As such, public notification is not required under section 95A(8)(b).

5.1.3 *Special Circumstances*

Where public notification is not otherwise required, a consent authority may publicly notify the application under section 95A(9) if it decides that special circumstances exist.

We did not observe any special circumstances that would trigger public notification in this instance, in particular the scale of construction and earthworks required to facilitate the development is minimal, and standard conditions of consent can be introduced to ensure that these works are implemented in a way which avoids any discharges leaving the site boundaries. Assessment of Effects on the Environment (s95D).

Further, while there is the minor infringement of the land use aspect of the proposal by 4.9%, we note that if this application were not to be subdivided, the provisions relating to visitor accommodation **preclude limited or public notification** of the application under Rule 11.6.1 and 11.6.1.1 as discussed below under Section 5.2.2 – Limited Notification Preclusion. This preclusion applies regardless of the coverage infringement as it relates to a restricted discretionary visitor accommodation activity proposal regardless of coverage infringements. While the subdivision of the land use activity applies the non-complying activity status, subdivision is not of itself a special circumstance and has no physical effect on the landscape above what the restricted discretionary activity land use proposal creates.

5.1.4 *Mandatory Exclusions*

In accordance with section 95D of the RMA, the forthcoming assessment in sections 5.2.3 – 5.2.6 excludes:

- The effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a));
- An adverse effect of the activity if a rule or national environmental standard permits an activity with that effect (s95D(b) (refer section 5.2.2 below);
- Trade competition and the effects of trade competition (s95D(d)); and
- Any effect on a person who has provided written approval to the application (S92D(e)).

It is noted that the status of the application is non-complying, therefore section 95D(c) is not applicable. The written approval of the two adjoining properties has been provided being:

- Jacqueline and Paul Maydon, 401 Aubrey Road, Wanaka; and
- Balfour and Elizabeth Irvine, 151 Anderson Road, Wanaka).

In addition to these, the current landowner has also provided approval to the proposal.

These approvals are included in **Appendices 12A to 12C**.

There are no other adjoining neighbours with this site being a corner site.

The following assessments of effects address the wider context of the effects of the proposal, noting that the effects of this on immediately adjoining properties are excluded from consideration.

5.1.5 Permitted and Consented Baselines

The permitted baseline refers to the effects of permitted activities on the site and can be used to either disregard or compare the scale of effects associated with the proposal, to that of a permitted activity.

In this instance, the construction of new buildings within the LLRZA and VASZ and associated subdivision triggers consent, and the extent of this built form is dictated by the development standards. As such, there is no useful baseline for buildings or the proposed activities and subdivision within the site, noting that subdivision of the proposed visitor accommodation units is a non-complying activity.

5.1.6 Built Form and Character and Amenity Effects

New buildings are proposed to accommodate the visitor accommodation units and will be located on this corner site in a manner complementing the existing and planned land uses in this location as described above in **Section 5.2.2**.

As this site is currently vacant, the construction of new buildings in a manner that is complementary to the existing and planned development in this location is an efficient use of available land.

This layout has ensured that the buildings are fully compliant with most of the associated development standards regarding the land use aspect of the proposal, aside from a minor infringement to the site coverage control of 15% by only 4.9%.

The layout of the development also results in similar effects to the external interface to that of one which complies fully with the 15% site coverage rule (14.5%) as that can be achieved by retaining the same number and design of units adjacent to Anderson Road and Aubrey Road as illustrated below in **Figure 8**, and also included in **Appendix 2A**.

Figure 8: Example of a complying proposal at 14.5% site coverage (refer to Appendix 2A).



Given that effects of the development on the neighbouring properties cannot be considered, it is clear that the effects to the wider environment from the proposed 22 units are similar to those of a complying 16-unit development, including properties across Aubrey Road to the north. This is because the 6 internal units are largely screened by the units at the external interfaces. In this regard, it is a more efficient use of the land resource to provide the 22 unit proposal when considering the similarities in effects described here.

Clearly, there are more development control infringements as they relate to each individual lot and unit after subdivision, however, this is a technicality in physical effects terms as the legal boundaries do not alter the physical effects after subdivision.

This outcome is recognised under Subdivision Rule under Rule 27.5. relating to visitor accommodation land uses approved and then subdivided by either unit titles or leasehold subdivision, as it is considered appropriate to enable titles to issue for the approved visitor accommodation land use consent under a controlled activity consent application. While freehold subdivision is excluded from this same approach, it is reasonable to consider that as the physical effects are presented by the land use as a restricted discretionary activity, it is also appropriate to enable subdivision of this under the same rationale as for unit title subdivision or leasehold subdivision – especially where the infringements of the land use consent are less than minor and the outcome is highly anticipated in the VASZ.

In addition, the applicant’s architect has considered the external appearance of the buildings when viewed from the streetscape, taking inspiration from the surrounding natural context. As a result, the buildings will include a range of high-quality materials, varying façade alignments and angular roof forms that overall will add visual interest. The timber screen elements create a softer, more natural finish to the buildings, which balances the use of bagged

brick, aluminium joinery and steel roofing.

These design elements also enhance the level of amenity experienced at the pedestrian interface, noting that the development includes extensive frontage onto two busy roads at the intersection. This arrangement will ensure that the development is well activated, and vibrant.

The development includes footpaths through the site to connect each unit to the public frontage at Anderson Road and Aubrey Road further enhancing the level of on-site amenity and connection to the street. It is noted that there are currently no footpaths at these frontages at the moment, however, this may change, noting that there is a roundabout planned for around year 2023/2024, so pedestrian linkages could also occur as a result of this upgrade as well, if not sooner. It is also noted there is a footpath opposite the site on Anderson Road extending west down Aubrey Road, and QLDC's current infrastructure projects includes the upgrade of the shared path on the opposite side of Aubrey Road extending north-east. It is understood that this is eventually planned to link with a cycle path on Anderson Road.

Ensuring that the development remains permeable in terms of its walkability will also ensure that future visitors can easily access the site and find their way to each unit.

The application includes urban design and landscape effects assessments which demonstrate the application is appropriate in this location as set out below.

Urban design assessment

The Urban Design Report of Williams and Co. is included in **Appendix 8** with the addendum addressing the latest amendments after the pre-application meeting in **Appendix 8A**. This assesses the proposed design against the site and its context, and also against the relevant QLDC PDP provisions, including the QLDC Design Guidelines. The proposal is considered to align with the outcomes sought under these Guidelines, including in terms of the scope of visual effect in terms of dominance and intensity, site layout and connectivity, and also in terms of the materials and colours chosen.

The Report recognises that the location at this corner may have previously been identifiable as being at the edge of the inner Wanaka urban area, and the change in land use pattern to larger parcels of land across Aubrey Road to the north can be observed. However, urban development of Wanaka has extended further, notably to the north-west in this location as a result of the zoning patterns, and as such the site can now be considered well within and central to the wider pattern of residential development of Wanaka as a whole, noting also that the site is at the point where the speed limit of Aubrey Road changes to 40km per hour signaling the entry into the developed urban Wanaka area.

The Urban Design Report concludes that high quality outcomes are achieved, and that the proposal is an appropriate response to context in terms of anticipated development under the PDP provisions for the VASZ and also the context of the character of this location. The minor departure of the coverage control by 4.9% (as this relates to the land use component of the application) is minimal and not considered to be perceivable to any observer. This is more than mitigated by the corner location (not affecting sites on two sides), and the generous 10m street setbacks coupled with the landscape planting along the street frontages.

Landscape Visual Assessment

As with the Urban Design assessment, the Landscape Visual Assessment (LVA) assesses the proposal against the site's location and context, and the proposed layout, architectural design and materials and colours, and also the proposed landscaping which assists the development fit into this landscape in a way that complements the existing and planned development for the location. The LVA also assesses the proposal against relevant PDP objectives and policies as set out in Section 6 of the LVA.

While the current undeveloped character of the site will clearly change and will also clearly be more extensive than standard residential development and subdivision in the LLRZA, the LVA recognises that the site is within the VASZ along with the existing visitor accommodation to the west across Anderson Road and also located at this intersection. In this respect, the proposed visitor accommodation merely completes the anticipated development in this 'node' of land within the VASZ.

The visual effects resulting from the development are acceptable in terms of the assessment against the relevant objectives and policies and assessment criteria, and also in terms of the receiving environment.

The small infringement of the land use coverage control is considered to have less than minor effects on the environment, and it is considered that the open planted boundary of native shrubs and trees on top of low mounding, coupled with architecturally designed buildings visible from the roads will be more visually attractive than a 1.8m high suburban fence which could potentially be erected along the front boundaries if the site were to be developed under the LLRA rules.

The LVA concludes that the proposed character within the VASZ can reasonably be expected to differ from the character of a standard LLRZA development, so the visitor accommodation development is appropriate in this location at this busy intersection, and in proximity to the existing visitor accommodation already established here.

Overall, the design and location of new buildings as part of the development is appropriate and will result in a high level of on-site amenity for the end users, while also protecting the amenity of adjoining land. As a result, the associated effects will be positive in that the built form will also enhance the character of the surrounding area, and the level of amenity experienced within the vicinity of the site.

5.1.7 *Transportation Effects*

A *Traffic Assessment* has been prepared by Traffic Planning Consultants Ltd (TPC) to assess the associated transportation effects of this subsequent application (refer **Appendix 9**). This report has assessed the design and provision of access and parking, as well as the associated vehicle movements, and the proposed development is fully compliant with the transport requirements of the PDP with no infringements of traffic standards identified.

The report concludes:

- *A review of the transport standards has identified no items which require consent under the Queenstown Lakes Proposed District Plan.*
- *Vehicle and pedestrian access to the site is designed to a suitable standard such that the proposal will not have an adverse effect on the surrounding road network, or to the safety of pedestrians and vehicles using the site.*

Overall, it is considered that the traffic engineering effects of the proposal can be accommodated on the road network without compromising its function, capacity, or safety. Therefore, from a traffic engineering perspective, it is considered that the proposal will have less than a minor effect.

Given the above, the proposal is not predicted to adversely affect the transport environment, as the effects of the associated access, parking and traffic will be less than minor, and is supported by reporting from an independent traffic engineer.

5.1.8 *Earthworks and Construction Effects*

Construction effects are temporary in duration and therefore unless there are extraordinary circumstances the effects will be less than minor. We perceive no exceptional circumstances in regard to construction at this site.

Conditions of consent can be introduced to control the hours of construction, noise, dust and vibration, to ensure that there is no nuisance caused to neighbours or the wider public.

Earthworks required by the proposal will not result in significant changes to the existing landform of the site, noting this is due to a combination of the site's relatively flat nature and the development occurring largely within the extent of works consented by the approved RC.

Notwithstanding that earthworks associated with any form of development have the potential to result in effects on the natural environment for the duration of construction works, in this instance these can be avoided by employing best practice methods for the implementation of works, and by way of standard consent conditions that will ensure any effects are contained within the site.

Given the above, it is anticipated that adverse effects relating to the construction and earthworks required to facilitate the proposed development will be less than minor and can be adequately mitigated.

5.1.9 *Subdivision and Servicing*

The proposal incorporates fee simple (freehold) subdivision to create individual titles for each unit with associated parking spaces and common ownership of JOAL.

In this instance, the proposed subdivision is only a legal rationalisation of the anticipated built form for the site under the VASZ land use rules, to enable individual ownership of the units and there is no physical effect.

It is acknowledged that the subdivision is a non-complying activity as subdivision in the LLRZA only relates to the subdivision of sites with a minimum site size of 2,000m², and as there is no subdivision provision for titles around any other form of development, the non-complying status applies. In terms of the management of the site and the associated common areas, this is to be achieved through the easements requiring equal shares, which will also tie in with the proposed body corporate or similar legal agreement between owners of the lots.

While the proposal is deemed to be a non-complying activity, the effects are negligible being only legal in terms of ownership and site management, and there are sufficient legal mechanisms to manage the site as discussed above. This approach is considered acceptable

should the subdivision tenure be by way of unit title or leasehold subdivision approved as a controlled activity under Rule 27.5, so it is reasonable to consider similar effects outcomes would result whether this is freehold, unit titled, or leasehold subdivision – the physical effects of either of these subdivision options remain the same.

The infrastructure services to the site have the capacity to support the units proposed, and a final infrastructure design will be provided as a condition of consent. In addition, the proposed access and on-site parking arrangement has been designed to comply with the relevant standards.

Furthermore, the location of the site means that it is well connected and close to services and shops in the commercial centre to the south along Anderson Road. As a result, this is a highly desirable location, and providing additional visitor accommodation is a positive outcome, as the land can be used efficiently while protecting and enhancing the established amenity of the surrounds.

Given the above, the proposed subdivision components of the application will have less than minor adverse effects on the wider environment.

5.2 Limited Notification Assessment

If the application is not publicly notified under s95A, the council must follow the steps set out in s95B to determine whether to limited notify the application. These steps are addressed in the statutory order below.

5.2.1 Mandatory Notification to Affected Groups

Under Sections 95B (2) and (3), an application for Resource Consent must be notified to certain affected groups or persons in prescribed circumstances, including protected customary rights groups or marine title groups.

In this instance the PDP does not prescribe any affected groups that would require mandatory notification of a development on the subject site.

5.2.2 Limited Notification Preclusion

If mandatory notification to affected groups is not required, applications may be precluded in some circumstances under Section 95B (5) and (6), where specified under a rule or national environmental standard.

In this instance, the VASZ within the LLRZA includes a non-notification provision under section 11.6 that specifies:

11.6.1 *The following Restricted Discretionary activities shall not require the written consent of other persons and shall not be notified or limited-notified:*

11.6.1.1 *Visitor accommodation and residential visitor accommodation in the Visitor Accommodation Sub-zone.*

The land-use component of the application complies with the above Rule, as despite there being a minor infringement of the coverage control, the activity status applicable to that infringement remains restricted discretionary, as does the overall activity status for land use only.

However, in this instance the proposal has an overall status of non-complying by virtue of the subdivision component. As such, the notification preclusion is not applicable.

5.2.3 *Affected Parties*

Where applications are not specifically precluded from limited notification, the standard tests for notification of an application apply. Under Section 95B(7), an application for Resource Consent must be notified to any other affected parties within the immediate environment.

In this case it is not considered there to be any affected parties in the immediate environment based on:

- The consideration of the effects of the land use component aligning with the notification preclusion Rule 11.6.1 above;
- The negligible effects from the subdivision of the units;
- The proposal is largely in accordance with the development standards for the LLRZA VASZ with the exception of the minor 4.9% coverage infringement for the land use component, which has less than minor effects on the immediate surrounds for reasons discussed above in **Section 5.2.3**;
- The proposal essentially completes the anticipated development of the site for visitor accommodation, and the proposed built form and landscape treatments mitigate any potential adverse effects on the site and surrounds as discussed above in **Section 5.2.3**.

Accordingly, no persons are considered to be adversely affected by the proposed development, and the potential effects are less than minor in relation to each adjacent site. However, due to the non-complying activity status, it was considered prudent to approach the neighbours and seek their approvals. The approvals from the two adjoining properties have been sought and are provided, being:

- 401 Aubrey Road (Jacqueline and Paul Maydon) in **Appendix 12A**; and
- 151 Aubrey Road (Balfour and Elizabeth Irvine) in **Appendix 12B**.

Further, the approval of the landowner is included in **Appendix 12C**

Summary

Given the above, the proposal has demonstrated that the physical layout and location of the development, and its operational requirements, can be undertaken in a manner which is appropriate within the surrounding context of the subject site.

Overall, the effects on all owner/occupiers of adjoining land will be less than minor, noting that the approvals of the adjoining landowners have been provided.

While these approvals have been provided, we note that **the physical effects of this proposal are the same as those presented for a use of land for which no written approvals are required under Rule 11.6.1**.

This clearly shows that the PDP considers the effects of this type of activity as being less than minor when the restricted discretionary land use status is achieved as is the case here.

While the subdivision aspect of the application is non-complying, this is not a physical effect

and merely ensures the development is not required to be held by one party with significant capital outlay. The title structure facilitates an economic model that enables the development to proceed with no additional adverse effects noting it is a paper arrangement rather than a physical effect.

Based on the above discussion therefore it is concluded that there are no adversely affected parties as a result of this proposal.

5.3 Sections 95A-E Conclusion

The application in this instance is not subject to mandatory notification under the RMA or any specific provisions of the PDP requiring this (in fact the land use component specifically *excludes* the need for notification). The adverse effects of the application will be less than minor, and therefore it can proceed without public notification. In addition, we did not observe any special circumstances that would otherwise warrant public notification.

Furthermore, the effects of the proposal are commensurate with the land use consent component considered under the PDP to present effects on affected landowners to the “*less than minor*” extent such that limited notification to these parties is specifically excluded from being required under Rule 11.6.1.

As such, the application should proceed on a non-notified basis.

6.0 CONSIDERATION OF APPLICATIONS – SECTION 104

6.1 Actual and Potential Effects – s104(1)(A)

Matters to be considered by the Council when assessing an application for consent under Section 104 of the RMA include, subject to Part II, any actual or potential effects on the environment of allowing that activity.

In response, the Fourth Schedule of the RMA sets out the matters to be included when preparing an assessment of effects on the environment. Clause 1 of Schedule 4 requires an AEE to assess both the actual and potential effects of the activity, and to describe the mitigation measures to be undertaken to help prevent or reduce those actual or potential effects.

In this instance, an assessment of the actual and potential effects has been provided above in relation to the wider environment, including the public realm. The proposal involves visitor accommodation development at a scale that can be accommodated within the established site in terms of access and servicing, while providing a spacious layout and high-quality design that enables a high-level of amenity to be provided for future occupants while retaining the established level of amenity within the locality. As such, the effects of the development will generally be positive.

Furthermore, earthworks (including site remediation works) and construction can be undertaken in a manner that protects the surrounding environment and avoids any risk or nuisance to occupants of nearby properties, due to the scale of works required and by implementing appropriate consent conditions.

While a key departure from the provisions relates to subdivision of the visitor accommodation

units, the difference in effects between land use only (as a non-notifiable restricted discretionary activity under Rule 11.6.1), or land use and subdivision (a non-complying activity as subdivision is not provided for) is negligible, as the subdivision component is a legal tenure component only, with no physical environmental impact.

Overall, it is considered that there will not be any effects on the environment resulting from this proposal, which has been further demonstrated by the assessment of wider objectives and policies in the following sections.

It is noted that, as a non-complying activity, there are no prescribed assessment criteria, and instead Council's discretion is unlimited. However, it is considered appropriate for the assessment to be guided by the overarching provisions discussed below, and the visitor accommodation restricted discretionary activity criteria are also discussed below to assist assessment of the physical effects of the proposal.

6.2 Relevant Statutory Documents – s104(1)(B)

Within the RMA, Section 104(1)(b) specifies that, when considering an application for a resource consent, the 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 proposed plan;*

The *Queenstown Lakes Proposed District Plan – Consolidated Decisions Version* is the relevant Planning Framework in this instance as advised in the pre-application minutes. Compliance with all requirements of higher order National and Regional standards can be achieved, and therefore they have not been assessed in detail.

Subsequent planning advice is that it is also necessary to provide an assessment of the relevant operative plan objectives and policies, despite these being beyond challenge as there are no outstanding appeals on these under the PDP. An assessment of the ODP Rural Residential Zone objectives and policies is also provided to address this requirement.

The relevant overarching Objectives and Policies relating to relevant provisions, have been discussed below, with comment provided in relation to each section.

6.2.1 Proposed District Plan Chapter 11 Large Lot Residential Zone

11.2 Objectives and Policies	
11.2.1	<i>Objective – A high quality of residential amenity values are maintained within the Large Lot Residential Zone.</i>
11.2.1.1	<i>Maintain low density residential character and amenity through minimum allotment sizes that efficiently use the land resource and infrastructure (Area A), and require larger allotment sizes in those parts of the zone that are subject to significant landscape and/or topographical constraints (Area B).</i>
11.2.1.2	<i>Maintain and enhance residential character and high amenity values by controlling the colour, scale, location and height of buildings and in Area B require landscaping and vegetation controls.</i>
11.2.1.3	<i>Control lighting to avoid glare to other properties, roads, public places and views of the</i>

	<i>night sky.</i>
11.2.1.4	<i>Have regard to hazards and human safety, including fire risk from vegetation and the potential risk to people and buildings, when assessing subdivision, development and any landscaping in Area B.</i>
11.2.2	<i>Objective - Predominant land uses are residential. Where appropriate, community and recreational activities also occur.</i>
11.2.2.2	<i>Commercial or other non-residential activity located on the periphery of residential and township areas shall avoid undermining the integrity of the town centres, urban rural edge and where applicable, the Urban growth Boundaries.</i>
11.2.2.3	<i>Ensure that any commercial and non-residential activities, including restaurants, maintain or enhance the amenity, quality and character of the zone.</i>
11.2.3	<i>Objective – Visitor accommodation, residential visitor accommodation, and homestays are enabled at locations, and at a scale, intensity and frequency, that maintain the residential character and amenity values of the zone.</i>
11.2.3.1	<i>Provide for visitor accommodation and residential visitor accommodation that are appropriate for the low density residential environment in the Visitor Accommodation Sub-zones, while ensuring that adverse effects on residential amenity values are avoided, remedies or mitigated.</i>
11.2.3.2	<i>Restrict the establishment of visitor accommodation in locations outside the Visitor Accommodation Sub-zones to ensure that the zone maintains a residential character.</i>
11.2.3.3	<i>Ensure that the location and direction of lights does not cause significant glare to other properties, roads and public places, and promote lighting design that mitigates adverse effects on views of the night sky.</i>
15.2.3.4	<i>Avoid the establishment of activities that are not consistent with established amenity values, cause inappropriate environmental effects, or are more appropriately located in other zones.</i>

Comment

The site is well positioned to accommodate the proposed development, and the proposal efficiently uses land within the VASZ to provide visitor accommodation activities in a manner that adds to the diversity of housing choice and provides additional accommodation capacity. While the two adjoining sites to the east and south are larger residential sites, and the character of the residential land uses further to the east and across Aubrey Road to the north reflect the LLRZA, the location of the proposed visitor accommodation units within the VASZ is essentially a 'bookend' to that larger residential character to the west and north, noting the zoning patterns and existing higher intensity form of visitor accommodation already established at this intersection as described in both the Urban Design and Visual Impact Assessments supporting this application.

Many of the surrounding sites comprise of medium density suburban development or higher intensity visitor accommodation activity, and therefore the subject site provides an obvious opportunity to continue the visitor accommodation character anticipated by the VASZ, noting this is entirely appropriate within the existing and future context of the site and surrounds.

The new buildings include a modular design with varying roof forms and a built height of two storeys complying with the maximum height control of 8m, as intended within the LLRZA. The use of different materials and colours across the blocks will ensure a high-quality end product, while also adding visual interest and distinction across the development. Therefore the design is consistent with the above objectives and policies, and the development meets the intention of all standards for the zone, noting that the instances of non-compliance relate to minor site coverage control infringement by only 4.9%, and the subdivision of the units which will be indiscernible from the public realm, and any associated effects on nearby neighbouring sites having been avoided or appropriately mitigated by design elements.

The acceptability of these anticipated effects in this location is evident by the approvals provided by the owners of Number 401 Aubrey Road and Number 151 Anderson Road.

The proposed site layout, which follows a perimeter block model, has ensured that sufficient space is provided for communal areas and landscaping. Access and car parking are being provided by the proposed JOAL accessway that is located at the rear of the units, thereby ensuring that the visibility of vehicle activity from the streetscape is screened by buildings and associated landscaping as much as possible. This arrangement will maintain and enhance the character and amenity of the public realm.

Each unit has been provided with suitable access and parking and is connected to all services via reticulated networks. The functionality of the development therefore confirms that the overall design and density is appropriate on the subject site.

Overall, the proposal represents a development outcome that is highly anticipated in the VASZ, noting that the provisions seek to maintain the amenity of existing neighbourhoods while providing valuable local services.

It is considered that the proposal will represent a high-quality outcome, and one which will preserve existing residential amenity, while concurrently enabling additional development as envisaged within the VASZ without compromising any of the character and amenity values of the LLRZA. As such, the proposal is consistent with the objectives and policies for the zone.

6.2.2 Proposed District Plan Chapter 25 Earthworks

25.2 Objectives and Policies	
25.2.1	<i>Objective – Earthworks are undertaken in a manner that minimises adverse effects on the environment, protects people and communities, and maintains landscape and visual amenity values.</i>
25.2.1.1	<i>Ensure earthworks minimise erosion, land instability, and sediment generation and off-site discharge during construction activities associated with subdivision and development.</i>
25.2.1.2	<i>Manage the adverse effects of earthworks to avoid inappropriate adverse effects and minimise other adverse effects, in a way that:</i> <i>a. Protects the values of Outstanding Natural Features and Landscapes;</i> <i>b. Maintains the amenity values of Rural Character Landscapes;</i> <i>c. Protects the values of Significant Natural Areas and the margins of lakes, rivers and wetlands;</i> <i>d. Minimises the exposure of aquifers, in particular the Wakatipu Basin, Hāwea Basin, Wanaka Basin and Cardrona alluvial ribbon aquifers;</i> <i>Note: These aquifers are identified in the Otago Regional Plan: Water for Otago 2004.</i> <i>e. Protects Māori cultural values, including wāhi tapu and wāhi tūpuna and other sites of significance to Māori;</i> <i>f. Protects the values of heritage sites, precincts and landscape overlays from inappropriate subdivision, use and development; and</i> <i>g. Maintains public access to and along lakes and rivers.</i>
25.2.1.3	<i>Avoid, where practicable, or remedy or mitigate adverse visual effects of earthworks on visually prominent slopes, natural landforms and ridgelines.</i>
25.2.1.4	<i>Manage the scale and extent of earthworks to maintain the amenity values and quality of rural and urban areas.</i>
25.2.1.5	<i>Design earthworks to recognise the constraints and opportunities of the site and environment.</i>

25.2.1.6	<i>Ensure that earthworks are designed and undertaken in a manner that does not adversely affect infrastructure, buildings and the stability of adjoining sites.</i>
25.2.1.7	<i>Encourage limiting the area and volume of earthworks being undertaken on a site at any one time to minimise adverse effects on water bodies and nuisance effects of adverse construction noise, vibration, odour, dust and traffic effects.</i>
25.2.1.8	<i>Undertake processes to avoid adverse effects on cultural heritage, including wāhi tapu, wāhi tūpuna and other taonga, and archaeological sites, or where these cannot be avoided, effects are remedied or mitigated.</i>
25.2.1.9	<i>Manage the potential adverse effects arising from exposing or disturbing accidentally discovered material by following the Accidental Discovery Protocol in Schedule 25.10.</i>
25.2.1.10	<i>Ensure that earthworks that generate traffic movements maintain the safety of roads and accesses, and do not degrade the amenity and quality of surrounding land.</i>
25.2.1.11	<i>Ensure that earthworks minimise natural hazard risk to people, communities and property, in particular earthworks undertaken to facilitate land development or natural hazard mitigation.</i>

Comment

As with any development of residential sites, a certain level of earthworks is required to create level building platforms, functional vehicle access and manoeuvring, and for recontouring to ensure useable outdoor living spaces.

The extent of earthworks proposed in this instance is a restricted discretionary activity for developments within the LLRZA. However, the works proposed are consistent with the expectation for a development of this scale, noting that the site is generally flat which has reduced the overall volume of land disturbance required, with cuts and fills being only minor in height with no retaining required.

As a result, the existing landform will be largely maintained, and the extent of earthworks will generally be indiscernible from the surrounding environment on completion.

The implementation of best practice methods, in accordance with Council's technical requirements, will be undertaken for the duration of works, in order to protect people and property. Additional mitigation methods will also be implemented on-site and can be controlled by conditions of consent. These methods will ensure that no silt or sediment leaves the works area, thereby protecting the quality of stormwater runoff, as well as waterways within the wider catchment, for the duration of site works.

While there is currently no evidence of any historical or archeological elements existing on-site, standard site protocols can be put in place for the duration of site works to address any accidental discoveries. These measures may be included as conditions of consent.

Overall, we consider that the adverse effects with regards to earthworks and site modification will be less than minor and can be mitigated with the imposition of standard consent conditions. The greatest potential for effects of earthworks is from sediment entering adjacent sites, and for that reason various mitigation measures will be provided around the earthworks area. Given the above, the proposal accords with the overarching objectives and policies for earthworks.

6.2.3 Proposed District Plan Chapter 27 Subdivision and Development

27.2 Objectives and Policies	
27.2.1	<i>Objective - Subdivision that will enable quality environments to ensure the District is a desirable place to live, visit, work and play.</i>
27.2.1.1	<i>Require subdivision infrastructure to be constructed and designed so that it is fit for purpose, while recognising opportunities for innovative design.</i>
27.2.1.2	<i>Enable urban subdivision that is consistent with the QLDC Subdivision Design Guidelines 2015, recognising that good subdivision design responds to the neighbourhood context and the opportunities and constraints of the application site.</i>
27.2.1.3	<i>Require that allotments are a suitable size and shape, and are able to be serviced and developed for the anticipated land use under the applicable zone provisions.</i>
27.2.1.4	<i>Discourage non-compliance with minimum allotment sizes. However, where minimum allotment sizes are not achieved in urban areas, consideration will be given to whether any adverse effects are mitigated or compensated by providing:</i> a. <i>desirable urban design outcomes;</i> b. <i>greater efficiency in the development and use of the land resource;</i> c. <i>affordable or community housing.</i>
27.2.1.5	<i>Recognise that there is an expectation by future landowners that the key effects of and resources required by anticipated land uses will have been resolved through the subdivision approval process.</i>
27.2.1.6	<i>Ensure the requirements of other relevant agencies are fully integrated into the subdivision development process.</i>
27.2.2	<i>Objective - Subdivision design achieves benefits for the subdivider, future residents and the community.</i>
27.2.2.1	<i>Ensure subdivision design provides a high level of amenity for future residents by aligning roads and allotments to maximise sunlight access.</i>
27.2.2.2	<i>Ensure subdivision design maximises the opportunity for buildings in urban areas to front the road.</i>
27.2.2.3	<i>Locate open spaces and reserves in appropriate locations having regard to topography, accessibility, use and ease of maintenance, while ensuring these areas are a practicable size for their intended use.</i>
27.2.2.4	<i>Urban subdivision shall seek to provide for good and integrated connections and accessibility to:</i> a. <i>existing and planned areas of employment;</i> b. <i>community facilities;</i> c. <i>services;</i> d. <i>trails;</i> e. <i>public transport; and</i> f. <i>existing and planned adjoining neighbourhoods, both within and adjoining the subdivision area.</i>
27.2.2.5	<i>Urban subdivision design will integrate neighbourhoods by creating and utilising connections that are easy and safe to use for pedestrians and cyclists and that reduce vehicle dependence within the subdivision.</i>
27.2.2.6	<i>Encourage innovative subdivision design that responds to the local context, climate, landforms and opportunities for views or shelter.</i>
27.2.2.7	<i>Promote informal surveillance for safety in urban areas through overlooking of open spaces and transport corridors from adjacent sites and dwellings and be effective lighting.</i>
27.2.5	<i>Objective - Infrastructure and services are provided to new subdivisions and developments.</i>
	<i>Transport, Access and Roads</i>
27.2.5.1	<i>Integrate subdivision roading with the existing road networks in a safe and efficient manner that reflects expected traffic levels and the provision for safe and convenient walking and cycling.</i> <i>For the purposes of this policy, reference to 'expected traffic levels' refers to those traffic levels anticipated as a result of the zoning of the area in the District Plan.</i>
27.2.5.2	<i>Ensure safe and efficient pedestrian, cycle and vehicular access is provided to all lots</i>

	<i>created by subdivision and to all developments.</i>
27.2.5.3	<i>Provide linkages to public transport networks, and to trail, walking and cycling networks, where useful linkages can be developed.</i>
27.2.5.4	<i>Ensure the physical and visual effects of subdivision and roading are minimised by utilising existing topographical features.</i>
27.2.5.5	<i>Ensure appropriate design and amenity associated with roading, vehicle access ways, trails and trail connections, walkways and cycle ways are provided for within subdivisions by having regard to:</i> <ol style="list-style-type: none"> <i>a. the location, alignment, gradients and pattern of roading, vehicle parking, service lanes, access to lots, trails, walkways and cycle ways, and their safety and efficiency;</i> <i>b. 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;</i> <i>c. the standard of construction and formation of roads, private access ways, vehicle crossings, service lanes, walkways, cycle ways and trails;</i> <i>d. the provision and vesting of corner splays or rounding at road intersections;</i> <i>e. the provision for and standard of street lighting, having particular regard to siting and location, the provision for public safety and the avoidance of upward light spill adversely affecting views of the night sky;</i> <i>f. the provision of appropriate tree planting within roads;</i> <i>g. any requirements for widening, formation or upgrading of existing roads;</i> <i>h. any provisions relating to access for future subdivision on adjoining land;</i> <i>i. the provision and location of public transport routes and bus shelters.</i>
	<i>Water supply, stormwater, wastewater</i>
27.2.5.6	<i>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.</i>
	<i>Water</i>
27.2.5.7	<i>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.</i>
27.2.5.8	<i>Encourage the efficient and sustainable use of potable water by acknowledging that the Council's reticulated potable water supply may be restricted to provide primarily for households' living and sanitation needs and that water supply for activities such as irrigation and gardening may be expected to be obtained from other sources.</i>
27.2.5.9	<i>Encourage initiatives to reduce water demand and water use, such as roof rain water capture and use and greywater recycling.</i>
27.2.5.10	<i>Ensure appropriate water supply, design and installation by having regard to:</i> <ol style="list-style-type: none"> <i>a. the availability, quantity, quality and security of the supply of water to the lots being created;</i> <i>b. water supplies for fire fighting purposes;</i> <i>c. the standard of water supply systems installed in subdivisions, and the adequacy of existing supply systems outside the subdivision;</i> <i>d. any initiatives proposed to reduce water demand and water use.</i>
	<i>Stormwater</i>
27.2.5.11	<i>Ensure appropriate stormwater design and management by having regard to:</i> <ol style="list-style-type: none"> <i>a. any viable alternative designs for stormwater management that minimise run-off and recognises stormwater as a resource through re-use in open space and landscape areas;</i> <i>b. the capacity of existing and proposed stormwater systems;</i> <i>c. the method, design and construction of the stormwater collection, reticulation and disposal systems, including connections to public reticulated stormwater systems;</i> <i>d. the location, scale and construction of stormwater infrastructure;</i> <i>e. the effectiveness of any methods proposed for the collection, reticulation and disposal of stormwater run-off, including opportunities to maintain and enhance water quality through the control of water-borne contaminants, litter and sediments, and the control of peak flow.</i>
27.2.5.12	<i>Encourage subdivision design that includes the joint use of stormwater and flood</i>

	<i>management networks with open spaces and pedestrian/cycling transport corridors and recreational opportunities where these opportunities arise and will maintain the natural character and ecological values of wetlands and waterways.</i>
	<i>Wastewater</i>
27.2.5.13	<i>Treat and dispose of sewage in a manner that:</i> a. <i>maintain public health;</i> b. <i>avoids adverse effects on the environment in the first instance; and</i> c. <i>where adverse effects on the environment cannot be reasonably avoided, mitigates those effects to the extent practicable.</i>
27.2.5.14	<i>Ensure appropriate sewage treatment and disposal by having regard to:</i> a. <i>the method of sewage treatment and disposal;</i> b. <i>the capacity of, and impacts on, the existing reticulated sewage treatment and disposal system;</i> c. <i>the location, capacity, construction and environmental effects of the proposed sewage treatment and disposal system.</i>
27.2.5.15	<i>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.</i>
27.2.5.16	<i>Ensure adequate provision is made for the supply and installation of reticulated energy, including street lighting, and communication facilities for the anticipated land uses while:</i> a. <i>providing flexibility to cater for advances in telecommunication and computer media technology, particularly in remote locations;</i> b. <i>ensure the method of reticulation is appropriate for the visual amenity and landscape values of the area by generally requiring services are underground, and in the context of rural environments where this may not be practicable, infrastructure is sited in a manner that minimises visual effects on the receiving environment;</i> c. <i>generally require connections to electricity supply and telecommunications systems to the boundary of the net area of the lot, other than lots for access, roads, utilities and reserves.</i>
	<i>Energy Supply and Telecommunications</i>
27.2.5.16	<i>Ensure adequate provision is made for the supply and installation of reticulated energy, including street lighting, and communication facilities for the anticipated land uses while:</i> a. <i>providing flexibility to cater for advances in telecommunication and computer media technology, particularly in remote locations;</i> b. <i>ensure the method of reticulation is appropriate for the visual amenity and landscape values of the area by generally requiring services are underground, and in the context of rural environments where this may not be practicable, infrastructure is sited in a manner that minimises visual effects on the receiving environment;</i> c. <i>generally require connections to electricity supply and telecommunications systems to the boundary of the net area of the lot, other than lots for access, roads, utilities and reserves.</i>
	<i>Easements</i>
27.2.5.17	<i>Ensure that services, shared access and public access is identified and managed by the appropriate easement provisions.</i>
27.2.5.18	<i>Ensure that easements are of an appropriate size, location and length for the intended use of both the land and easement.</i>

Comment

Subdivision of the site is proposed to establish the development allotment units' own titles following the construction of the buildings on site, noting that the site features and services will be positioned to facilitate this subsequent placement of new boundaries.

The development is located in an area where there is a range of local services and facilities and is well positioned for additional development. As a result, future occupants and the wider community will be able to provide for their social, cultural and economic wellbeing.

The proposed development layout, which provides six blocks of attached units, is seen to be a good use of available land, noting that the buildings are largely compliant with the development controls at land use stage save for one minor variation of the site coverage control as detailed above, which means that the density of development can be accommodated within the existing parent lot, in a manner that is integrated with the surrounding mix of residential and visitor accommodation activities in the neighbourhood. These factors mean that a good level of amenity will be experienced both on site and within the locality, further confirming that the proposed development density is appropriate.

While the assessment of development control infringements after subdivision results in significantly greater non-compliance on a lot-by-lot basis for internal boundaries and site coverage figures, this is really a technical outcome only which does not alter the physical and visual effects of the proposed land use assessed as being highly anticipated in the VASZ.

It is noted that Policy 27.2.1.4 seeks to discourage non-compliance with minimum lot sizes, however, this goes on to state that where this occurs, consideration will be given to whether any adverse effects are mitigated or compensated by providing desirable urban design outcomes, and/or greater efficiency in the development and use of the land resource. This application clearly aligns with this in that the subdivision assists to enable the implementation of the anticipated visitor accommodation land use activity on this site, and it has demonstrated high urban design and landscape quality outcomes. The subdivision aspect assists the economic uptake of the visitor accommodation units, with no resulting adverse physical effects. In this regard, it is considered that the supporting role of subdivision in this proposal can only be considered a positive outcome assisting in the efficiency and security of its implementation.

The sites can be effectively serviced by the existing reticulated networks (wastewater, stormwater & water) noting some upgrades to these are being completed by QLDC as discussed above in **Section 3.1.7**, and new connections will be designed and located following the approval of Resource Consent, in accordance with the suggested conditions. The Scheme Plan has been designed so that the shared accessway can facilitate the positioning of connections to each unit, where this is not directly provided from the road. This shared title structure will also protect the rights of each party to obtain vehicle and pedestrian access to their unit. Accessory lots will be established over each carparking space so that they are appropriately assigned to each unit in a manner that is clear and provides legal certainty. As such, the subdivision can be readily serviced and accessed in a manner that is legally sound for all future parties.

Given the above, the proposal is consistent with the objectives and policies for subdivision and development, and the proposal will function effectively. Overall, the proposal represents a development outcome and intensity generally envisaged within the LLRZA as this relates to the VASZ overlay, and therefore the subsequent subdivision to create a fee simple title associated with each unit is considered to be appropriate.

6.2.4 Proposed District Plan Chapter 29 Transport

29.2 Objectives and Policies	
29.2.2	<i>Objective - Parking, loading, access, and onsite maneuvering that are consistent with the character, scale, intensity, and location of the zone and contributes toward:</i> <ol style="list-style-type: none"> a. <i>providing a safe and efficient transport network;</i> b. <i>compact urban growth;</i>

	<ul style="list-style-type: none"> c. economic development; d. facilitating an increase in walking and cycling and the use of public transport; and e. achieving the level of residential amenity and quality of urban design anticipated in the zone.
29.2.2.1	<p>Manage the number, pricing, location, type, and design of parking spaces, queuing space, access, and loading space in a manner that:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> (i) ensuring that accesses and new intersections are appropriately located and designed and do not discourage walking and cycling or result in unsafe conditions for pedestrians or cyclists; (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; d. provides sufficient parking spaces to meet demand 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. provides sufficient onsite loading space to minimise congestion and adverse visual amenity effects that arise from unmanaged parking and loading on road reserves and other public land; f. 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; g. avoids or mitigates adverse effects on the amenity of the streetscape and adjoining sites; and h. provides adequate vehicle access width and manoeuvring for all emergency vehicles.
29.2.2.3	<p>Require that a lower amount of accessory parking be provided for residential flats district wide, and for residential and visitor accommodation activity in the Town Centre, Local Shopping Centre, Business Mixed Use, High Density Residential, and Medium Density Residential zones and in the Jacks Point Village Area of the Jacks Point Zone compared to other zones in order to:</p> <ul style="list-style-type: none"> a. support intensification and increased walking, cycling, and public transport use, and b. in recognition of the land values, high pedestrian flows, amenity, accessibility, and existing and anticipated density of these zones.
29.2.2.11	<p>Mitigate the effects on safety and efficiency arising from the location, number, width, and design of vehicle crossings and accesses, particularly in close proximity to intersections and adjoining the State Highway, while not unreasonably preventing development and intensification.</p>
29.2.4	<p>Objective - An integrated approach to managing subdivision, land use, and the transport network in a manner that:</p> <ul style="list-style-type: none"> a. supports improvements to active and public transport networks; b. promotes an increase in the use of active and public transport networks and shared transport; c. reduces traffic generation; and d. manages the effects of the transport network on adjoining land uses and the effects of adjoining land-uses on the transport network.
29.2.4.2	<p>Ensure that commercial and industrial activities that are known to require storage space for large numbers of vehicles provide adequate vehicle parking either onsite or in an offsite carpark and do not store vehicles on roads.</p>

29.2.4.4	<i>Avoid or mitigate the adverse effects of high traffic generating activities on the transport network and the amenity of the environment by taking into account the location and design of the activity and the effectiveness of the methods proposed to limit increases in traffic generation and to encourage people to walk, cycle, or travel by public transport.</i>
29.2.4.5	<i>Encourage compact urban growth through reduced parking requirements in the most accessible parts of the District.</i>
29.2.4.6	<i>Ensure that the nature and scale of activities alongside roads is compatible with the road's District Plan classification, while acknowledging that where this classification is no longer valid due to growth and land-use changes, it may be appropriate to consider the proposed activity and its access against more current traffic volume data.</i>
29.2.4.7	<i>Control the number, location, and design of additional accesses onto the State Highway and arterial roads.</i>

Comment

The objectives and policies for transport activities generally aim to integrate land use and transport environments in a way which supports development, while retaining the safety of users and the efficiency of the network.

The proposal does not trigger any consents under the transport provisions, and the approved access and parking arrangement will be utilised to facilitate this subsequent development. Noting that there is only one proposed vehicle access to Anderson Road at a safe distance from the intersection with Aubrey Road, any effects on the adjoining road network are avoided, and a safe traffic environment can be maintained. The additional vehicle movements associated with the proposed units will be less than minor within the context of the site and road network.

Parking spaces have been designed and located to be easily accessible from the proposed units, while ensuring that access, manoeuvring and circulation can continue to be undertaken within the accessway.

Separate pedestrian pathways have been proposed along the front of the units, connecting to the carparking area, and the roadside at Anderson Road and Aubrey Road, noting the footpath across the road leads to the Wanaka commercial centre approximately 500m to the south. As such, pedestrian circulation through the site and surrounding environment will be of a high standard.

Overall, the parking and access design proposed as part of the development of the site is seen to be acceptable in this instance, and the proposal is consistent with the objects and policies for transport. As such, the safety and efficiency of the immediate road environment, and the wider network, can be maintained.

6.2.5 Operative District Plan: Chapter 8 - Rural Residential Zone

8.1.2 Objectives and Policies	
<i>Objective</i>	<i>1. Establishment of low density rural living managed and contained in both extent and location.</i>
<i>Policies</i>	<i>1.1 Identify areas for rural living activity having regard to the self-sufficiency of water and sewerage services.</i>
	<i>1.2 Recognise and provide for rural living development.</i>
<i>Objective</i>	<i>2. Avoiding, remedying or mitigating adverse effects of activities on rural amenity.</i>
	<i>2.1 Recognise that permitted activities associated with farming in rural areas may result in effects such as smell, noise, dust and traffic generation, which will be noticeable to residents in the rural living areas.</i>
	<i>2.2 Remedy or mitigate adverse effects of activities, buildings and structures on visual</i>

	<i>amenity.</i>
	<i>2.3 Ensure residential dwellings are set back from property boundaries, so as to reduce adverse effects from activities on neighbouring properties.</i>
<i>Objective</i>	<i>3. To safeguard the life-supporting capacity of water through the integrated management of the effects of activities.</i>
<i>Policies</i>	<i>3.1 In conjunction with Otago Regional Council: - encourage activities which use water efficiently, thereby conserving water quality and quantity. - discourage activities which adversely affect the life-supporting capacity of water and associated ecosystems.</i>

Comment

The objectives and policies for rural living areas are not relevant to the proposal which is now Zoned Large Lot Residential and Visitor accommodation sub-zone under the PDP – noting these rules have no outstanding appeals and are beyond challenge.

The planning framework and associated anticipated effects on the environment have therefore changed substantially to the extent that objectives and policies relating to rural living area are outdated. That said, the proposed visitor accommodation development is located 10m from the road reserves and is sensitively designed and landscaped so as to respect the location at the periphery of the Large Lot Residential Zoned land so as to ease the transition from lower intensity zoned land to the east and north to the more intensively zoned and utilised land to the west and south.

6.2.6 *Operative District Plan: Chapter 22 - Earthworks*

22.2 Objectives and Policies	
<i>Objective</i>	<i>1. Enable earthworks that are part of subdivision, development, or access, provided that they are undertaken in a way that avoids, remedies or mitigates adverse effects on communities and the natural environment.</i>
<i>Policies</i>	<i>1.1 Promote earthworks designed to be sympathetic to natural topography where practicable, and that provide safe and stable building sites and access with suitable gradients.</i>
	<i>1.2 Use environmental protection measures to avoid, remedy or mitigate adverse effects of earthworks.</i>
	<i>1.3 Require remedial works and re-vegetation to be implemented in a timely manner.</i>
	<i>1.4 Avoid, remedy or mitigate the long term adverse effects of unfinished projects.</i>
	<i>1.5 Recognise that earthworks associated with infrastructure can positively contribute to the social and economic wellbeing and the health and safety of people and communities within the District.</i>
<i>Objective</i>	<i>2. Avoiding, remedying or mitigating adverse effects of earthworks on rural landscapes and visual amenity areas.</i>
	<i>2.1 Avoid, where practicable, or remedy or mitigate adverse effects of earthworks on Outstanding Natural Features and Outstanding Natural Landscapes.</i>
	<i>2.2 Avoid, where practicable, or remedy or mitigate adverse visual effects of earthworks on visually prominent slopes, natural landforms and ridgelines.</i>
	<i>2.3 Ensure cuts and batters are sympathetic to the line and form of the landscape.</i>
	<i>2.4 Ensure remedial works and re-vegetation mitigation are effective, taking into account altitude and the alpine environment</i>
<i>Objective</i>	<i>3. Ensure earthworks do not adversely affect the stability of land, adjoining sites or exacerbate flooding.</i>
<i>Policies</i>	<i>3.1 Ensure earthworks, in particular, - cut, fill and retaining, - do not adversely affect the stability of adjoining sites.</i>
<i>Policies</i>	<i>3.2 Ensure earthworks do not cause or exacerbate flooding, and avoid, remedy or mitigate</i>

	<i>the adverse effects of de-watering</i>
<i>Policies</i>	<i>3.3 Avoid the adverse effects of earthworks on steeply sloping sites, where land is prone to erosion or instability, where practicable. Where these effects cannot be avoided, to ensure techniques are adopted that remedy or mitigate the potential to decrease land stability</i>
<i>Objective</i>	<i>6. Maintain or improve water quality of rivers, lakes and aquifers</i>
<i>Policies</i>	<i>6.1 Avoid the adverse effects of earthworks in close proximity to water bodies, where practicable. Where these cannot be avoided, ensure that sediment control techniques are put in place to avoid, remedy or mitigate sediment run-off</i>
<i>Policies</i>	<i>6.2 Avoid earthworks adversely affecting water aquifers including the Hawea Basin, Wanaka Basin, Cardrona alluvial ribbon and Wakatipu Basin aquifers and other lesser aquifers.</i>
<i>Objective</i>	<i>7. Protect cultural heritage, including waahi tapu, waahi taonga, archaeological sites and Heritage Landscapes from the adverse effects of earthworks.</i>
<i>Policy</i>	<i>7.1 Ensure that iwi are consulted regarding earthworks that may affect sites of significance to Maori, including Statutory Acknowledgement Areas.</i>
<i>Policy</i>	<i>7.2 Consult with Heritage New Zealand where proposed earthworks may affect any archaeological sites</i>
<i>Policy</i>	<i>7.3 Recognise and protect the values of Heritage Landscapes from the adverse effects of earthworks</i>
<i>Policy</i>	<i>7.4 Protect heritage buildings and structures from potential undermining and vibration effects resulting from earthworks on the same site or from sites in close proximity.</i>

Comment

The objectives and policies for the *District Plan* seek the same outcomes as assessed for the PDP above in **Section 6.2.2** so that assessment also applies here.

6.2.7 Operative District Plan: Chapter 15 – Subdivision and Development

15.1.3 Objectives and Policies	
<i>Objective 1 - Servicing</i>	<i>1. Establishment of low density rural living managed and contained in both extent and location.</i>
<i>Policies</i>	<i>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.</i>
<i>Policies</i>	<i>1.2 To ensure safe and efficient vehicular access is provided to all lots created by subdivision and to all developments.</i>
<i>Policies</i>	<i>1.3 To achieve provision of pedestrian, cycle and amenity linkages, where useful linkages can be developed</i>
<i>Policies</i>	<i>1.4 To avoid or mitigate any adverse visual and physical effects of subdivision and development roading on the environment.</i>
<i>Policies</i>	<i>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.</i>
<i>Policies</i>	<i>1.6 To ensure that the provision of any necessary additional infrastructure for water supply, stormwater disposal and/or sewage treatment and disposal and the upgrading of existing infrastructure is undertaken and paid for by subdividers and developers in accordance with Council's Long Term Community Plan Development Contributions Policy.</i>
<i>Policies</i>	<i>1.7 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.</i>
<i>Policies</i>	<i>1.8 To encourage the retention of natural open lakes and rivers for stormwater disposal, where safe and practical, and to ensure disposal of stormwater in a manner which maintains or enhances the quality of surface and ground water, and avoids inundation of</i>

	<i>land within the subdivision or adjoining land.</i>
<i>Policies</i>	<i>1.9 To ensure, upon subdivision or development, that anticipated land uses 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.</i>
<i>Policies</i>	<i>1.10 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 and disposal system, where such systems are available.</i>
<i>Policies</i>	<i>1.11 To ensure adequate provision is made for the supply of reticulated energy, including street lighting, and communication facilities for the anticipated land uses, and the method of reticulation is appropriate to the visual amenity values of the area.</i>
	<i>1.12 To ensure the requirements of other relevant agencies are fully integrated into the subdivision/development process.</i>
<i>Objective</i>	<i>2. Cost of services to be met by subdividers</i>
	<i>2.1 To require subdividers and developers to meet the costs of the provision of new services or the extension or upgrading of existing services (including head works), whether provided before or after the subdivision and/or development, and which are attributable to the effects of the subdivision or development, including where applicable:</i> <ul style="list-style-type: none"> <i>• roading and access;</i> <i>• water supply;</i> <i>• sewage collection, treatment and disposal;</i> <i>• stormwater collection, treatment and disposal;</i> <i>• trade waste disposal;</i> <i>• provision of energy;</i> <i>• provision of telecommunications.</i>
	<i>2.2 Contributions will be in accordance with Council's Long Term Community Plan Development Contributions Policy.</i>
<i>Objective</i>	<i>4. Amenity protection</i>
<i>Policies</i>	<i>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 open space and density of built development anticipated in each area.</i>
<i>Policies</i>	<i>5.2 To ensure subdivision patterns and the location, size and dimensions of lots in rural areas will not lead to a pattern of land uses, which will adversely affect landscape, visual, cultural and other amenity values.</i>
<i>Policies</i>	<i>5.3 To encourage innovative subdivision design, consistent with the maintenance of amenity values, safe, efficient operation of the subdivision and its services.</i>
<i>Policies</i>	<i>5.4 To encourage the protection of significant trees or areas of vegetation, upon the subdivision of land.</i>
<i>Policies</i>	<i>5.5 To minimise the effects of subdivision and development on the safe and efficient functioning of services and roads.</i>
<i>Policies</i>	<i>5.6 To encourage the identification of archaeological sites and sites of cultural significance.</i>
<i>Policies</i>	<i>5.7 To minimise street lighting in the Rural Residential area at the north of Lake Hayes in order to retain the rural amenity values of the area.</i>
<i>Policies</i>	<i>5.8 To promote the use of stormwater management methods which involve the use of pervious surfaces such as open swales in the Rural Residential area at the north of Lake Hayes, in order to retain the rural amenity values of the area.</i>

Comment

The objectives and policies for subdivision and development under the *District Plan* and the PDP seek similar outcomes, so the assessment of the PDP objectives and policies above under **Section 6.2.3** applies here also.

6.2.8 Operative District Plan: Chapter 14 – Transportation

14.1.3 Objectives and Policies	
<i>Objective 1. - Efficiency</i>	<i>Efficient use of the District's existing and future transportation resource and fossil fuel usage associated with transportation.</i>
<i>Policies</i>	<i>1.1 To encourage efficiency in the use of motor vehicles.</i>
<i>Policies</i>	<i>1.2 To promote the efficient use of all roads by adopting and applying a road hierarchy with associated access standards based on intended function.</i>
<i>Policies</i>	<i>1.3 To promote the efficient use of roads by ensuring that the nature of activities alongside roads are compatible with road capacity and function.</i>
<i>Policies</i>	<i>1.4 To protect the safety and efficiency of traffic on State Highways and arterial roads, particularly State Highway 6A, by restricting opportunities for additional access points off these roads and by ensuring access to high traffic generating activities is adequately designed and located.</i>
<i>Policies</i>	<i>1.5 To promote the efficient use of fuel for transport purposes, by providing for a District wide policy of consolidated urban areas, townships, retail centres and residential environments.</i>
<i>Policies</i>	<i>1.6 To promote and provide for the consolidation of new areas of residential development and for higher density development within identified areas.</i>
<i>Policies</i>	<i>1.7 Enabling for home occupations within residential areas to reduce travel time and costs between home and work.</i>
<i>Policies</i>	<i>1.8 To consider options for encouraging and developing greater use of public transportation facilities and in particular to continue to investigate the options for alternative transport means.</i>
<i>Policies</i>	<i>1.9 To require off-road parking and loading for most activities to limit congestion and loss of safety and efficiency of adjacent roads and to promote the maintenance and efficiency of those roads.</i>
<i>Policies</i>	<i>1.10 To require access to property to be of a size, location and type to ensure safety and efficiency of road functioning.</i>
<i>Objective 2. – Safety and Accessibility</i>	<i>Maintenance and improvement of access, ease and safety of pedestrian and vehicle movement throughout the District.</i>
<i>Policies</i>	<i>2.1 To maintain and improve safety and accessibility by adopting and applying a road hierarchy with associated design, parking and access standards based on the intended function.</i>
<i>Policies</i>	<i>2.2 To ensure the intensity and nature of activities along particular roads is compatible with road capacity and function, to ensure both vehicle and pedestrian safety.</i>
<i>Policies</i>	<i>2.3 To ensure access and movement throughout the District, and more particularly the urban areas, for people with disabilities is not unreasonably restricted.</i>
<i>Policies</i>	<i>2.4 To encourage the development of pedestrian and cycle accessways, within the main townships.</i>
<i>Policies</i>	<i>2.5 To maintain and upgrade, where appropriate, the existing roads and provide for new roads and related facilities where these are important for providing access. In particular, to investigate and/or make provision for:</i> <ul style="list-style-type: none"> <i>• a new road link from Man Street to the One Mile roundabout.</i> <i>• a new road linking Queenstown and Frankton on the northern side of SH6A above Frankton Arm.</i> <i>• a long term roading network for the Frankton flats area to protect the through route function of State Highways and provide access to residential, commercial and recreational activities.</i>
<i>Policies</i>	<i>2.6 To ensure intersections and accessways are designed and located so:</i> <ul style="list-style-type: none"> <i>• good visibility is provided.</i> <i>• they can accommodate vehicle manoeuvres.</i> <i>• they prevent reverse manoeuvring onto arterial roads; and</i> <i>• are separated so as not to adversely affect the free flow of traffic on arterial roads.</i>

<i>Policies</i>	<i>2.7 To ensure vegetation plantings are sited and/or controlled so as to maintain adequate visibility and clearance at road intersections and property access and to prevent the icing of roads during winter months, except and unless that vegetation is important to the visual amenity of the District or is protected as part of the Heritage Provisions.</i>
<i>Objective 3 – Environmental Effects of Transportation</i>	<i>Minimal effects on the surrounding environment as a result of road construction and road traffic.</i>
<i>Policies</i>	<i>3.1 To protect the amenities of specified areas, particularly residential and pedestrian orientated town centres from the adverse effects of transportation activities.</i>
<i>Policies</i>	<i>3.2 To discourage traffic in areas where it would have adverse environmental effects.</i>
<i>Policies</i>	<i>3.3 To support the development of pedestrian and similar links within and between settlements and the surrounding rural areas, in order to improve the amenity of the settlements and their rural environs.</i>
<i>Policies</i>	<i>3.4 To ensure new roads and vehicle accessways are designed to visually complement the surrounding area and to mitigate visual impact on the landscape.</i>
<i>Policies</i>	<i>3.5 To maintain and enhance the visual appearance and safety of arterial roads which are gateways to the main urban centres.</i>
<i>Policies</i>	<i>3.6 To incorporate vegetation within roading improvements, subject to the constraints of road safety and operational requirements, and the maintenance of views from the roads.</i>
<i>Policies</i>	<i>3.7 To implement appropriate procedures, in conjunction with the takata whenua and Historic Places Trust, should any waahi tapu or waahi taonga be unearthed during roading construction. (see Section 4.3 Objective 1 Policy 1 for consultation procedures with takata whenua).</i>
<i>Objective 5 - Parking and Loading - General</i>	<i>Sufficient accessible parking and loading facilities to cater for the anticipated demand of activities while controlling asverse effects.</i>
<i>Policies</i>	<i>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.</i>
<i>Policies</i>	<i>5.2 To ensure business uses have provision for suitable areas for loading vehicles on-site.</i>
<i>Policies</i>	<i>5.3 To ensure car parking is available, convenient and accessible to users including people with disabilities.</i>
<i>Policies</i>	<i>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.</i>
<i>Policies</i>	<i>5.5 To require the design of parking areas to ensure the safety of pedestrians as well as vehicles.</i>
<i>Policies</i>	<i>5.6 To set areas aside for staff car parking in business and industrial zones.</i>
<i>Objective 6 - Pedestrian and Cycle Transport</i>	<i>Recognise, encourage and provide for the safe movement of cyclists and pedestrians in a pleasant environment within the District.</i>
<i>Policies</i>	<i>6.1 To develop and support the development of pedestrian and cycling links in both urban and rural areas.</i>
<i>Policies</i>	<i>6.2 To require the inclusion of safe pedestrian and cycle links where appropriate in new subdivisions and developments.</i>
<i>Policies</i>	<i>6.3. To provide convenient and safe cycle parking in public areas</i>

Comment

The objectives and policies for transportation and development under the *District Plan* and the

PDP seek similar outcomes, so the assessment of the PDP objectives and policies above under **Section 6.2.4** applies here also.

6.3 Other Matters – s104(1)(C)

Section 104(1)(C) of the RMA requires that Council consider any other matters relevant and reasonably necessary to determine an application. There are no other documents considered relevant to this application.

6.4 Particular Restrictions for Non-Complying Activities – s104D

Section 104D specifies that 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.*

Therefore, an application for a non-complying activity must meet either (a) or (b) above to be considered for approval, otherwise Council must refuse the application.

In this instance, the proposal is considered to be a *non-complying* given that the visitor accommodation activities are proposed to be subdivided.

The adverse effects of the land use proposal have been shown to be less than minor in relation to both the wider environment (refer **Section 5.2**) and the immediate environment (refer **Section 5.3**).

With regard to the effects of the subdivision of the proposed land use, this has no physical effect and is simply a legal rationalisation of the units for ownership purposes. In addition, the proposal is not contrary to the relevant objectives and policies, as demonstrated within **Section 6.2** above.

Therefore, the proposal meets both clauses of the gateway test required under section 104D, and as such, qualifies for approval.

6.5 Part 2 Purpose and Principles of the RMA

Section 104 also requires that consideration be given to Part 2 of the RMA.

6.5.1 Section 5

The purpose of the RMA under Section 5 is the sustainable management of natural and physical resources. This means managing the use of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

The proposal is consistent with this purpose because the adverse effects on the environment are less than minor, and the proposed activity simply implements that anticipated under the VASZ.

The need for mitigation is considered limited to the construction period, including the implementation of earthworks, which can be controlled by standard conditions of consent.

In addition, the development will result in the creation of 22 visitor accommodation units, which is considered to be an efficient use of the available land resource in this location.

6.5.2 *Section 6*

Section 6 of the Act sets out a number of matters of national importance which need to be recognised and provided for and includes among other things and in no order of priority, the protection of outstanding natural features and landscapes, the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna, and the protection of historic heritage. There are no matters of national importance relevant to this proposal.

6.5.3 *Section 7*

Section 7 identifies a number of “other matters” to be given particular regard by a council in the consideration of any assessment for resource consent and includes the efficient use of natural and physical resources, and the maintenance and enhancement of amenity values.

The proposal is consistent with this purpose because a high standard of on-site amenity will be achieved, while not detracting from the amenity values of the local area.

6.5.4 *Section 8*

Section 8 requires a council to take into account the principles of the Treaty of Waitangi. The granting of resource consent for the proposal would not be contrary to the principles of the Treaty of Waitangi, as there are no historical events or circumstances relevant to the Crown's partnership with Tangata Whenua, connected to the use of the site.

6.5.5 *Part 2 Summary*

Overall the application is considered to meet the relevant provisions of Part 2 of the RMA as the proposal achieves the purpose of the RMA being the sustainable management of natural and physical resources.

7.0 ASSESSMENT SUMMARY

We consider that this combined land use and subdivision application is consistent with the relevant provisions of the Proposed Plan. The design of the units generally aligns with the expectations for development within the VASZ, thereby conveying the desired character of the area. Furthermore, the application provides for a high level of amenity both on site and on adjoining land and does not result in adverse effects on the natural environment relating to transportation, earthworks, construction, or servicing. The site is also well positioned for redevelopment, noting that the proposal efficiently uses land within an existing urban area which is well connected, in a manner that provides visitor accommodation to meet demand within the area, and on a site specifically zoned for visitor accommodation activity.

The development of the site has also been shown to accord with the higher-level Purpose and

Principals of the RMA and the overarching Objectives and Policies of the Proposed Plan, thereby confirming that this application is appropriate.

Overall, the effects of the proposal are positive in that it enables additional visitor accommodation activities to be established in a manner that creates high quality on-site outcomes while protecting the surrounding environment.

8.0 CONCLUSION

This application seeks combined land use and subdivision Resource Consent from Council to construct 23 new visitor accommodation units at No. 1 Anderson Avenue, Wanaka. Subdivision will also be undertaken to provide freehold titles associated with each unit.

Overall, the application requires consent as a **non-complying** activity, but only in relation to the subdivision component.

With regard to actual or potential *physical* adverse effects on the environment these are less than minor, and the proposal is consistent with the relevant Objectives and Policies for the zone, as well as the relevant district-wide provisions.

Notification Assessment

This application can be processed without public or limited notification for the following reasons:

- Adverse effects on the wider environment are less than minor because:
 - The proposal cannot be described as of significance, or unusual to a point where public notification of the application would serve a beneficial purpose.
 - There are no special circumstances to warrant notification, as this type of development does not present any unusual characteristics.
 - The approval of the owners of Number 401 Aubrey Road and Number 151 Anderson Road have been provided therefore the effects on these adjoining neighbours (the only adjoining neighbours) can be considered less than minor.
 - In terms of the Council's general discretion to notify (s95A (1)), it is considered that there are no benefits for the decision maker in terms of achieving the sustainable management purpose of the RMA, from information potentially brought about through public notification.
 - The proposed land uses are compatible with the established mix of activities within the surrounding area (including other visitor accommodation within the VASZ across Anderson Road) and are consistent with the objectives and policies of the zone.
- No persons are considered to be adversely affected, noting:
 - The development is compliant with all required bulk and location standards with regard to the land use component, aside from the 4.9% site coverage infringement.
 - While there are more infringements of internal yards and site coverages after subdivision, this does not mean there are worse effects resulting from the anticipated physical effects from the land use of visitor accommodation in the VASZ, with these post-subdivision infringements being more technical than

physical in RMA effects consideration terms.

- All buildings are well separated from neighbouring residential properties, thereby retaining a sense of openness and avoiding shading.
- Fencing and landscaping at the site interface will ensure that a good level of privacy and amenity is retained for future occupants of the proposed development, and for the surrounding neighbourhood.
- Operational effects on other sites in the neighbourhood, relating specifically to noise and traffic, have been appropriately avoided or mitigated by the site layout and design elements.
- All servicing effects will be confined to the site with no impact on any persons.
- Works methodologies will be adopted to ensure that adverse effects associated with silt and sedimentation, are managed to a degree where no person is affected;
- Construction effects will be contained to the site.

Overall, this application satisfies the relevant provisions of S95A, 95D, 95B and 95E and can lawfully be assessed without notification or the requirement for written approvals from any persons.

Notification Conclusion

Given the above, the application should proceed on a non-notified basis.

Reasons for Approval

Resource consent should be granted to this proposal, given that an assessment under s104(1)(a) of the RMA has shown that the actual and potential effects of the proposal will be acceptable, and **overall will result in a net environmental gain**.

This is because the proposed buildings will provide a high standard of onsite amenity and visual character, and the redevelopment and intensification of the site is envisaged under the PDP VASZ, and the degree of variations to stated land use rules are less than minor as demonstrated within this AEE. Where infringements are more prominent upon consideration of these after subdivision, this is a technical assessment only with negligible impact on physical and visual effects due to this being only legal rationalisation of boundaries. As such the proposal is deemed to be consistent with the intent of the zone and development expectations for the wider area.

In accordance with an assessment under s104(1)(b) of the RMA, the proposal will be consistent with the relevant statutory documents, and the application is consistent with Part 2 of the RMA for the reasons discussed within this AEE.

Finally, given general compliance with relevant statutory documents we are of the opinion that this application will satisfy the statutory obligations under Section 104 and 104D of the Resource Management Act 1991, and consent can therefore be granted accordingly.

AEE prepared by:

A handwritten signature in black ink that reads "Lance Hessell". The signature is written in a cursive, flowing style.

Lance Hessell
Civix Limited – Planning and Engineering
Mobile: 021 0469400
Email: lance@civix.co.nz

Appendix 1: Certificate of Title

Appendix 2 & 2A: Architectural Plans

Appendix 3: Scheme Plan

Appendix 4: Consent Order ENV-2019-CHC-025 for the Visitor Accommodation Sub-zone.

Appendix 5: Pre-application meeting minutes

Appendix 6: Landscape Plan

Appendix 7A: Landscape Visual Impact Assessment

Appendix 7B: Landscape Visual Impact Assessment – Photo Montages

Appendix 8: Urban Design Assessment

Appendix 8A: Urban Design Assessment Addendum

Appendix 9: Traffic Impact Assessment

Appendix 10: Engineering Infrastructure Report

Appendix 11: Geotechnical Investigation Report

Appendix 12A to C: Affected Party Approvals



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD**

**Guaranteed Search Copy issued under Section 60 of the Land
Transfer Act 2017**



R.W. Muir
Registrar-General
of Land

Identifier **2373**
Land Registration District **Otago**
Date Issued 06 November 2000

Prior References
OT4D/1021

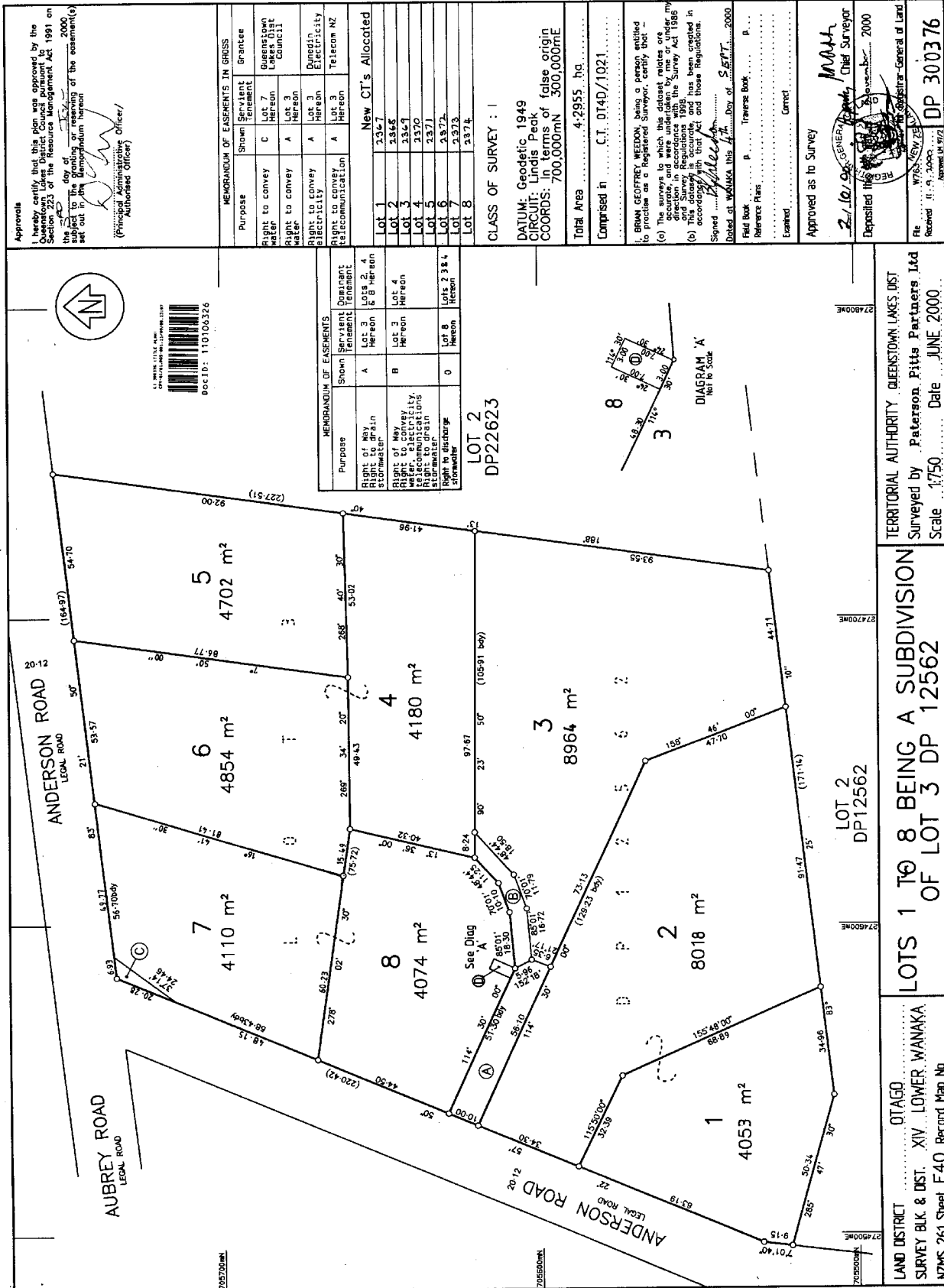
Estate Fee Simple
Area 4110 square metres more or less
Legal Description Lot 7 Deposited Plan 300376

Registered Owners
Matagouri Spirit Limited

Interests

Subject to Section 59 Land Act 1948
5011647.5 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 6.11.2000 at 2:17 pm
5011647.9 Transfer creating the following easements in gross - 6.11.2000 at 2:17 pm

Type	Servient Tenement	Easement Area	Grantee	Statutory Restriction
Convey water	Lot 7 Deposited Plan 300376 - herein	Marked C Deposited Plan 300376	Queenstown Lakes District Council	Subject to Section 243 (a) Resource Management Act 1991



Approvals
I hereby certify that this plan was approved by the Registrar-General of Land on the 22nd day of June 2000 in accordance with Section 223 of the Resource Management Act 1991 on the basis of the information provided to me and subject to the granting or reserving of the easement(s) set out in the Memorandum hereon.

[Signature]
Principal Administrative Officer/Authorized Officer

MEMORANDUM OF EASEMENTS IN GROSS	
Purpose	Grantee
Right to convey water	Lot 7 Hereon
Right to convey electricity	Lot 3 Hereon
Right to discharge stormwater	Lot 3 Hereon
Right to lay down telecommunications	Lot 3 Hereon

CLASS OF SURVEY : 1
 DATUM: Geodetic 1949
 CIRCUIT: Linds Peak
 COORDS: in terms of false origin
 700,000mN 300,000mE

Total Area : 4,2955 ha
 Comprised in : C.T. 014D/1921

I, BRAD GEORGEY WATSON, being a person entitled to practice as a Registered Surveyor, certify that -
 (a) The survey to which this dataset relates is accurate, and was undertaken by me or under my direction in accordance with the Survey Act 1986 and the regulations made thereunder;
 (b) This dataset is accurate, and has been created in accordance with that Act and those Regulations.

Signed: *[Signature]*
 Dated at WANAKA this 22nd day of June 2000

Field Book: P. Transverse Book: P.
 Reference Plan: P.
 Examined: Correct

Approved as to Survey
[Signature] Chief Surveyor
 Deposited this 22nd day of June 2000

Re: W98/50/23
 Received: DP 300376
 Approved: 2722

MEMORANDUM OF EASEMENTS			
Purpose	Shown	Servient Tenement	Dominant Tenement
Right of Way	A	Lot 3 Hereon	Lots 2, 4 & 8 Hereon
Right to convey water	B	Lot 3 Hereon	Lot 4 Hereon
Right to convey electricity	C	Lot 3 Hereon	Lot 4 Hereon
Right to discharge stormwater	0	Lot 8 Hereon	Lots 2, 3 & 4 Hereon

LOT 2
 DP22623

DIAGRAM 'A'
 Not to Scale

Scale: 1:750 Date: JUNE 2000

LAND DISTRICT: OTAGO
 SURVEY BLK & DIST: XIV LOWER WANAKA
 NZMS 261 Sheet F.40 Record Map No

TERRITORIAL AUTHORITY: QUEENSTOWN LAKES DIST
 Surveyed by: Paterson Pitts Partners Ltd
 Scale: 1:750 Date: JUNE 2000

LOTS 1 TO 8 BEING A SUBDIVISION OF LOT 3 DP 12562

LOT 2
 DP12562



DocID: 110157287

IN THE MATTER Lots 1 to 8 being a
subdivision of Lot 3, DP12562, Block
XIV, Lower Wanaka Survey District.

AND

IN THE MATTER of subdivision
Consent RM990308

Conditions

1. At such a time that a dwelling is to be constructed on the allotment, the owner for the time being shall provide specifications of proposed location and design, for the approval of the Council, of the proposed effluent disposal system.
2. The owner for the time being shall only be permitted to dispose of effluent by way of an on-site method while there is no reticulated sewage scheme available to the sites. If and when any such reticulated scheme is installed and is available to the site, the use of an on-site sewage treatment method shall cease and any residential dwelling on the property shall be connected to the reticulated sewage disposal scheme within three months of its availability.
3. At such time as a residential dwelling is required to connect to a reticulated sewage disposal scheme the owner for the time being shall pay to the Queenstown Lakes District Council any fee required by the Council in relation to the provision of the scheme.
4. At such time that a dwelling is to be constructed on any site, the owner for the time being shall provide a vehicle crossing in accordance with the specifications approved under condition 4(b) of the subdivision consent pertinent to the site.

Dated this 3rd day of October 2000


.....
Authorised Officer

IN THE MATTER Lots 1 to 8 being a
subdivision of Lot 3, DP12562, Block
XIV, Lower Wanaka Survey District.

AND

IN THE MATTER of subdivision
Consent RM990308

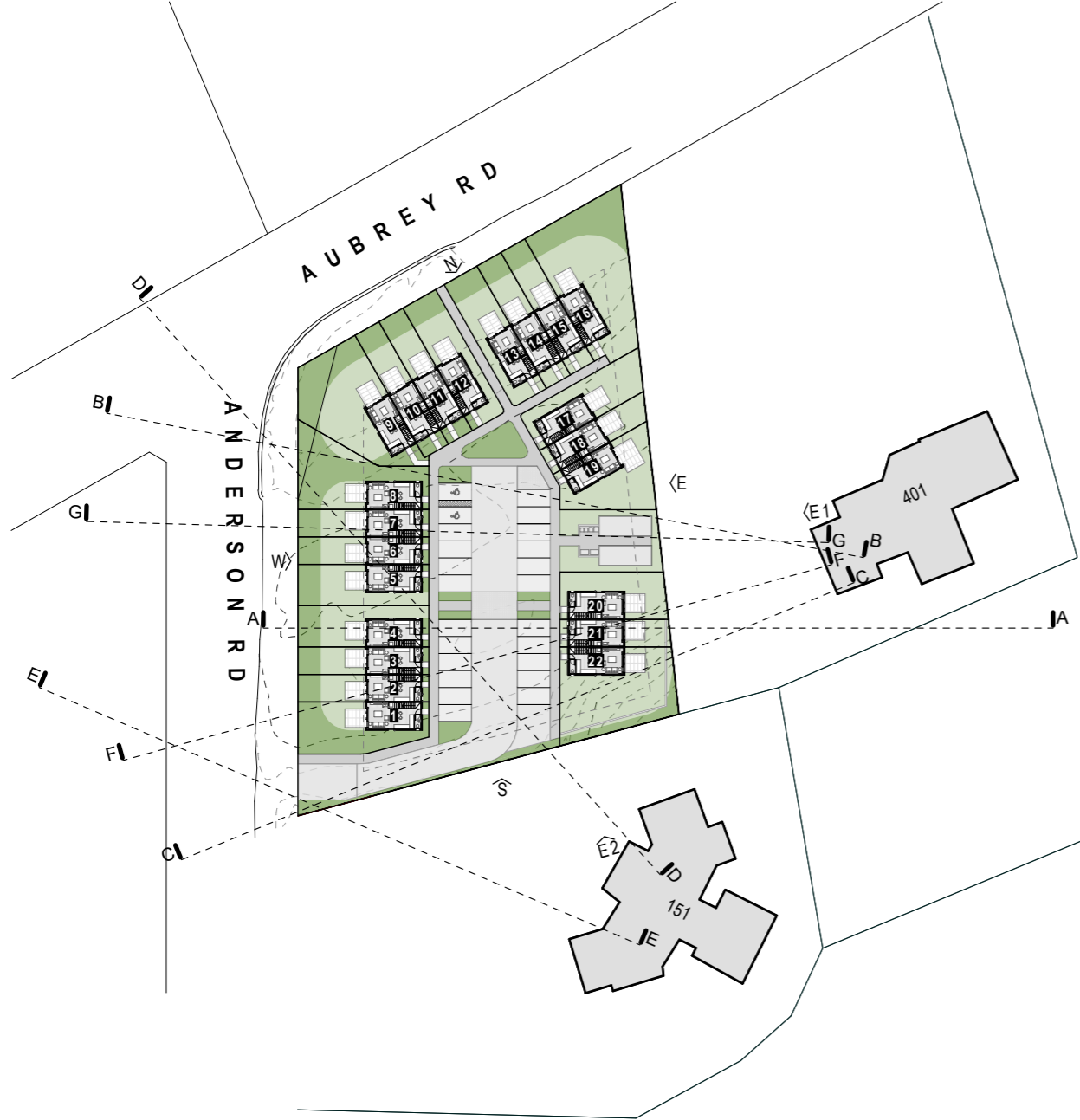
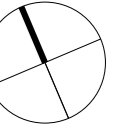
**CONSENT NOTICE PURSUANT TO
SECTION 221 OF THE RESOURCE
MANAGEMENT ACT 1991**

**PATERSON PITTS PARTNERS LTD
REGISTERED SURVEYORS
WANAKA**



RC DRAWING SCHEDULE

	COVER
RC1	LOCATION PLAN & SITE
RC2	SITE ELEVATIONS
RC3	SECTIONS
RC4	NEIGHBOUR ELEVS & SIGHT LINE DIAGRAMS
RC5	UNIT - TYPE A & B
RC6	UNIT - TYPE C & D
RC7	TYPE A ELEVATIONS
RC8	TYPE B ELEVATIONS
RC9	TYPE C ELEVATIONS
RC10	TYPE D ELEVATIONS
RC11	NEIGHBOUR VIEWS



LOCATION PLAN
1:1000 @ A3



SITE
1:500 @ A3

SITE INFORMATION

ADDRESS: LOT 7 ANDERSON ROAD, WANAKA
 ZONE: LARGE LOT RESIDENTIAL A (LLRZA)
 SUB - ZONE: VISITOR ACCOMMODATION ZONE (SZVAZ)

PLANNING CONTROLS

BUILDING HEIGHT MAX. 8m
 ROAD BOUNDARY SETBACK 10m
 INTERNAL BOUNDARY SETBACK 4m
 MAX. BUILDING COVERAGE 15%

PLANNING

SITE AREA: 4110m²
 MAX. COVERAGE: 616m² 15.0%
 PROPOSED BUILDINGS: 820m² 19.9%
 PROPOSED STORAGE: 48m² 1.1%

LOT AREAS

LOT 1	146m ²	LOT 12	123m ²
LOT 2	84m ²	LOT 13	123m ²
LOT 3	84m ²	LOT 14	90m ²
LOT 4	126m ²	LOT 15	90m ²
LOT 5	126m ²	LOT 16	270m ²
LOT 6	84m ²	LOT 17	121m ²
LOT 7	84m ²	LOT 18	73m ²
LOT 8	176m ²	LOT 19	140m ²
LOT 9	222m ²	LOT 20	117m ²
LOT 10	90m ²	LOT 21	70m ²
LOT 11	90m ²	LOT 22	225m ²

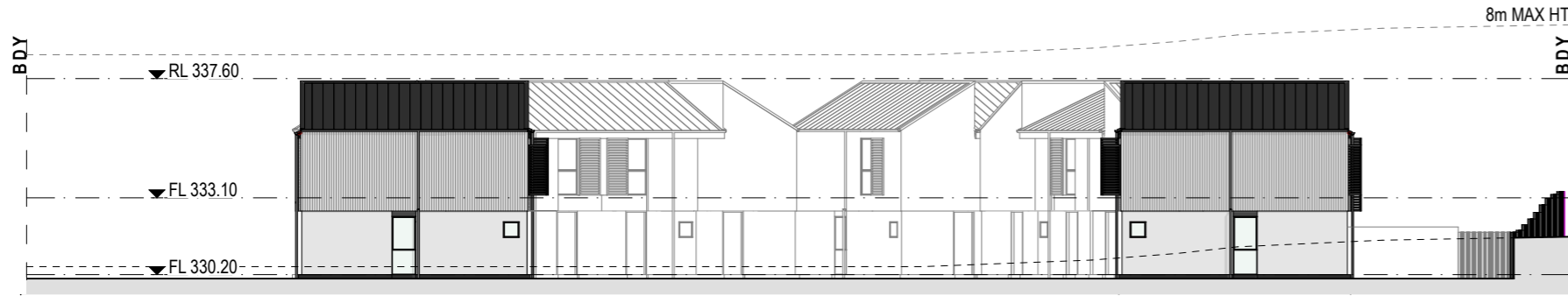
PRELIMINARY

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LOCATION PLAN & SITE

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DWG No. REV SCALE
RC1 A 1:500, 1:1000 @ A3





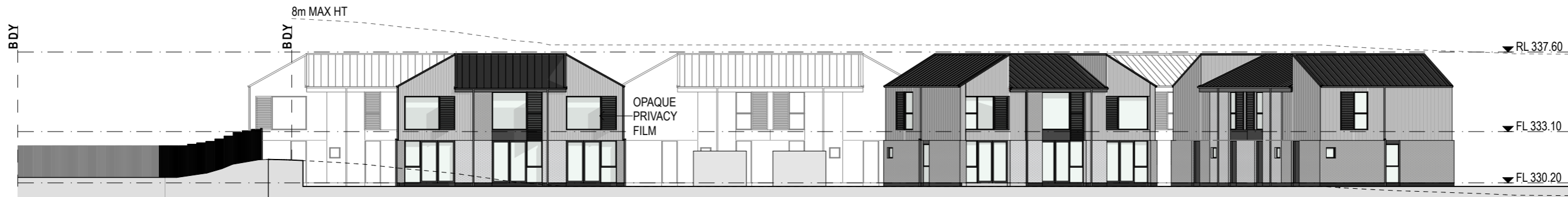
SOUTH
1:250 @ A3



NORTH



WEST



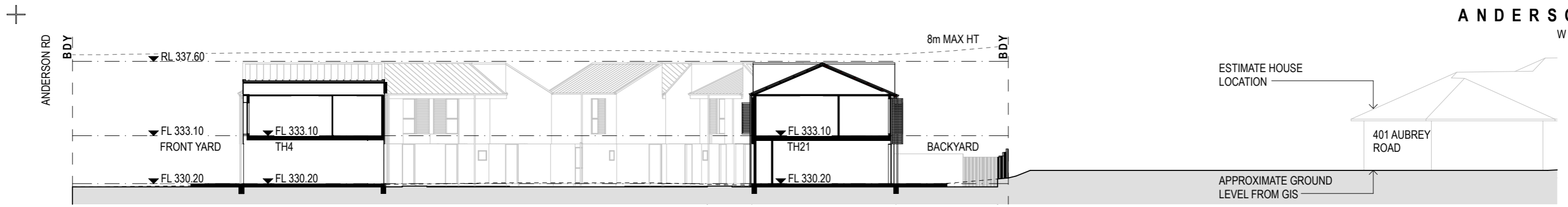
EAST

PRELIMINARY
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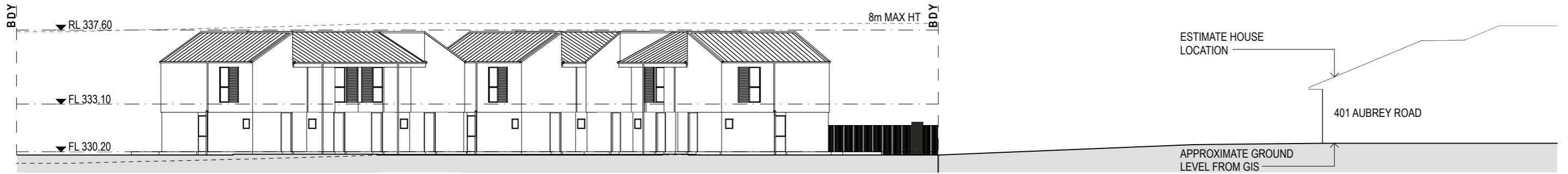
SITE ELEVATIONS
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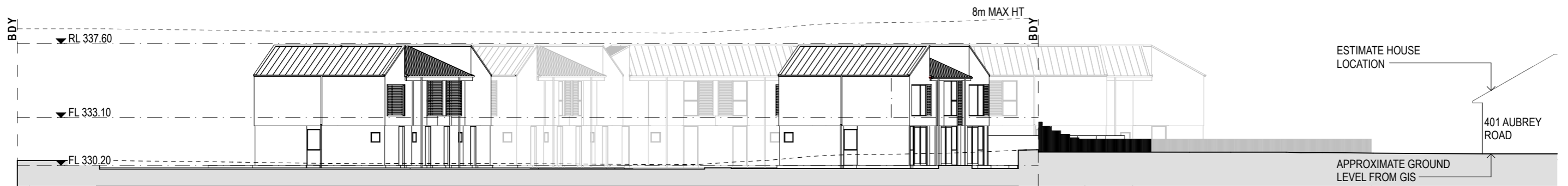




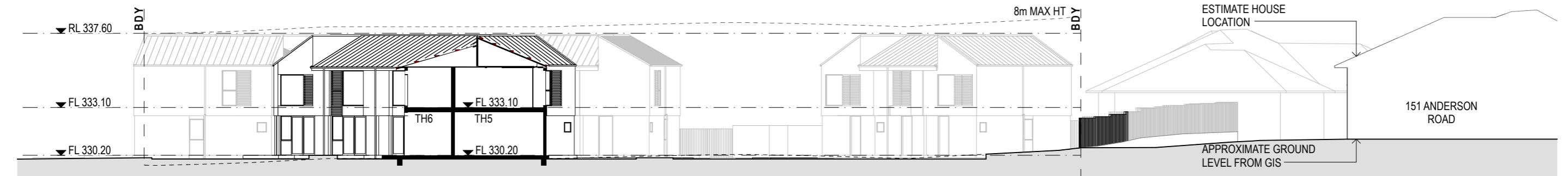
SECTION A
1:250 @ A3



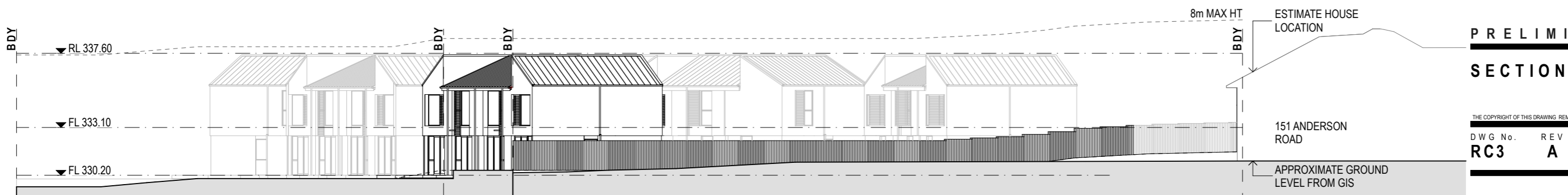
SECTION B



SECTION C



SECTION D



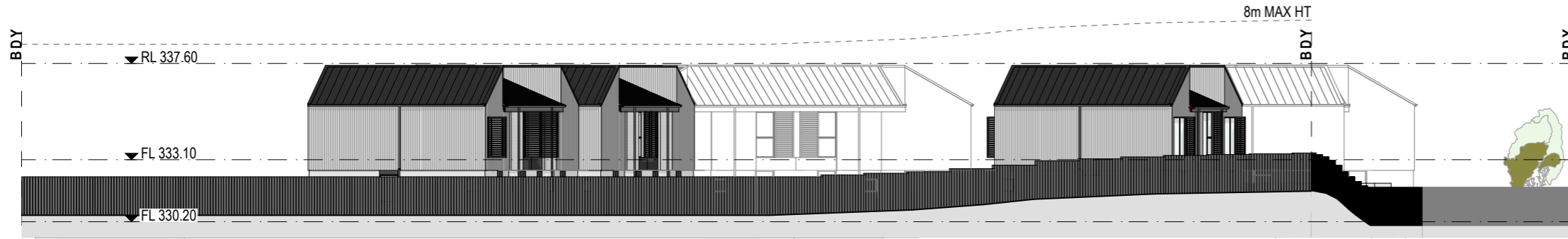
SECTION E

PRELIMINARY
SECTIONS
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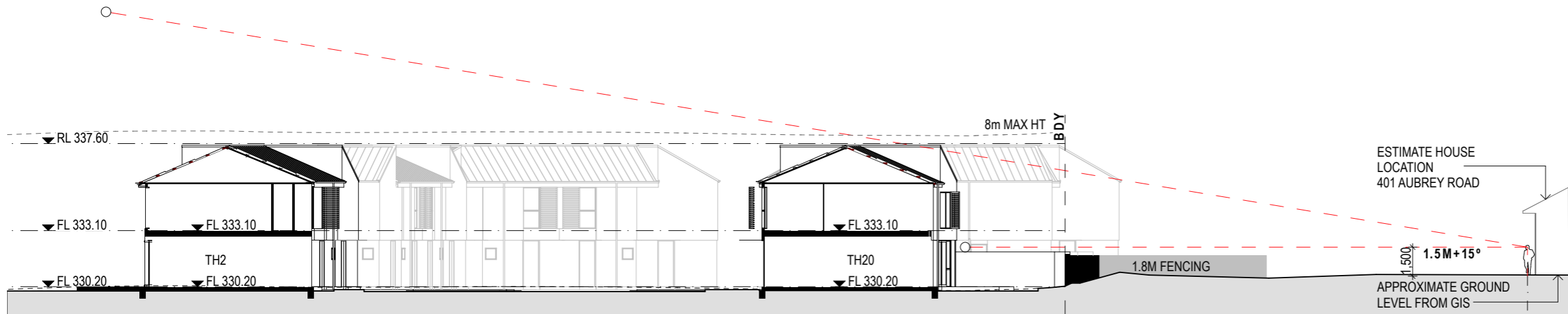
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DWG No. **RC3** REV **A** SCALE 1:250 @ A3



E1 - EASTERN NEIGHBOUR VIEW
1:250 @ A3



E2 - SOUTHERN NEIGHBOUR VIEW



SECTION F
NEIGHBOURS SIGHT LINE



SECTION G
NEIGHBOURS SIGHT LINE

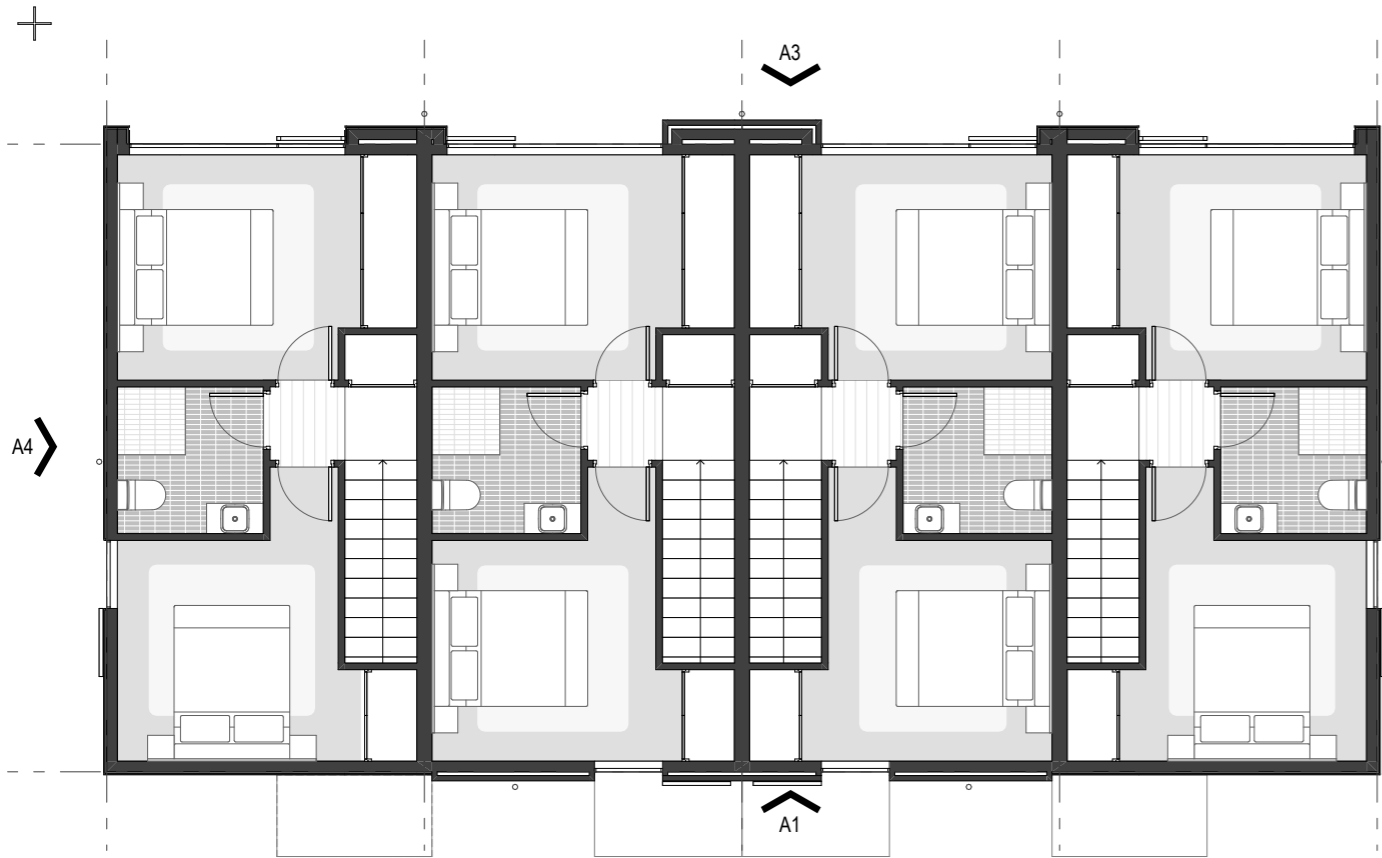
PRELIMINARY

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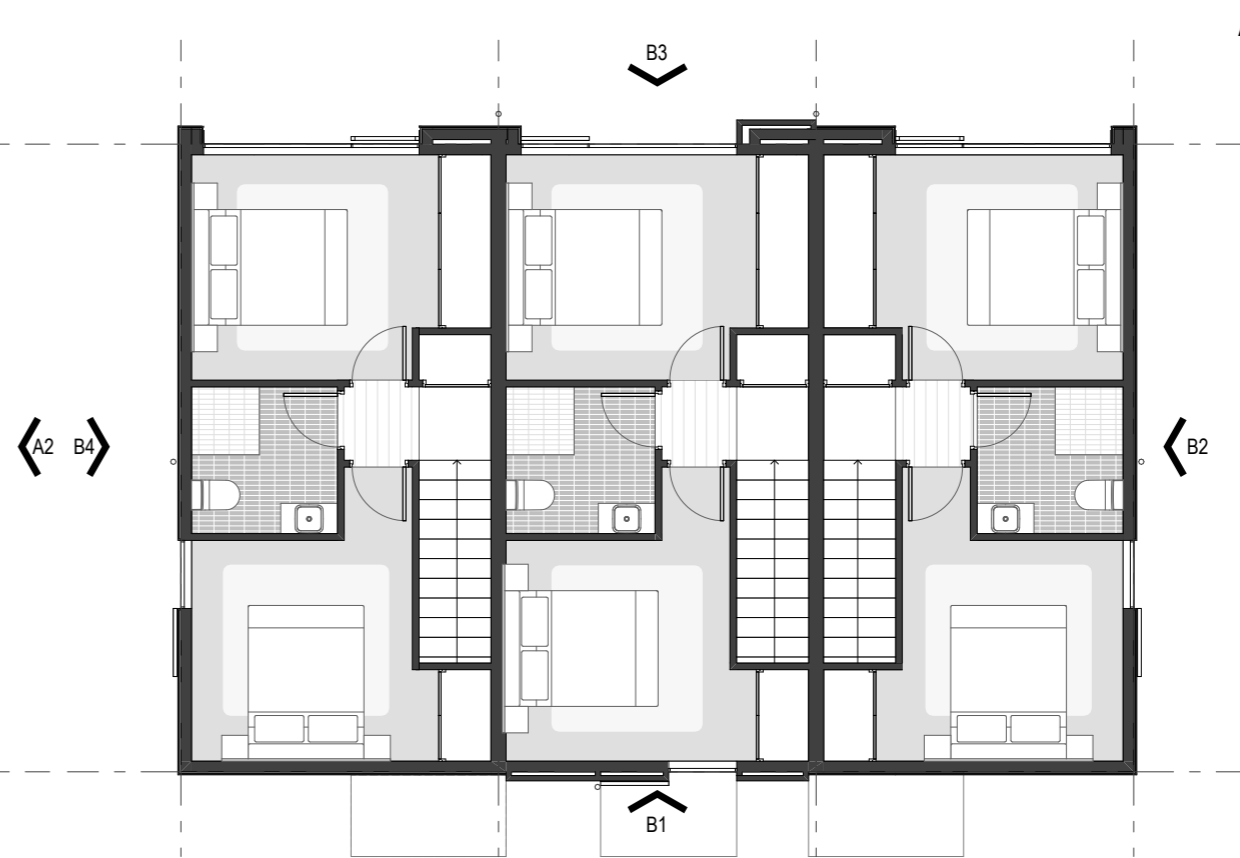
NEIGHBOUR
ELEVS & SIGHT
LINE DIAGRAMS

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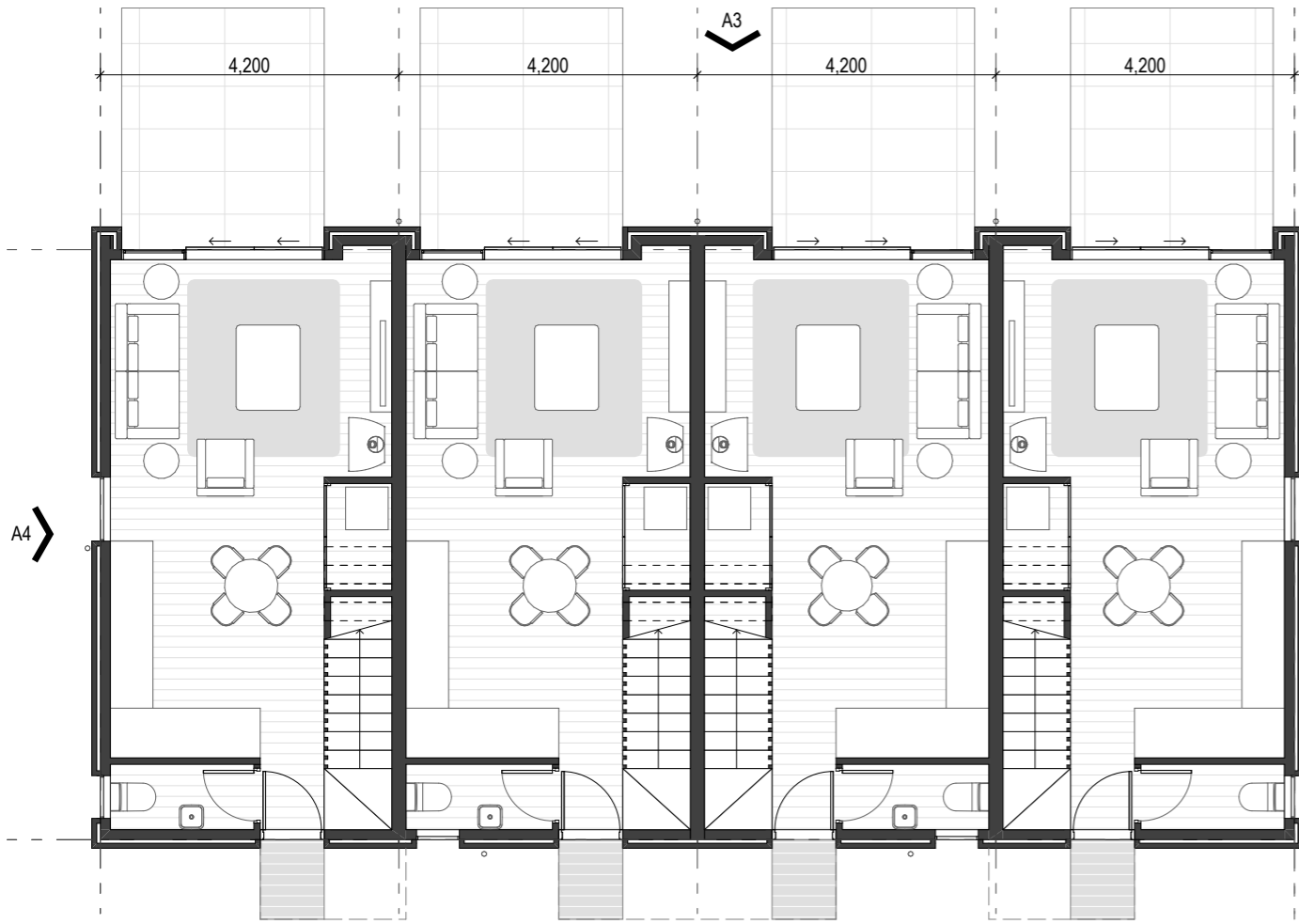
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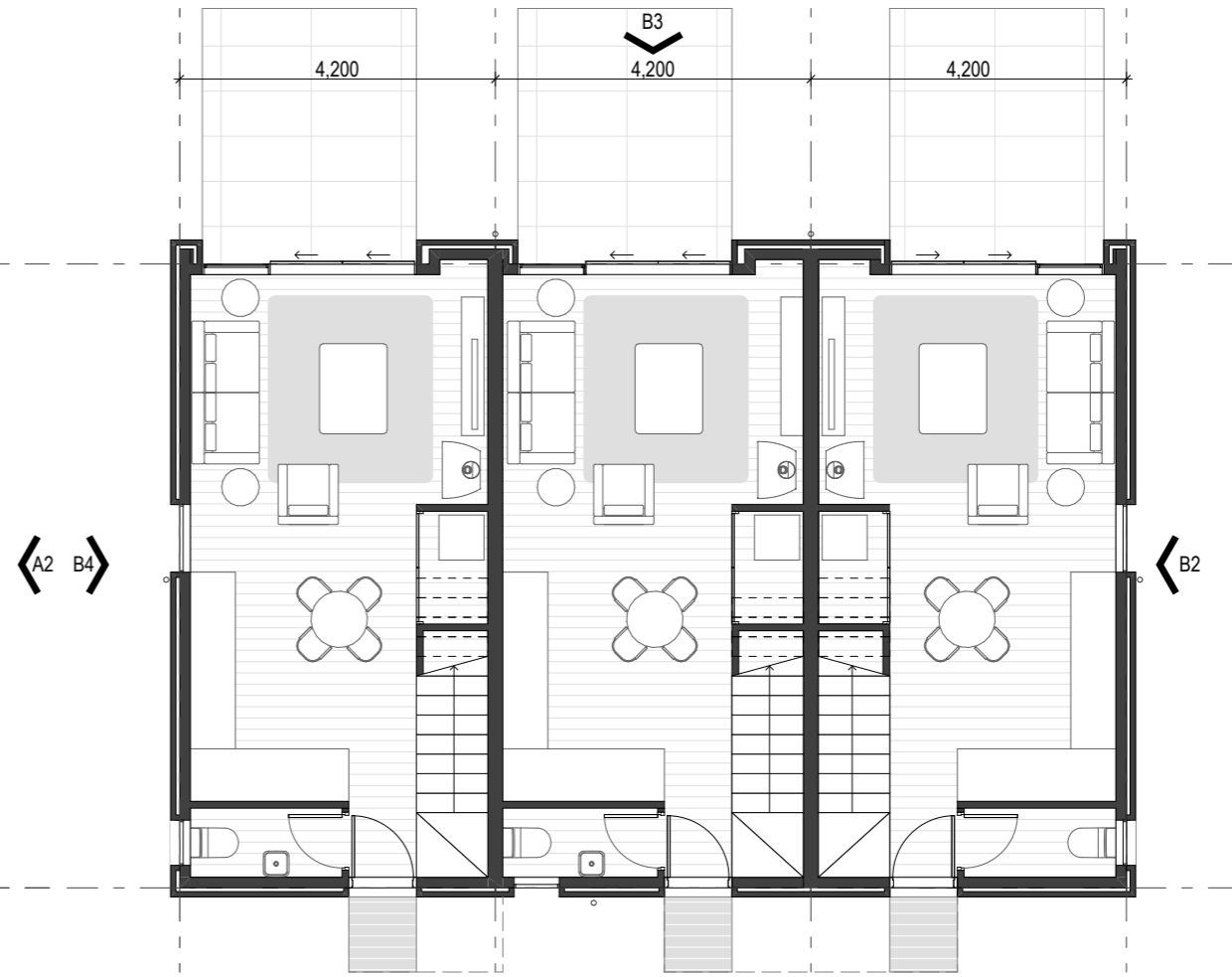
TYPE A
UPPER



TYPE B
UPPER



TYPE A
LOWER
SCALE 1:100 @ A3
GFA 70.2m²



TYPE B
LOWER
GFA 70.2m²

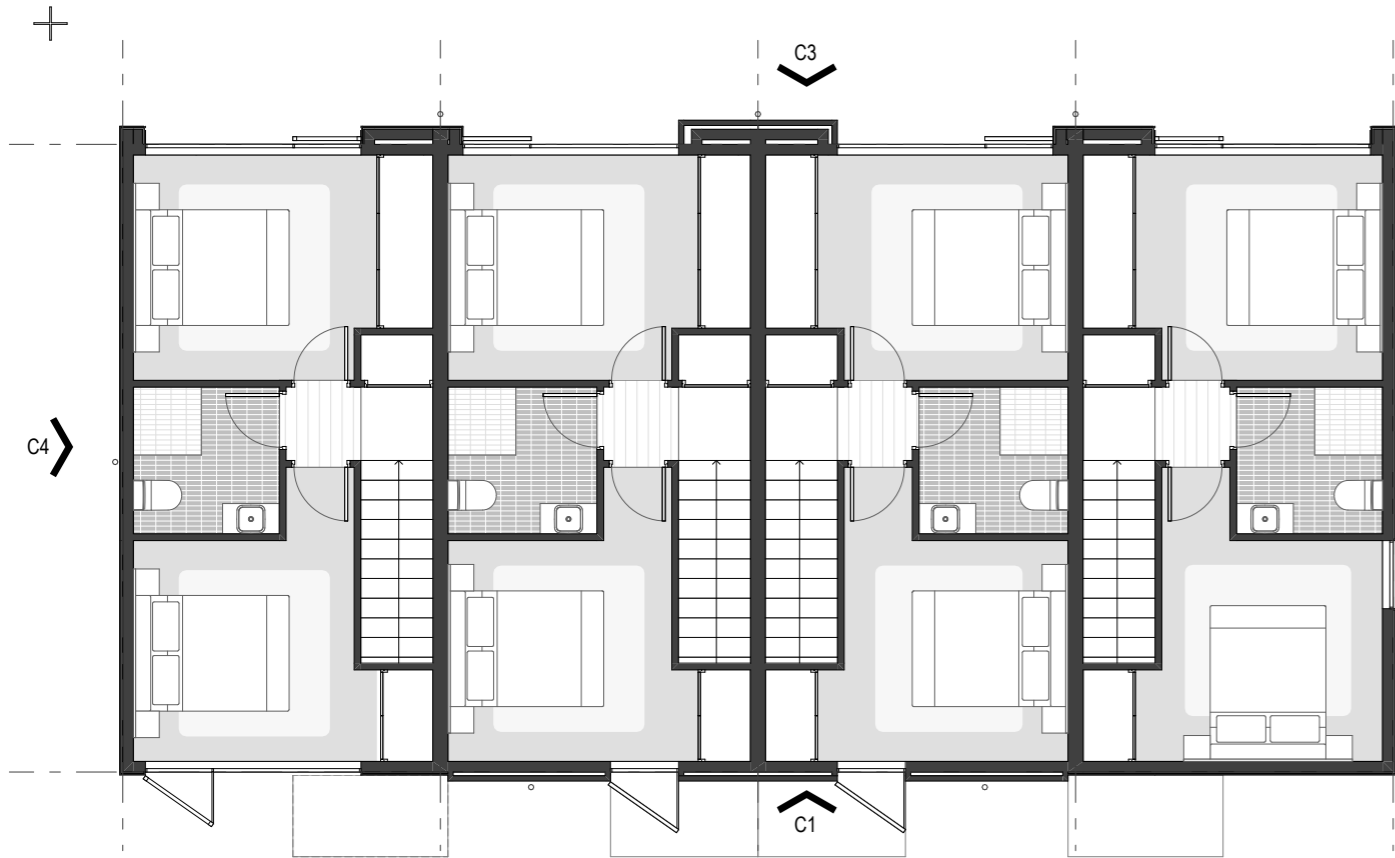
PRELIMINARY
UNIT - TYPE A & B

DWG No.	REV	SCALE
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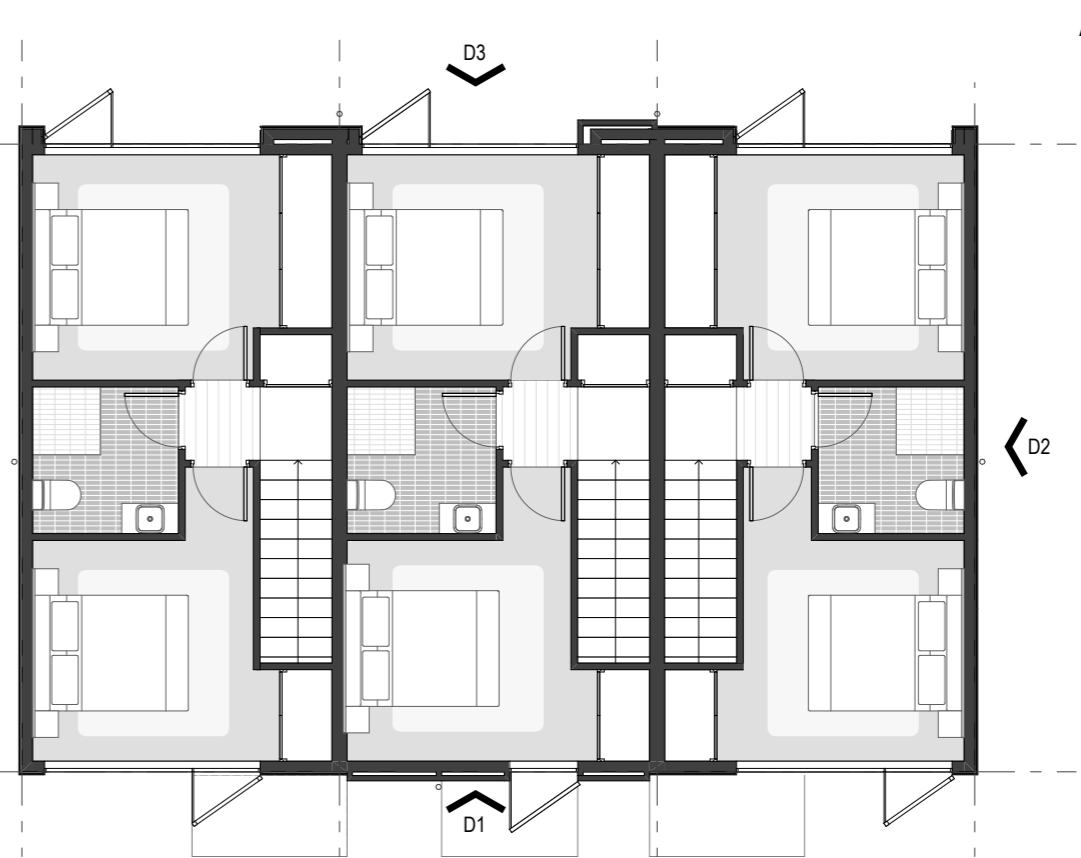
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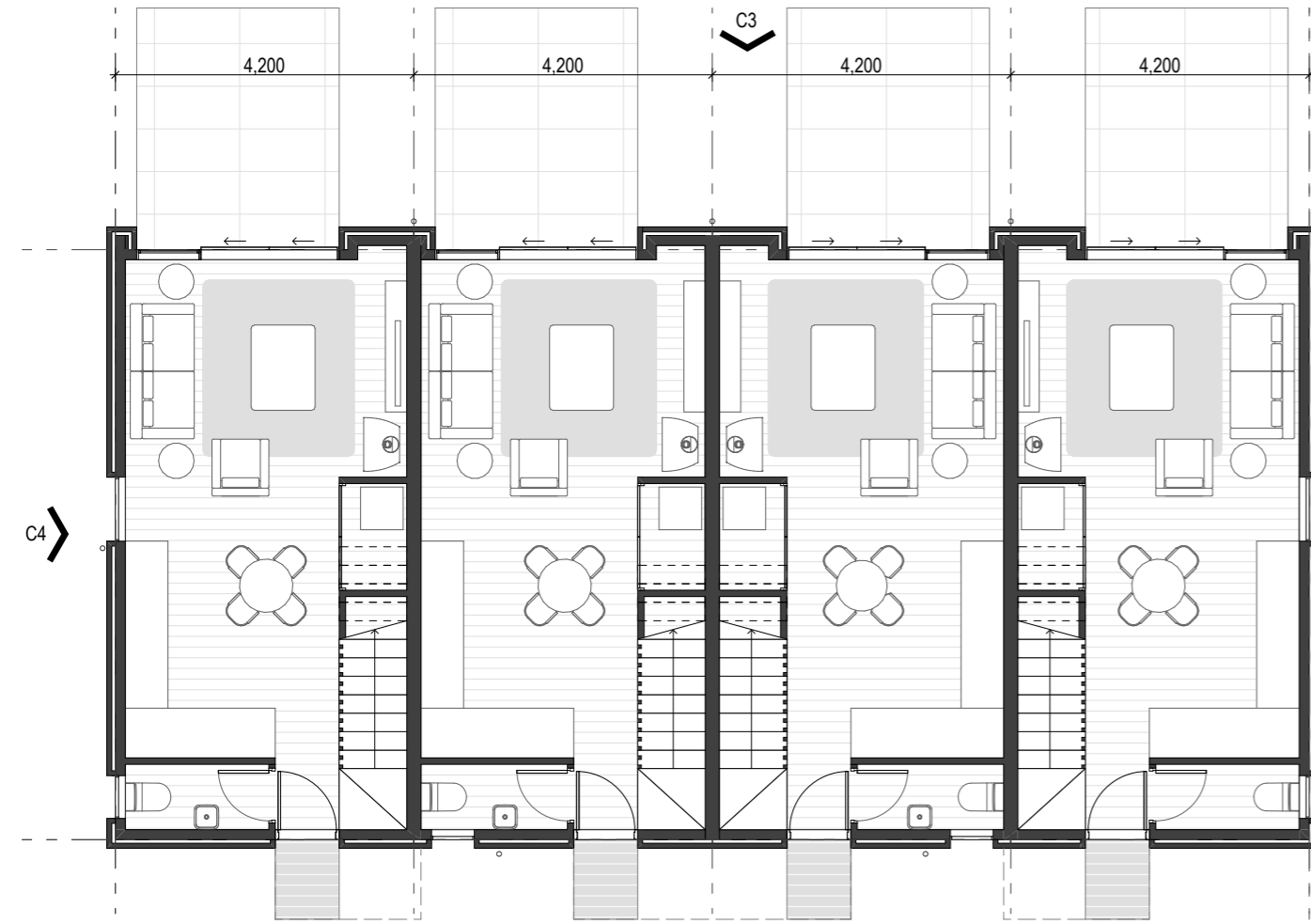




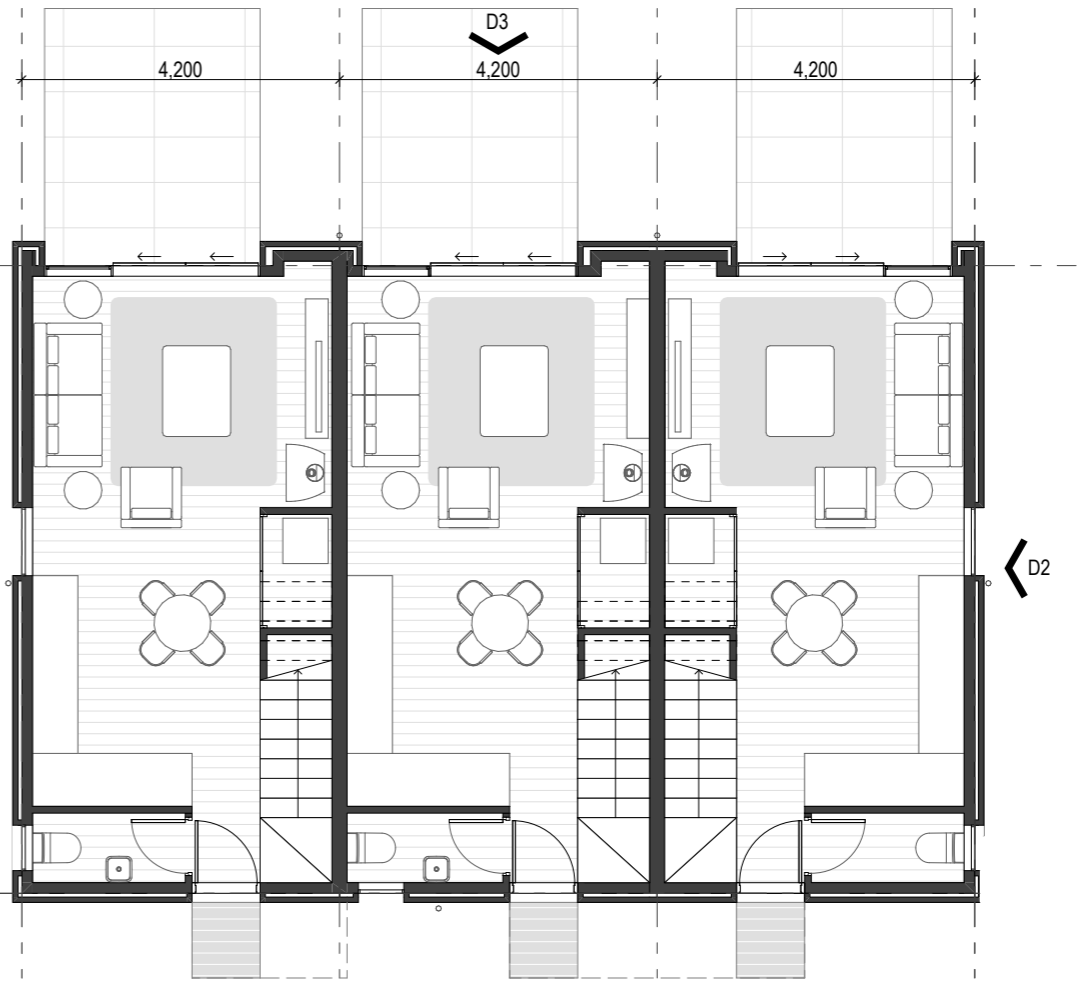
**TYPE C
UPPER**



**TYPE D
UPPER**



**TYPE C
LOWER**
SCALE 1:100 @ A3
GFA 70.2m²



**TYPE D
LOWER**
GFA 70.2m²

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UNIT - TYPE C & D

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DWG No.	REV	SCALE
RC6	A	1:100 @ A3





ELEV A 1
SCALE 1:100 @ A3



ELEV A 2



ELEV A 3



ELEV A 4

PRELIMINARY
TYPE A
ELEVATIONS

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DWG No.	REV	SCALE
RC7	A	1:100 @ A3





ELEV B 1
SCALE 1:100 @ A3



ELEV B 2



ELEV B 3



ELEV B 4

PRELIMINARY
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TYPE B
ELEVATIONS

DWG No.	REV	SCALE
RC8	A	1:100 @ A3

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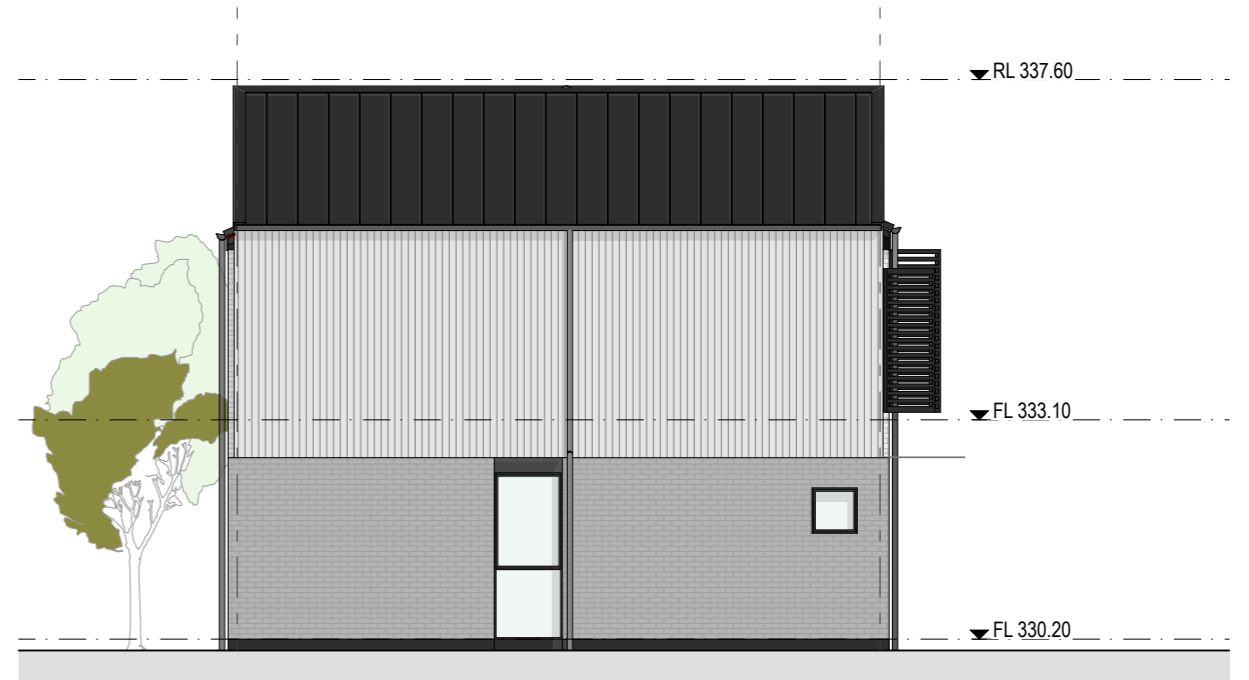
ELEV C 1
SCALE 1:100 @ A3



ELEV C 2



ELEV C 3



ELEV C 4

PRELIMINARY

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TYPE C
ELEVATIONS

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DWG No.	REV	SCALE
RC9	A	1:100 @ A3





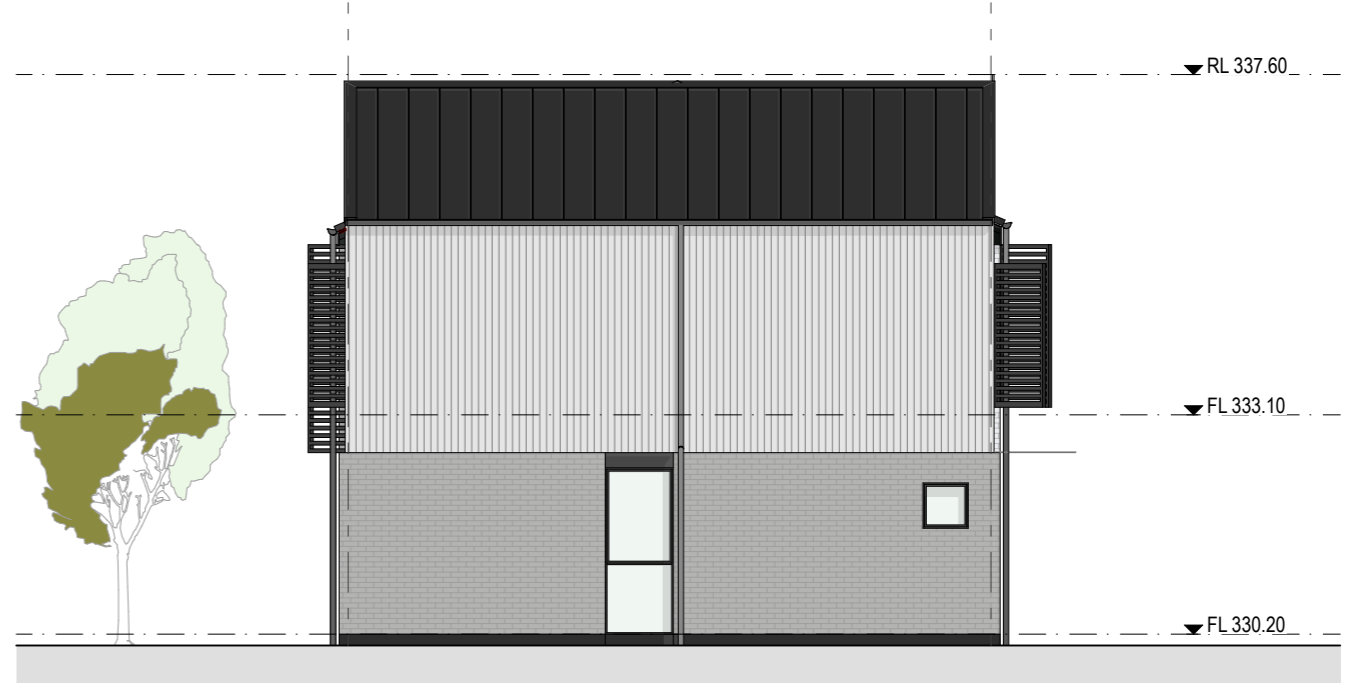
ELEV D 1
SCALE 1:100 @ A3



ELEV D 2



ELEV D 3



ELEV D 4

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TYPE D
ELEVATIONS

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DWG No.	REV	SCALE
RC10	A	1:100 @ A3





PERSPECTIVE FROM E1



PERSPECTIVE FROM E2

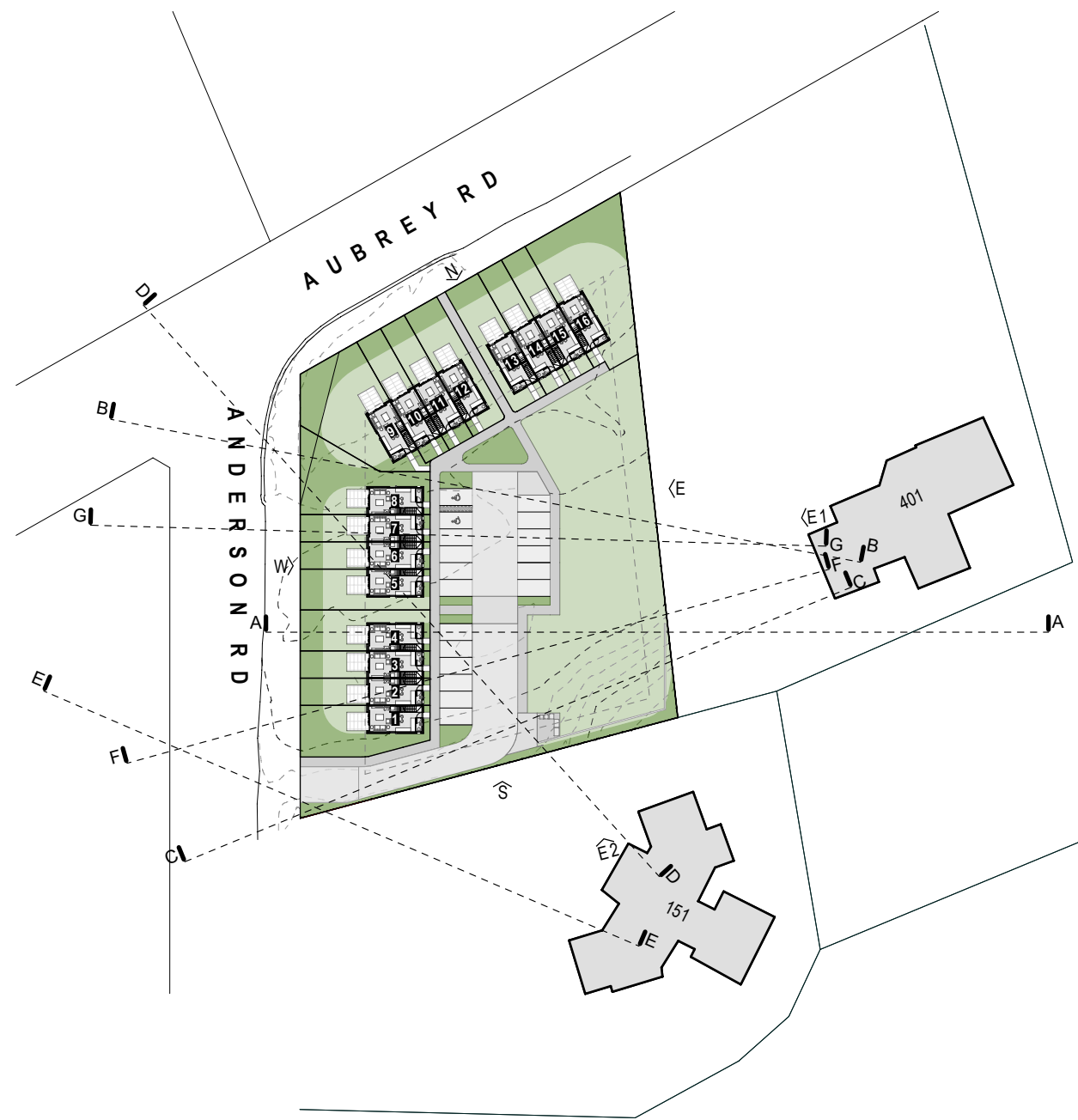
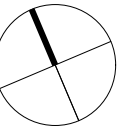
PRELIMINARY

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NEIGHBOUR
VIEWS

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DWG No.	REV	SCALE
RC11	A	1:2.9412 @A3



LOCATION PLAN
1:1000 @ A3



SITE
1:500 @ A3

SITE INFORMATION

ADDRESS: LOT 7 ANDERSON ROAD, WANAKA
 ZONE: LARGE LOT RESIDENTIAL A (LLRZA)
 SUB - ZONE: VISITOR ACCOMMODATION ZONE (SZVAZ)

PLANNING CONTROLS

BUILDING HEIGHT MAX. 8m
 ROAD BOUNDARY SETBACK 10m
 INTERNAL BOUNDARY SETBACK 4m
 MAX. BUILDING COVERAGE 15%

PLANNING

SITE AREA: 4110m²
 MAX. COVERAGE: 616m² 15.0%
 PROPOSED BUILDINGS: 595m² 14.5%

LOT AREAS

LOT 1	146m ²	LOT 12	123m ²
LOT 2	84m ²	LOT 13	123m ²
LOT 3	84m ²	LOT 14	90m ²
LOT 4	126m ²	LOT 15	90m ²
LOT 5	126m ²	LOT 16	270m ²
LOT 6	84m ²		
LOT 7	84m ²		
LOT 8	176m ²		
LOT 9	222m ²		
LOT 10	90m ²		
LOT 11	90m ²		

PRELIMINARY



DRAFT

Aubrey Road

Anderson Road

Lot 30
DP 306009

Lot 8
DP 300376

Lot 6
DP 300376

Lot 7
DP 300376
RT 2373
4110m²



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Notes
Warning
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CAD and Production by

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Ph: (03) 443 5577, Email: contact@southernland.co.nz
www.southernland.co.nz

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

APPLICANT
Multiplied Investment Partners

COMPRISED IN
RT 2373

TERRITORIAL AUTHORITY
Queenstown Lakes District Council

LAND DISTRICT
Otago

TOTAL AREA
4110m²

DATE
06/07/2021

Drawing Title
**Aubrey Anderson Road Development
Lots 1-22, 101-122, 200
Being a Proposed Subdivision of
Lot 7 DP 300376**

Layout

Prepared for
Resource Consent

Plan Revisions

REV	DESCRIPTION	DATE
A	Resource Consent	18/03/2021
B	Lot Layout Updated	06/07/2021

SCALE
1:300 @ A3

DATUM & LEVEL
Lindis Peak 2000
LEVEL IN TERMS OF Dunedin Vertical Datum 1958
ORIGIN: #_DPXXX RL=XXX.XXm

DRAWING REFERENCE	SHEET	REVISION
X4111	S1	B

SURVEYED	DRAWN	CHECKED	APPROVED	DATE
-	RC	VV	VV	06/07/2021

Amalgamation Conditions	
Lot Number	To Be Held With Lot Number
1	101
2	102
3	103
4	104
5	105
6	106
7	107
8	108
9	109
10	110
11	111
12	112
13	113
14	114
15	115
16	116
17	117
18	118
19	119
20	120
21	121
22	122

**BEFORE THE ENVIRONMENT COURT
I MUA I TE KOOTI TAIAO O AOTEAROA**

IN THE MATTER of the Resource Management Act 1991
AND of an appeal under clause 14 of the First
Schedule to the Act
BETWEEN MATAGOURI SPIRIT LIMITED
(ENV-2019-CHC-025)
Appellant
AND QUEENSTOWN LAKES DISTRICT
COUNCIL
Respondent

Environment Judge J J M Hassan – sitting alone pursuant to s279 of the Act

In Chambers at Christchurch

Date of Consent Order: 11 June 2020

CONSENT ORDER

- A: Under s279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:
- (1) the Plan Maps of the Proposed Queenstown Lakes District Plan, as set out in **Appendix 1**, are approved to be included in the Plan;
 - (2) the appeal is otherwise dismissed.
- B: Under s285 of the Resource Management Act 1991, there is no order as to costs.



REASONS

Introduction

[1] This proceeding involves an appeal by Matagouri Spirit Limited (ENV-2019-CHC-025) against the decisions by the Queenstown Lakes District Council on Stage 2 of the Proposed Queenstown Lakes District Plan, which was allocated to Topic 29 – Visitor Accommodation.

[2] The court has considered the joint memorandum filed by counsel for the parties dated 27 March 2020, in which the parties advised that agreement was reached during informal discussions, and respectfully requested that the court approve the proposed plan map attached to that memorandum.

Other relevant matters

[3] No person has given notice of an intention to become a party under s274 of the RMA.

Orders

[4] The court makes this order under s279(1) RMA, such order being by consent, rather than representing a decision or determination on the merits pursuant to s297. The court understands for present purposes that:

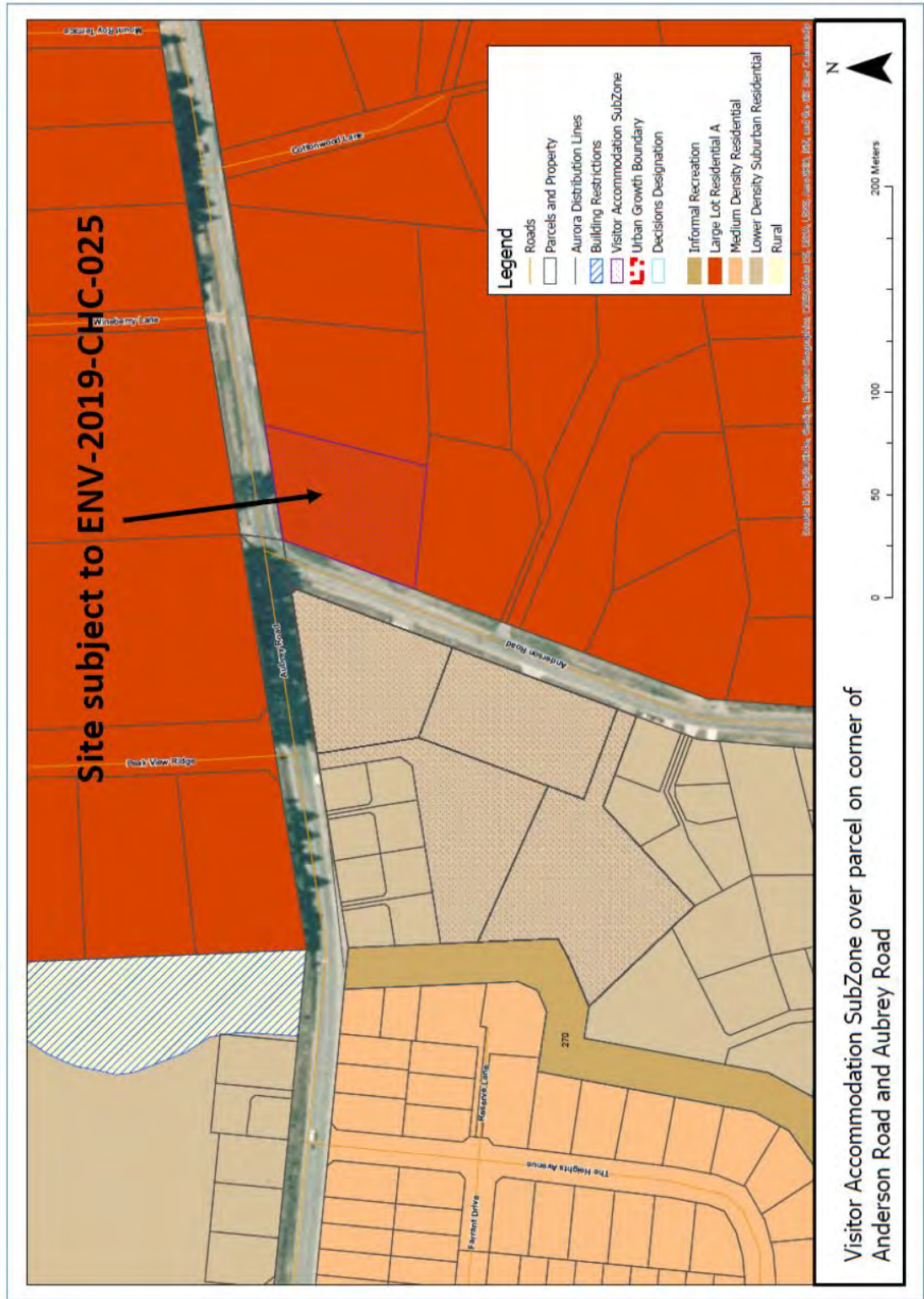
- (a) all parties to the proceedings have executed the memorandum requesting this order; and
- (b) all parties are satisfied that all matters proposed for the court's endorsement fall within the court's jurisdiction and conform to the relevant requirements and objectives of the RMA including, in particular, pt 2.



J J M Hassan
Environment Judge



APPENDIX 1



Lance Hessel

From: Franki McAdam <Francesca.McAdam@qldc.govt.nz>
Sent: Monday, 2 November 2020 10:26 am
To: Nick Mattison; matt@multiplied.co.nz
Subject: FW: DRAFT - PA200131 - Pre-application meeting notes - 28/10/2020
Attachments: 2020-06-11-consent-order-topic-29.pdf

Hi Matt and Nick,

Many thanks for coming in to meet with us last week.

Please see notes below.

Pre-application meeting	
Council Ref	PA200131
Date	28/10/2020
Attendees	For the applicant: <ul style="list-style-type: none">• Nick Mattison• Matt Tuck• Phil ?? – Architect• Vern Wilson – Engineering – Southern Land• Taylor ?? – Architect• Karen Wealsh – Applicant For Council: <ul style="list-style-type: none">• Sarah Gathercole (Senior Planner)• Francesca McAdam (Planning Officer)• Lyn Overton (Senior Land Development Engineer)• Richard Powell (Infrastructure Engineer)
Distribution	Council staff, Nick Mattison and Matt Tuck
Proposal	To construct 22, two storied units for Visitor Accommodation and subdivision of the units
Site	Lot 7 DP 300376
Zoning	ODP: Rural Residential PDP: Large lot A -- Subject to consent order ENV – 2019 – CHC – 025, Visitor Accommodation Subzone
Matters Discussed	Planning matters Land use Rule Triggers based on your plans; <ul style="list-style-type: none">- 11.4.5A – VA in the VA subzone - RD- 11.5.2.1 – Building coverage exceeding 15% - RD 11.4.5A – Discretion is restricted to;

- a. The location, nature and scale of activities;
- b. Parking and access;
- c. Landscaping;
- d. Noise generation and the methods of mitigation;
- e. Hours of operation, including in respect of ancillary activities; and
- f. The external appearance of buildings.

11.5.2 - Discretion is restricted to;

- a. the effect on openness and spaciousness;
- b. effects on views and outlook from neighbouring properties;
- c. visual dominance of buildings;
- d. landscaping.

Carparking - PDP Standard 29.8.14 is met with one car park per unit, but this Rule is under appeal. Only under appeal for Coach parking requirements. ODP standards are the same.

Without more information about the functioning of the complex and proposed mitigation it is difficult to understand how matters of discretion d and e will be assessed under Rule 11.4.5A. A Visitor Accommodation Management Plan and an acoustic report will be required.

Urban design comment and potentially a Landscape Assessment will be required.

The objectives and policies, particularly Objective 11.2.3 and policies 11.2.3.1 & 11.2.3.3 require that adverse effects on residential amenity values are avoided, remedied or mitigated and that visitor accommodation activities are of a scale and character that are compatible with the surrounding residential context and maintain residential character and amenity values. The Large Lot A zone is generally of an open and spacious (large lot) character, so the proposed density of the visitor accommodation units may not be compatible with this character. Within this context, the matters of discretion require an assessment of the location, nature and scale of activities.

Subdivision

There is a 2000m² minimum lot size within this zone.

It's likely that subdivision standards 27.5.19 and 27.7.13 will be breached and the subdivision will be non-complying.

Overall

At this stage our initial thoughts are that the application is likely be publically notified whether just the land use (with coverage breach), subdivision or bundle due to the nature and scale of the Visitor accommodation activity and the breach to minimum the lot size for the subdivision. It is recommended that the landuse and subdivision consents be bundled (applied for together) to allow for the proposal to be assessed as a comprehensive development.

Engineering matters

Storm water is a potential issue given the current network is at capacity. Solutions are likely to be feasible but expensive, with a main required to be trenched along the road, with attenuation on site and then a trickle release into the main.

Directly from Richard Powell;

Water Supply: Will need detailed modelling at time of consent, brief investigations indicate suitable water supply is available.

Wastewater: Known capacity constraints in the area upgrades will be required prior to connection, awaiting info on Council programmed upgrades in this area.

Stormwater: No reticulation directly available for the site, attenuation will need to be provided for a trickle feed to existing network, 280 m to the west, awaiting info on Council programmed upgrades in this area.

There may be an option for the applicant to pay for the required pipe size, and the Council can pay the difference for the larger pipe (if required). This will hopefully address any storm water issues at the intersection (future roundabout).

Lyn mentioned that Peak View ridge developers need somewhere to put their stormwater, so it may be worth contacting them. They propose to upgrade to a two lane road along the ridge.

Given that Council did not initiate the VA overlay approved through the consent order (it was sought through an appeal), there doesn't appear to be any discussion regarding services within the PDP information:

<https://www.qldc.govt.nz/media/pnhfhxq0/c2613-s2611-matakauri-lodge-limited-t15-holden-r-evidence.pdf>

<https://www.qldc.govt.nz/media/asul1ipi/supplementary-evidence-visitor-accommodation-sub-zone-mapping-s2239-qldc-t15-devlin-r-evidence-30910729-v-1.pdf>

Access proposed is 5m wide, but the Council's Code of practice requires that it be formed to 5.5m – 5.7m wide.

Carparks must all be formed for class 2 users; 2.6m wide.

The carpark is a dead end and better manoeuvring is necessary.

There will be a requirement for mobility car parks. As per [Transport standard](#) 29.5.5(a) 2 mobility car parks would be required for the current proposal. 29.5.5 (b) details further requirements for design and placement.

Please note that this pre-application feedback is based on the information provided by the applicant and the knowledge of the site at the time of the pre-application meeting. It is not a full and comprehensive assessment of the proposal, which will be undertaken after resource consent is submitted.

Please let me know if you think anything should be added / amended in these meeting notes. Let me know if you wish to discuss further.

Kind regards,
Franki



PLANTING LIST:

- 1** Berm Planting:
 Hebe salicifolia
 Hebe odora
 Phormium cookianum
 Cortaderia richardii
 Chionochloa rubra
 Nothofagus solandri
 Plagianthus regius
 - 2** Internal Gardens:
 Hebe snowdrift
 Hebe odora
 Phormium cookianum
 Astelia fragrans
 Polystichum vestitum
 Viburnum davidii
 - 3** Hedging:
 Griselinia littoralis
 Pittosporum tenuifolium
 Hoheria angustifolia
 - 4** Deciduous Trees:
 Quercus robur
 Pyrus calleryana
 Platanus orientalis
- All plants to be protected from rabbits with mulch & irrigation installed

KEY:

- A** Ex. agg concrete paths & parking bays
- B** Rough honed patios & door entrance ways
- C** Mountable kerb line
- D** Shuttered concrete entrance walls 1.2m high with letterboxes
- E** Post & rail fence to steet/path boundary
- F** Existing 1.8m high fence to 151 Anderson Road Boundary
- G** Proposed 1.8m high dark stained timber fence to boundary
- H** 1.2m high dark stained fencing between lots
- I** 1.8m high dark stained horizontal slatted fencing between courtyards - to extend to outer edge of courtyard
- J** Low mound to boundary planted
- K** Bin compound
- L** Truck pull in bay
- M** 400mm high precast concrete seating edge/raised planter
- N** Storage boxes
- O** 1m high wall

NOTE: PLAN TO BE UPDATED WITH LATEST 22 LOT ARCHITECTURAL

Lot 6 DP300376
 401 Aubrey Road
 Maydon

Lot 8 DP300376
 151 Anderson Road
 Irvine

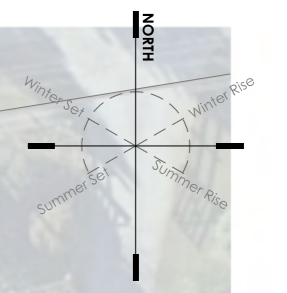


Figure 1: Landscape Plan

1 Anderson Road – Landscape Assessment

Construction of 22, two storied units for Visitor Accommodation and subdivision of the units

Richard Tyler Landscape Architect - NZILA Reg.
SITE Landscape Architects

Prepared 30th July 2021

1.0 Introduction

This assessment provides landscape and visual assessment for construction of 22 units on the corner of Aubrey and Anderson Roads, Lot 7 DP300376, Wanaka.

2.0 Site Context

The property is 4,100m² in size and falls within the western extent of the Large Lot Residential A (LLRA) zoned land that stretches from Anderson Road to just south of Northburn Road and includes the north side of Aubrey Road.

The intersection of Anderson and Aubrey Roads is a busy nodal point in travel between Wanaka and Northlake, Albert Town and North Wanaka. Directly on the western side of Anderson Road (154 Anderson Road) is a similar scaled Visitor Accommodation housing scheme. To the northern side of Aubrey Road is undeveloped large lot residential property. To the south and east of site are similar sized lots (circa 4,000m²) with existing residential dwellings.

The topography of the site and surrounds is mostly flat with Aubrey Road following the low point in the land with the ground sloping up to the north and south along Anderson Road.



Subject site viewed from Aubrey Road towards Anderson Road



Site location marked with blue arrow

3.0 Proposal

The proposal is to construct 22 two storey terrace style units in 4 groups of 4 and two groups of 3 units and an associated 22 lot subdivision of the units. Building materials include light-stained vertical cedar cladding, light toned brick and dark tray roofing and joinery. The roofline for each module of 4 units has a varying roof pitch with the end units on each module mono-pitch with the central two as a central gable sloping roof. Building heights are 7.5m.

The building design is contemporary modern with a simple palette of materials and glazing which assist breaking up the bulk of the buildings from the street.

Parking is located internally to site with the buildings located on the 10m road setback and to the eastern boundary. Landscaping on the road frontage includes a boundary post and rail fence and a low planted earth mound to the inside. Planting includes a mix of native shrubs and trees with several larger deciduous trees located at intervals around the site. The mounding and planting are intended to provide a level of noise mitigation at ground level and partly screen the buildings from the street while allowing filtered views through.

The proposal will break the 15% site coverage rule for the zoning. A comparison to what could be built under the LLRA as a controlled activity is:

- Current LLRA zoning: 2 x 2,000m² sites each with 15% site coverage (2 x 307m² = **615m²** homes) at 8m height.
- Proposed: 6 x unit modules of total footprint **820m²** (approx. 20% site coverage).

As per above the proposal will add an additional 205m² footprint / 5% site coverage to what could be expected under the existing LLRA.

4.0 Landscape Character Assessment

Landscape character of the surrounding area is residential to rural residential and includes a mix of larger lot rural lifestyle blocks to smaller lot residential neighbourhoods. In broad landscape terms the wider area is contained within the urban context of the Wanaka Township.

The Aubrey / Anderson Road intersection forms a transitional node between the larger lot residential to the north and east and the denser residential zones to the south and west. The 40 to 60kph speed limit signs located on Aubrey Road to the north-eastern corner of site reinforce this transition.

LLRA land on the north side of Aubrey Road and stretching to the east is largely undeveloped and over time will transition to from larger 4,000m² + size lots to 2,000m² lots. To the south and west the existing properties largely reflect the underlying zoning.

The site has an undeveloped open character and is covered in mown grass with deer fencing to the boundary. The proposal will change the site to an urban residential or village character, viewed as a modern and reasonably intensive residential node consistent with development on the other side of Anderson Road.

In combination with existing development on the other side of Anderson Road (also located within the Visitor Accommodation Sub-zone) the proposal will provide a book end between the larger lot / undeveloped sections and denser residential areas.

The presence of a high volume of vehicle traffic larger carriageway and traffic infrastructure such as signs and lighting leads to the intersection having a more urban sub-character than the surrounding residential roads.

In this respect I consider the proposal to be appropriate for the location and surrounding landscape character and will enhance views from the surrounding roads with native landscaping along the boundary and architecturally designed buildings.

5.0 Visibility Assessment

Public Places

The proposal will be visible from the surrounding Aubrey / Anderson Road intersection. Over time as the planted perimeter grows the buildings will become partly screened from the road.

The proposed site coverage is greater than would be expected as a controlled activity and as a baseline even though it would be unlikely the full extent of both sites would be built on under the existing zoning.

Private Places

Affected party approvals have been supplied from the neighbouring properties at **401 Aubrey Road** and **151 Anderson Road** therefore potential effects from these places are not considered.

The proposal will be viewed from the visitor accommodation units on the west side of Anderson Road intersection (154 Anderson Road), and from the undeveloped sections on the north side of Aubrey Road (398 Aubrey Road).

There will be small glimpses of the upper parts of the proposed buildings and roof tops from elevated properties on Matariki place 250m to the south west. From here the proposal will read as a continuation of the surrounding matrix of rooflines and residential dwellings and will sit low in the view and will not affect their views.

From 154 Anderson Road the buildings will read as 3 blocks of terrace houses with planting located on the subject site through existing planting located on the 154 Anderson Road boundary. Once planting is established on the subject site views of the buildings will be filtered. From here it will appear as a more urban / village type development consistent with the existing use of 154 Anderson Road and therefore would not seem out of place.

The dwelling on 398 Aubrey Road is set back 270m from the road on higher ground and behind established vegetation. The proposal will not be visible from their dwelling but will be visible from their driveway entrance. From here a view of the proposed buildings will be part of the residential context and setting on the south side of Aubrey Road and will not affect the internal visual amenity of their property.

6.0 Proposed District Plan (PDP) Assessment

The site is zoned Large Lot Residential A (LLRA) with a Visitor Accommodation Sub-zone overlay (VASZ), contained within the **PDP Annotated Appeals Version of the District Plan (Dec 2020)** under Chapter 11 – Large Lot Residential Zone.

I understand from the applicant planner that the proposal is a **non-complying activity** for subdivision of sites less than 2,000m² in size, and is a **restricted discretionary activity** for the land-use aspect with greater than 15% site coverage.

The following is an assessment against the relevant Objectives and Policies:

Objective / Policy	Discussion
<i>11.2.1.2 Maintain and enhance residential character and high amenity values by controlling the colour, scale, location and height of buildings..."</i>	<p>The residential character of the site is largely influenced by the proximity of the adjacent intersection and visitor accommodation established at 144 to 154 Anderson Road. Other areas within the LLRA zone are much quieter and more compatible with larger more open living environments.</p> <p>Placing higher density living on site will enhance residential character by ensuring that an open and green boundary is maintained with buildings that will offset vehicle</p>

	dominance and provide a book end transition between the lower and higher density residential areas.
<p><i>11.2.3.3 Ensure that residential visitor accommodation and 11.2.3.3 11.2.3.3 Ensure that residential visitor accommodation and homestays are of a scale and character that are compatible with the surrounding residential context and maintain residential character and amenity values</i></p>	<p>Residential character and amenity values in the greater part of the LLRA zone is defined by dwellings separated between areas of open space with 2,000m2 lots. The site is adjacent to a busy intersection and in combination with existing similar development over the road (also within the Visitor Accommodation Sun-zone) these values are not necessarily appropriate for the location.</p> <p>When travelling northward along Anderson Road the units on number 154 will be visible along the western side of the road from 180m back from the intersection. The proposed buildings where visible will occur for 70m of this stretch on the opposite side of the road. Therefore, buildings of this type will already be anticipated in this environment and will be consistent with the established character.</p> <p>The proposal seeks to provide a well-designed cluster of dwellings with landscaping which will have a high visual amenity. Residential character will differ than anticipated under the zone but will be more compatible for the site and location.</p>

The following provides assessment against the relevant Assessment matters:

Assessment Matter	Descriptive Assessment
<p><i>11.5.2 Building Coverage</i></p> <p><i>11.5.2.1 The maximum building coverage shall be 15% of the net site area. RD Discretion limited to:</i></p>	
<p><i>a. the effect on openness and spaciousness;</i></p> <p><i>b. effects on views and outlook from neighbouring properties;</i></p> <p><i>c. visual dominance of buildings;</i></p> <p><i>d. landscaping.</i></p>	<p>The proposal will change the immediate character of the site from open and spacious to urban / village residential with buildings and landscaping located along the external setback of site. The proposal however compared with a residential development that complies with maximum density standards is not too dissimilar with 5% additional proposed built form. The proposal complies with height limits and setbacks.</p> <p>Affected Party Approvals will be provided from the neighbouring properties to the south and east of site. The proposal may have a very low impact on views and outlook from 154 Anderson Road to the west of site as the buildings will limit views of the surrounding landscape, but these views are intermittent and will be filtered between vegetation on the boundary of their site and the subject site.</p> <p>The buildings will have some degree of visual dominance from the surrounding roads being located along the 10m setback and with a total ground footprint slightly over the allowable site coverage. As is notable on the other side of Anderson road, boundary planting provides a soft transition to the buildings and reduces any perceived dominance of built form quickly once established.</p> <p>The open planted boundary and architecturally designed buildings visible from the roads will be more visually attractive than a 1.8m high suburban fence which potentially could be erected along the boundary if the site were to be developed under the LLRA density rule (to preserve internal amenity from the intersection).</p>

	<p>The proposal includes native shrub and tree planting on top of low mounding along the boundary which will grow over time to visually soften buildings and minimize visual dominance of built form.</p> <p>The site is located on a busy intersection which includes a large amount of asphaltic road pavement, signs, power lines and streetlights. This combined with large traffic volume leads to a lower visual and residential amenity. Proposed landscaping to be conditioned as part of the proposal will improve the visual amenity of the site when viewed from surrounding public roads and provide a green buffer to the residential & visitor accommodation use within site.</p>
<p><i>Rule 11.4.5 Visitor Accommodation in the Visitor Accommodation Sub-Zone. Discretion restricted to:</i></p>	
<p><i>a. The location, nature and scale of activities;</i></p> <p><i>b. Parking and access;</i></p> <p><i>c. Landscaping;</i></p> <p><i>d. Noise generation and the methods of mitigation;</i></p> <p><i>e. Hours of operation, including in respect of ancillary activities; and</i></p> <p><i>f. The external appearance of buildings.</i></p>	<p>The proposed buildings will lead to 5% more built form than is anticipated under the zoning rules. This small increase and potentially adverse visual effects will be reduced by proposed planting located within site.</p> <p>Parking is located centrally to the site which will ensure the potential visual dominance of vehicles from the street is kept to low and allow green space and landscaping to be located within the boundary setback.</p> <p>The proposal includes 856m² of planting across the site (20% of the net site area) which will over time create a leafy backdrop to the buildings and minimise the visual impact of built form and carparking on the site.</p> <p>The buildings are clad in brick and cedar in small areas on the facades which in combination with varied roof forms break the visual bulk of the buildings. The buildings are well designed and will positively contribute to the visual amenity of the surrounding residential area.</p>

7.0 Conclusion

The proposal includes the construction and subdivision of 22 units in the LLRA zone with a Visitor Accommodation overlay which will breach the site standards for density and site coverage.

The proposal is consistent with the objectives and policies of the PDP by providing higher density visitor accommodation on a site within the Visitor Accommodation Sub-zone.

The proposed character within the Visitor Accommodation Sub-zone can reasonably be expected to differ from the character of a standard LLRA zoned site, so the visitor accommodation activity (which only exceeds the LLRA zone 15% coverage rule by 5%) is appropriate to this busy road intersection.

The site is located next to a busy intersection within a node of existing and proposed visitor accommodation, and in landscape terms this is an appropriate location to absorb additional development as the visual amenity and character is already more urban than the surrounding areas.

Buildings are architecturally designed with landscaping proposed to screen buildings from the surrounding roads. The plantings will over time provide a visual buffer to built form and reduce any visual impacts to ensure that residential visual amenity and character values are maintain and enhanced.



Figs 4 : Anderson Road

Figs 3 : Aubrey Road

Lot 6 DP300376
401 Aubrey Road
Maydon

Lot 8 DP300376
151 Anderson Road
Irvine



Photo Notes:

Camera: Samsung Galaxy 8;
Horizontal FOV: 64 degrees;
Date Photo Taken: 22.02.21



Photo Notes:

Camera: Samsung Galaxy 8;
Horizontal FOV: 64 degrees;
Date Photo Taken: 22.02.21



Photo Notes:

Camera: Samsung Galaxy 8;
Horizontal FOV: 45 degrees;
Date Photo Taken: 21.10.20
Hold 40cm from A3 page to replicate actual viewing scale



Photo Notes:

Camera: Samsung Galaxy 8;
Horizontal FOV: 45 degrees;
Date Photo Taken: 21.10.20
Hold 40cm from A3 page to replicate actual viewing scale



Photo Notes:

Camera: Samsung Galaxy 8;
Horizontal FOV: 77 degrees;
Date Photo Taken: 22.02.21



Photo Notes:

Camera: Samsung Galaxy 8;
Horizontal FOV: 72 degrees;
Date Photo Taken: 22.02.21



Photo Notes:

Camera: Samsung Galaxy 8;
Horizontal FOV: 45 degrees;
Date Photo Taken: 21.10.20
Hold 40cm from A3 page to replicate actual viewing scale



Photo Notes:

Camera: Samsung Galaxy 8;
Horizontal FOV: 45 degrees;
Date Photo Taken: 21.10.20
Hold 40cm from A3 page to replicate actual viewing scale

MARCH 9, 2021

WILLIAMS & CO.

PLANNING / URBAN DESIGN / DEVELOPMENT

URBAN DESIGN REPORT.

Anderson Road

Wanaka

1A] Proposal

The proposal comprises a comprehensive approach to development of the site to establish a complex of visitor accommodation apartments, made up of 23 units contained within six building blocks in a terrace typology.

Access to the site will be established off Anderson Road to the west of the site, allowing vehicle access into the centre of the site where a total of 23 car parking spaces are provided. A series of pedestrian pathways provides circulation around and through the parking area, accessing the rear of each of the units which are arranged facing the perimeter of the site, including Anderson and Aubrey Roads. Two dedicated pedestrian pathways provide access from within the site to Anderson Road.

The built form is made up of 6 two-storey blocks, each containing four units, with the exception of one which contains three. Each block shares a similar design, with architectural plans prepared by **Matz Architects**. In addition, two communal 'storage sheds' are proposed in the eastern area of the site.

The materiality of the built form is comprised of vertically applied timber, dark metal tray roofing and areas of light plaster clad brick. The units at each end of the blocks are defined by a half gable roof element, with the central component of each block having an alternative roof angle. Visual imagery and a landscaping approach for the entirety of the site has been prepared by **Site Landscape Architects** which clearly illustrates the intended built form outcome.



Figure 1: Units as viewed from Anderson Road (Site Landscape Architects)

The landscaping approach includes the formation of minor mounding along the Anderson & Aubrey Road boundaries, planted with native species. The road boundaries of the site will also be treated with post & rail fencing as shown in Figure 1, with dark stained timber fencing along the remaining site boundaries.

Internally, landscaping will be provided within and around the parking area, and along the pedestrian paths to the street. The fencing approach for each unit has been considered, with horizontal slatted 1.8m high fencing separating each courtyard, 1.2m fencing between lots and with no fencing extending through the mounding and planting at the street boundaries.

Detailing includes exposed aggregate concrete used on paths and parking bays, and rough honed patios for each unit's outdoor living spaces. Shuttered concrete walls will be introduced at the two pedestrian entries to the site on Anderson Road. The site planning includes a communal bin storage area which is located on the southern boundary of the site and bound by timber fencing.

1B] Site & Context

Located within the Wanaka urban environment, the subject site is a corner site at the intersection of Aubrey and Anderson Roads. These roads, being designated *collector* and *arterial* roads respectively are relatively busy roads in the Wanaka environment giving the site on this corner some prominence.

The site is currently vacant of any built form and is relatively flat without any mature vegetation. Two sides are open to the corner, with the other two characterised by fencing and vegetation providing a buffer to the residential development on the two adjoining sites.

The site is located on a corner which may previously have been identifiable as being at the edge of the inner Wanaka urban area, and the change in land use pattern to larger parcels of land directly across Aubrey Road can be observed.

However, the urban development of Wanaka has since extended further, notably to the north-east. Figure 2 below illustrates the existing zoning pattern of Wanaka with the subject site identified. This figure illustrates the generally residential (low & medium) zoning of land to the south of the site, and in addition, newer development areas to the north-east (Northlake Special zone shown as white).

As such the site can now be considered well within and central to the wider pattern of residential development of Wanaka as a whole. It is noted that the location of the site is the point whereby the speed limit of Aubrey Road changes to 40km, signalling entry into the developed urban area of Wanaka proper.

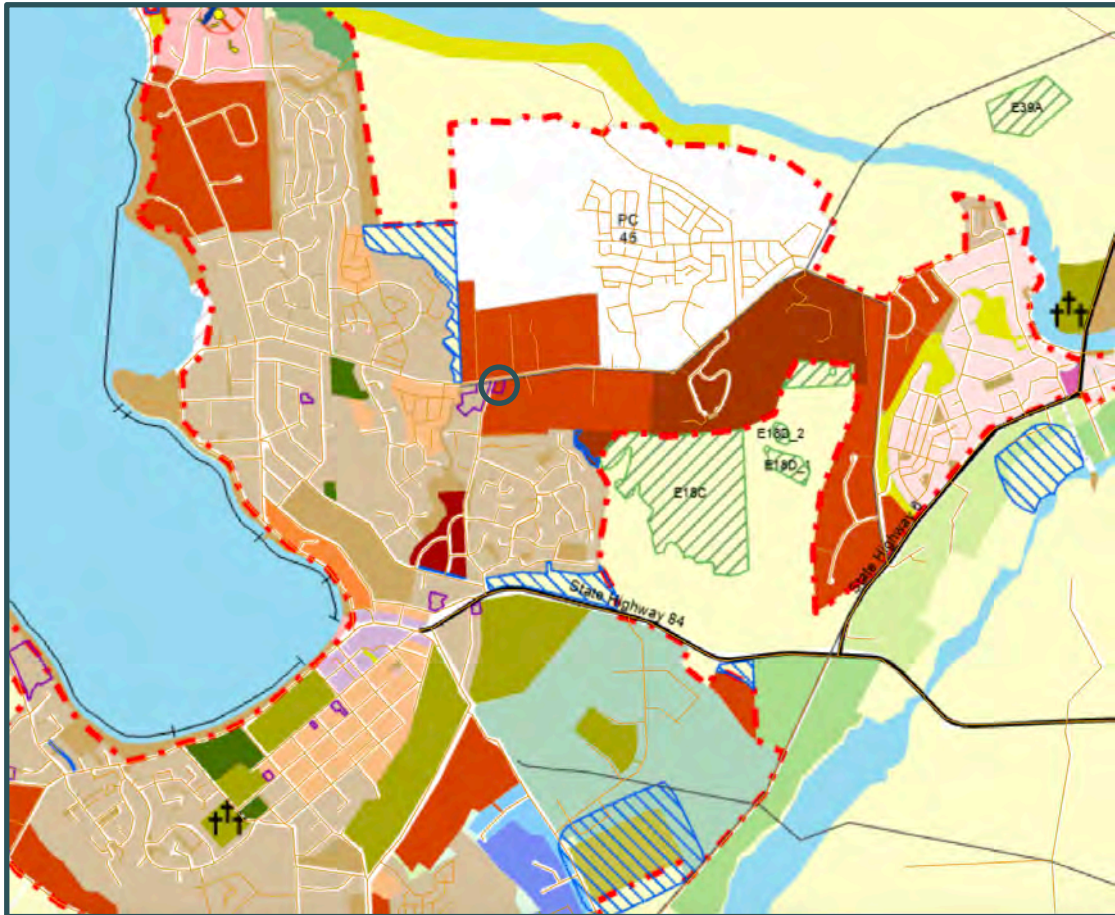


Figure 2: Wanaka Urban Zoning (QLDC GIS)

Further relevant elements of the immediate context of the site include the surrounding land uses. As described above, land to the north across Aubrey exhibits larger lot sizes, and the two immediately adjoining properties to the south and east of the site are characterised by large lot residential living (now rezoned to anticipate additional infill development). The interface with these properties is characterised by fencing and vegetation, with a change in topography also evident to the south.

Land to the west across Anderson Road is considered of particular relevance whereby it forms the other 'corner treatment' of the Anderson/Aubrey Road intersection. The development in this location 'Alpine Village' is made up of a total of 17 units with built form grouped into buildings containing two units, with gable roofs and two stories in height. This form is evident for a length of Anderson Road to the corner and is separated from the road boundary by low mounding and planting. This activity on this site is reflective of the Visitor Accommodation sub zoning of this property as evident in Figure 1 above.

Neither of the road frontages of the site (Anderson & Aubrey Roads) contain a formed footpath. However, one is located opposite the site on Anderson Road extending west down Aubrey Road, and QLDC's current infrastructure projects include the upgrade of the shared path on the opposite side of Aubrey Road extending

northeast. It is understood that this is eventually planned to link with a cycle path on Anderson Road, and there is a longer-term possibility of a roundabout being installed at the Anderson/Aubrey Road intersection.

This context inclusive of built form pattern in relation to the site is well illustrated in the aerial plan prepared by Site Landscape Architects shown as Figure 3 below:



Figure 3: Site in Context (Site Landscape Architects)

1C] Considerations

This report will address the proposal in respect to urban design in general terms, and with reference to the relevant QLDC standards and design guidelines.

It is noted that given the zoning (Large Lot Residential (A)) there are no directly applicable design guidelines however the *QLDC Residential Zone Guidelines* are considered of use in terms of consideration of the built form and site planning, and as such these guidelines have been included in the below analysis.

These assessments have been made taking into account to the context of the site as detailed above, and with reference to the provisions and anticipated outcomes for the LLR(A) and Visitor Accommodation Sub-zone as outlined within the District Plan.

2A] Assessment

The proposal is overall considered to generate a positive outcome when considering general urban design principles. This is as a result of the consideration that has been had to context and character in terms of scale and density, the architectural design and the placement of buildings for external and internal amenity.

In terms of density and form of development in relation to context, the proposal is considered appropriate in this location. The design will be very similar in scale and density to the built form already existing on the Aubrey/Anderson Road corner and will in this respect be a response which contributes to the definition and scale of this corner. The existing and future roading environment, including cycleways and possible roundabout provide both connectivity and emphasis of the urban location of the site, validating an urban built form. It is considered that the design is positive in terms of the units being arranged to front both of the streets, with views out and outdoor living oriented to the site frontages, and parking and circulation space located internally.

The street frontages will be treated with mounding and planting which provides a buffer to private areas and is also reflective of the street treatment across Anderson Road. Low post and rail fencing provides an appropriate boundary treatment, with two separate pedestrian paths allowing movement into and out of the site for users. It is a positive element of the design that fencing and boundaries between units has been considered comprehensively (including allowance for privacy screening between units) and in relation to the street.

The design also responds to the neighbouring properties by way of setback, building arrangements and fencing specifications to provide appropriate outcomes.

In terms of built form character and dominance, the built form has been broken down into separate building blocks allowing space between buildings for landscaping access and which also provides visual relief. The architectural design of the buildings is aligned with local character and will appear of high quality and attractive materials.

In general, the built form as proposed aligns with the planning framework established by the District Plan zoning, including in respect of height, density and location, and as such while introducing a change to existing scale and character of properties to the south and east, is reflective of that to the west, and is overall considered representative of the type of form anticipated for this site.

The only element of non-compliance is understood to be site coverage. In this respect it is noted that the relatively large setbacks maintained from both Aubrey and Anderson Roads, including mounding and planting will mean that there is not any perceived impact of site coverage from public perspectives. It is also

noted that additional elements of built form on the site in particular the storage sheds are beneficial in terms of providing for internal amenity for visitors to the site (and for example reducing clutter of visible outdoor storage).

2B] QLDC Design Guidelines

As above it is noted that there is no directly applicable Design Guideline for land use in the LLR(A) zone, however given the nature of the proposal, assessment against the *QLDC Residential Zone Design Guide* is considered an appropriate method by which to analyse the design of the proposed visitor accommodation units as good design elements are universally applicable. In addition, the subdivision proposed can be reviewed against the *QLDC Subdivision Design Guide*.

The proposal can be considered against the *Design Elements* of the Residential Zone Design Guide:

01. *Housing Diversity & Adaptability*

The proposal (whilst for short term living) would be flexible to adapt to use for housing and provides a choice of compact modern townhouse. Factors such as the solar orientation of the units (to the north and west) and efficient use of land contribute to sustainability principles.

02. *Well-defined entrances and detailing to improve legibility*

The buildings are considered to positively address the street, providing a high level of legibility and visual interest and avoiding blank walls or facades along the street. The units have been designed (with blocks and architectural treatment) to be individually identifiable and the parking area is located behind buildings and broken down with pathways and landscape treatment. There will be some end walls visible as the building blocks turn the corner however in the overall context of the site and with the architectural treatment this is not considered adverse.

03. *Building Dominance and Sunlight Access*

The proposed building height is compliant and not considered to result in dominance or shading impact beyond that anticipated. The design of each building block provides variation in terms of roof form.

04. *Connections to Open Space to create safe, high amenity spaces*

The proposed communal space can be identified as the central parking area and surrounding pathways, along with the storage sheds, and shared bin area. These areas are considered well designed and will provide additional amenity. Connection and accessibility is improved by way of the two pedestrian path entries to Anderson Road. Landscaping proposed is of a high quality and will provide character and amenity. In particular fencing has been carefully considered for each type of space.

05. *Providing Outdoor Living Space for Resident's Amenity*
Each unit is provided a private outdoor living space accessible from the main living area. The primary outdoor living spaces for each unit are generally north or west facing for good solar access, and are designed to allow privacy in the context of attached units. This is a positive element of the design.
06. *Creating High Levels of Accessibility for All Transport Modes*
As encouraged in the design guide, the communal parking is provided at the rear of buildings allowing the buildings to front the street and a high amenity streetscape to be able to be established, with north facing outdoor spaces. The single vehicular entry with dedicated pedestrian access is also aligned with the outcomes sought by the guideline. Consideration has been made for service vehicles in the parking design.
07. *How to integrate service areas so as to not affect amenity*
Specific provision for communal rubbish/recycling storage has been included in the design as encouraged in the design guide, and storage space for recreational or maintenance equipment is also provided in the form of stand-alone storage sheds.
08. *Creating safe and private environments*
The proposal is considered to meet the principles expressed in this design element. In particular outdoor living areas have been carefully designed to best conserve privacy between units with horizontal slat fencing, as detailed on the Site Landscape Architecture plans. Natural surveillance will occur with windows orientated to the Aubrey & Anderson Road frontages.
09. *Site Coverage and LID solutions to reduce infrastructure demands*
Sufficient space is retained on site for generous outdoor living and storage areas, and for waste collection along with vehicle manoeuvring. The landscaping approach being generous landscaping including within the parking area will assist with limiting stormwater runoff peaks, and it is anticipated that stormwater will be addressed as per the QLDC Code of Practice.
10. *Building Materials and Environmental Sustainability*
Building materials are considered to be durable and lower maintenance options have been included. Conditions of consent could ensure low intensity lighting in accordance with the Southern Light strategy is considered to assist with with safety and useability.
11. *Landscape Materials and Planting*
The proposed landscape plan is considered to create high quality, human scale and low maintenance spaces which encourage custodianship, and are integrated with the built form. The paving of the parking area has been addressed to break down this space by way of surface treatment and planting beds including deciduous trees, and the design includes a centrally located raised planter bed providing a seating edge which will be a positive addition.

QLDC Subdivision Design Guide 2015

Taking into account the subdivision that is proposed (being the individual titling of the visitor accommodation units once established) the Subdivision Design Guideline is considered of limited relevance. Review of this guidelines illustrates that it is developed for larger scale and greenfields subdivision rather than infill type subdivision as proposed here.

However, the proposed subdivision is considered to be supported by the guideline to the extent that it is a logical subdivision response to the units that will be established on the site, that it integrates the proposed access with existing roading in the neighbourhood, and provides opportunity for infill development.

Summary: Design Principles

When considered against the design principles of the QLDC design guidelines, the proposal is considered to be well aligned with these. This is further confirmation that the proposal is successful in urban design terms with respect to its architecture and site planning.

Given the context, and planning framework including Visitor Sub-zone it is considered in wider urban development terms that the proposal will be an appropriate and positive addition in this corner location establishing a new high quality unit development in a position within easy access to the amenities and attractions of Wanaka.

3: CONCLUSIONS

An assessment of the proposal against general urban design principles has been made with a conclusion that high quality outcomes are achieved, and the proposal is an appropriate response to context.

Further, these conclusions have been tested by way of consideration against the design elements listed in the *QLDC Residential Zone Design Guideline*. While these guidelines are not directly applicable, the principles found within them for positive urban spaces in a multi-unit development are considered relevant – the proposal represents good outcomes when considered against these.

Overall the proposal will develop an existing vacant site to a scale and density anticipated by the District Plan. The departure from standards in respect to site coverage is minimal, is not considered to be perceivable to any observer and will assist to create the positive urban design attributes of the site (storage sheds).

The layout and design of the proposal, being made up of a grouped set of two-storey unit blocks with positive orientation to the street, quality architecture and high amenity landscaping along with shared amenities and provision for pedestrian connections results in a positive urban design outcome for this location in Wanaka.

A handwritten signature in black ink that reads "Tim Williams". The signature is written in a cursive, flowing style.

Tim Williams
BRS. MUDD.

1 Anderson Road Urban Design Addendum 23 July 2021

Introduction

This addendum is provided in response to changes made to the plan set reviewed and reported on in our Urban Design Report dated 9 March 2021.

The updated plans referenced in this addendum are those attached **Appendix [A]** reference 1270_210709_PRELIM RC ISSUE dated 09/07/2021.

Updates

The updates to the plans as we understand them can be summarised as follows:

1. Relocation of the pedestrian footpath from Anderson Road to Aubrey Road.
2. Removal of Unit 23

Assessment

Relocation of the pedestrian footpath from Anderson Road to Aubrey Road.

This change is a positive adjustment by providing direct pedestrian access to Aubrey Road where a direct pedestrian connection was not available before. Pedestrian access will also continue to be provided to Anderson Road via the footpath adjoining the vehicle access to the site, ensuring multiple pedestrian desire lines are maintained.

Removal of Unit 23 / Site Coverage

As confirmed in our original report we considered the proposal would provide a successful urban design outcome that has responded positively to its context. Removing one unit from the scheme does not alter these conclusions. The development will still positively respond to and present an appropriate building form to both Anderson and Aubrey Roads (noting the unit removed is located to the rear of the site).

As one unit has been deleted site coverage would reduce onsite however as above we did not consider the previous site coverage or number of units to result in any adverse urban design outcomes.

In this respect we understand there has been some discussion around site coverage and the proposed storage sheds. In my opinion any increase in site coverage as a result of these sheds will be insignificant and these buildings are a particularly positive design element to provide on-site storage within the development that will improve its overall function and amenity for users.

Conclusion

Overall taking into account these changes the development will continue to represent a well-designed and successful urban design outcome for the site.

A handwritten signature in black ink that reads "Tim Williams". The signature is written in a cursive, flowing style.

Tim Williams

29 July 2021

Nick Mattison
Civix Limited

By Email: nick@civix.co.nz

PROPOSED RESIDENTIAL DEVELOPMENT – TRANSPORT ASSESSMENT 1 ANDERSON ROAD, WANAKA

As requested, we have prepared a transport assessment for the proposal to redevelop 1 Anderson Road, Wanaka.

1.0 INTRODUCTION

The proposal consists of constructing 22 visitor accommodation units on-site with a total of 24 parking spaces accessed via one vehicle crossing onto Anderson Road. The site is zoned as Rural Residential under the Queenstown Lakes Operative District Plan (QLODP) and is zoned as Large Lot A Residential under the Queenstown Lakes Proposed District Plan (QLPDP). **Figure 1** displays the subject site location.

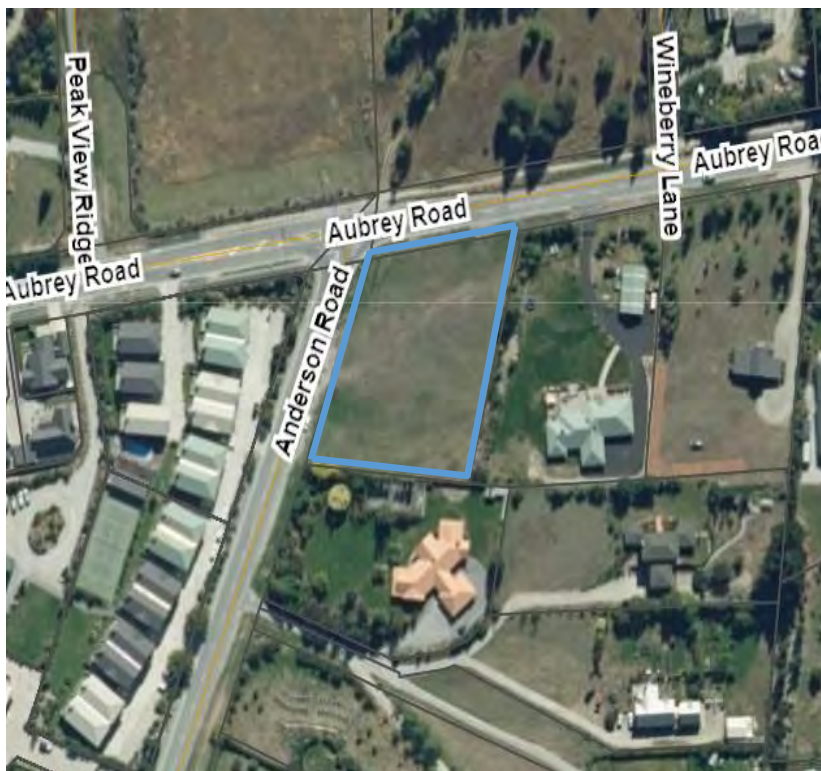


Figure 1: Site Location

Source: QLDC ArcGIS Online, Queenstown Lakes District Council

Auckland Office:
PO Box 60-255, Titirangi, Auckland 0642
Level 1, 400 Titirangi Road, Titirangi Village
Tel: (09) 817 2500
Fax: (09) 817 2504
www.trafficplanning.co.nz

2.0 EXISTING TRANSPORT ENVIRONMENT

2.1 Road Network

Anderson Road

Anderson Road is classified as an arterial road under the QLPDP that runs from an intersection with Aubrey Road immediately north-east of the site, to a roundabout with State Highway 84 to the south. Near the subject site, Anderson Road has a carriageway width of approximately 8.5 metres providing one traffic lane in each direction. An existing footway is provided on its western side, measuring approximately 1.6 metres in width. No footway is provided on the eastern side. From its intersection with Aubrey Road where give-way signage is provided, a central median island is provided for approximately 25 metres along Anderson Road. On-street parking is permitted on both sides of the road, except where broken yellow lines are provided further south of the site.

Mobilroad¹ provides an estimation for daily traffic flows, and in August 2019 it recorded an average daily traffic flow of 5,802 along Anderson Road.

Aubrey Road

Aubrey Road is classified as a collector road under the QLPDP that bounds the site to the north providing a link to Bremner Bay Beach at its western end and Albert Town to the south-east. At its western end it becomes Lakeside Road and at its south-eastern end it connects to State Highway 6. Near the subject site, Aubrey Road has a general carriageway width of approximately 6.0 metres but widens to a width of approximately 9.5 metres where providing a right-turn lane into Anderson Road and a refuge island for a pedestrian crossing point. To the east Aubrey Road has a speed limit of 70 km/h, and to the west a speed limit of 50 km/h. The speed limit change occurs immediately north of the site.

To the west of the site a footway is provided along the southern side of the carriageway measuring approximately 1.6 metres in width, with the central refuge island pedestrian crossing providing for the gravel footway along the northern side of the carriageway which continues to the east.

Mobilroad provides an estimation for daily traffic flows, and in August 2019 it recorded an average daily traffic flow of 5,490 vehicles. A more recent count was taken in April 2020 which recorded flows of 2,500 vehicles, but it is thought that this was impacted by COVID-19 and does not provide a true reflection of traffic flows along Aubrey Road.

No bus services have been identified within the local area.

2.2 Crash History

A review of crash data for the latest available five-year period (January 2016 to December 2020) shows that three crashes have been reported within the immediate vicinity of the site, including the Anderson Road/Aubrey Road intersection, and approximately 200 meters along Anderson Road and Aubrey Road from the site. Both crashes reported were non-injury crashes.

Two crashes occurred at the Anderson Road/Aubrey Road intersection, and one involved a vehicle travelling westbound on Aubrey Road hit a vehicle looking to turn right into Anderson Road. It is

¹ Traffic Flow Estimation - <https://mobileroad.org/desktop.html>

understood that the driver misunderstood the other party's intention to turn. The other crash at the intersection resulted from a rear-end collision as a vehicle was following too closely.

The other crash occurred approximately 140 metres south of the intersection along Anderson Road, and involved a northbound vehicle colliding with a vehicle turning right out of a driveway. The vehicle from the driveway failed to give-way to the northbound vehicle along Anderson Road.

On the basis of the above information, there is no identifiable trend within the available crash data that would suggest an inherent road safety issue concerning property access near the subject site.

3.0 THE PROPOSAL

The proposal consists of constructing 22 two-storey visitor accommodation units with 23 car parking spaces. Detailed plans are provided with the application and an indication of the site layout is shown in **Figure 2**.



Figure 2: Proposed Site Plan

Source: Site Landscape Architects

3.1 Site Access

Vehicle Access

The site is currently occupied by farmland with a gated vehicle access provided towards the south-western corner on Anderson Road, which will be removed. A vehicle crossing will be provided in the south-western corner of the site with a width of 5.0 metres at the site boundary. Under the QLPDP, vehicle crossings serving non-residential developments are permitted a width of 3.0-6.0 metres.

One vehicle is permitted to serve the site onto an arterial road. Under the QLPDP one vehicle crossing is permitted per 100 metres of frontage onto arterial roads.

The vehicle crossing will be separated from a vehicle crossing serving an adjacent site by approximately 55 metres. The vehicle crossing will also be separated from the Anderson Road/Aubrey Road intersection by more than 50 metres where a minimum separation of 40 metres is required under the QLPDP for roads with a speed limit of 50 km/h.

Within the site, the accessway will be provided with a width of 5.5 metres for the first 7.5 metres before a reducing in width to 4.5 metres before entering the main parking area. Given the accessway is providing access onto an arterial road, it is permitted a width of 5.5-5.7 metres for a minimum length of 6.0 metres measured from the legal road boundary under the QLPDP.

The gradient along the accessway will not exceed 1 in 6 (16.6%), which is also in line with the QLPDP standards.

Pedestrian Access

Pedestrian access to the site will be provided by two separate 1.5 metre-wide footways from Anderson Road towards the northern and southern ends of the site which will interlink within the site and provide a pedestrian route throughout the site. Mid-way through the parking area a pedestrian crossing point will be provided with a flush surfacing. Overall, the site will provide good pedestrian connectivity between building entrances, parking areas and the public footpath network.

Vehicle Crossings' Interaction with Pedestrians

In the area surrounding the subject site, there are no developments/activities (schools, childcare facilities, public transport hub, retail centre, parks, etc.) that are likely to generate a high number of pedestrian trips along the site's frontage. As a result, the likelihood of vehicles interacting with pedestrians as they enter or exit the site, is low, and can be safely managed.

3.2 Sight Distance

In respect of sight distance, the appropriate standard to use is the Land Transport Safety Authority publication "Guidelines for Visibility at Driveways". There are two components to the sight distance measurement, the first being the sight distance requirement and the second being the lines of clear sight. The sight distance/lines of clear sight required is dependent upon the traffic generation of the proposal, the 85th percentile speed of vehicles on the frontage road, and the classification of the frontage road.

For this location, the access is forecast to accommodate less than 200 vehicle trips per day, therefore classifying the driveway as low volume. With a speed limit of 50 km/h, the presence of the Anderson Road/Aubrey Road intersection immediately north-east of the site, the 85th percentile speed on Anderson Road is forecast to be no greater than 50 km/h. Under the QLPDP Anderson Road is classified as an arterial road, and as such a sight distance of 90 metres is required for the proposed activity.

Sight distances were measured to be in excess of 100 metres to the south and up to the intersection to the north (approximately 55 metres). Vehicle speeds to be north will be reduced as vehicles enter Anderson Road from Aubrey Road and turning at lower speeds such that the sight distance to the approaching vehicles is considered acceptable.

3.3 Parking Design

The site will provide a total of 23 car parking spaces for the 22 visitor accommodation units, inclusive of two mobility spaces. Under the QLPDP, visitor accommodation units of this type are required to provide one parking space per unit for the first 15 units, and one parking space per two units thereafter. Given 23 parking spaces are proposed for the 22 visitor accommodation units, the proposed parking provision is compliant with the QLPDP.

All parking spaces will be provided as 90degree angled parking spaces with an aisle width of 7.0 metres, available for manoeuvring. The two accessible parking spaces will be provided with a depth of 5.0 metres and a width 3.5 metres, inclusive of an accessible aisle, in line with NZS4121 2001- Design for Access and Mobility. All other parking spaces will 5.0 metres deep and 2.6 metres wide in line with class 2 user under the QLDCDP.

Parking spaces will be provided on a near-flat gradient where under the QLPDP a gradient no greater than 1 in 20 (5%) parallel to the angle of parking is permitted, along with a gradient of no more than 1 in 16 (6.25%) in any other direction.

Parking has been configured so that vehicles will be able to enter and exit the site in a forward direction. Vehicle tracking curves for a B85 design vehicle are included within **Attachment 1**.

3.4 Refuse Collection and Servicing

The activities are expected to be serviced on a regular basis by refuse collection trucks and vans relating to cleaning companies. Refuse collection will take place on site by way of private collection with a turning head area provided south of the parking area. As illustrated by tracking in **Attachment 1**, a medium rigid truck can turn around within the site to avoid any unnecessary reverse manoeuvring onto Anderson Road.

As most truck visits occur during hours outside of peak hours, on-site traffic flow during truck visits is expected to be minimal, thereby having little to no impact. The site gradient is suitable for refuse truck activity.

Any vans entering the site are anticipated to parking within the spaces relating to each unit they are servicing. This will also occur in the off-peak when the units are typically empty reducing any cumulative demand for parking on site.

Overall, it is considered that the design is adequate to meet the needs of the truck activity associated with the development.

4.0 QUEENSTOWN LAKES PROPOSED DISTRICT STANDARDS

Section 29, Part 5 of the Queenstown Lakes Proposed District Plan (QLPDP) sets out the development standards relating to transport. **Table 1** lists the relevant standards that apply to this development and comments on compliance.

Table 1: Transport Development Controls

Standard	Requirement/Details	Comment
29.4.11 High Traffic Generating Activities	Sets the threshold for when resource consent as a restricted discretionary activity is required.	The development proposals include 22 visitor accommodation units, where a threshold of up to 100 is permitted – does not apply
29.5.1 Minimum Parking Requirements	Sets out the number of parking spaces required for visitor accommodation units. states for visitor accommodation units: <ul style="list-style-type: none"> - 1 space per unit up to 15 units; and - Thereafter 1 per units. 	A total of 23 car parking spaces are provided for the 22 visitor accommodation units - complies
29.5.2 Location and Availability of Parking Spaces	Sets out the location and availability of parking spaces on and off-site.	All spaces will not be used for any other purposes, and will be available at all times – complies All parking will be provided within designated parking areas and not within the access or outdoor living areas – complies A common manoeuvring area will be provided along the accessway, with turning areas provided for the parking spaces and loading spaces – complies No parking will be provided off-site serving the site - complies
29.5.3 Size of Parking Spaces and Layout	Defines size of parking spaces and layout within the site.	Accessible parking spaces will be provided with a depth of 5.0 metres and width of 3.5 metres – complies All other parking spaces will be provided with a depth of 5.0 metres and a width of 2.6 metres – complies All parking spaces will be provided with a manoeuvring depth (aisle depth) of 7.0 metres - complies
29.5.4 Gradient of Parking Spaces and Parking Areas	Defines the maximum gradients permitted across a parking space.	All parking spaces will be provided on a near-flat gradient with a gradient no greater than 1 in 20 (5%) parallel to the angle of parking, with a gradient of no more than 1 in 16 (6.25%) in any other direction - complies

Standard	Requirement/Details	Comment
29.5.5 Mobility Parking Spaces	Defines the number of parking spaces required.	A total of 23 parking spaces will be provided, inclusive of two mobility parking spaces – complies Mobility parking spaces will be provided a level surface, clearly signposted, located on the same site as the visitor accommodation units, in close proximity to building entrances and accessible to other buildings via routes from the car park - complies
29.5.6 Drop off/pick up areas	Defines the parameters of any drop off/pick up areas.	No drop off/pick up areas will be provided on site – does not apply
29.5.7 Reverse Manoeuvring	Defines the parameters for reverse manoeuvring for heavy vehicles and a B85 vehicle.	A turning head area is provided to ensure trucks can turn around on-site and leave in a forward gear, as illustrated at Attachment 1 – complies As shown at Attachment 1, a B85 vehicle can turn around on site to ensure no reversing onto Anderson Road – complies
29.5.9 Queuing	Defines the queuing space required for all vehicles entering a parking or loading area.	From the parking area the accessway is approximately 30 metres in length, which is in excess of the required queuing length where serving 23 parking spaces - complies
29.5.10 Loading Spaces	Defines the dimensions of loading spaces.	No dimensions are provided for loading spaces serving visitor accommodation units, but Attachment 1 demonstrates a medium rigid truck can turn around on site – does not apply Each loading space will have an unobstructed vehicular access to the accessway, with an unobstructed manoeuvring area - complies
29.5.11 Surface of Parking Spaces, Parking Areas and Loading Spaces	Defines the surfaces of parking spaces, areas and loading spaces.	The surface of all parking, loading and associated access areas and spaces shall be formed, sealed, or otherwise maintained – complies
29.5.12 Lighting of parking areas	Defines the lighting required in parking areas, pedestrian and cycle routes.	The development has 23 car parking spaces and suitable lighting is provided, including the associated pedestrian routes – complies
29.5.13 Bicycle Parking and the provision of lockers and showers	Defines the required provision of bicycle parking and associated facilities.	Bicycle parking and associated facilities are not required for visitor accommodation units as residents could use facilities within each unit – does not apply
29.5.14 Access and Road Design	Defines the required accessway width.	The accessway will be provided with a formed width of 5.5 metres and a legal width of at

Standard	Requirement/Details	Comment
		least 6.7 metres for the first 6.0 metres from the road boundary – complies
29.5.15 Width and design of vehicle crossings – urban zones	Defines the permitted widths of vehicle crossings.	The vehicle crossing will be provided with a width of 5.5 metres at the site boundary - complies
25.5.17 Maximum Gradient for Vehicle Access	Defines the maximum gradient along the vehicle access.	The accessway will be provided with a gradient no greater than 1 in 6 (16.7%) - complies
29.5.18 Minimum Sight Distances	Sets out the minimum sight distances required on all roads other than State Highways.	As set out in Section 3.2 sight lines in excess are available in both directions from the vehicle crossing, where a minimum of 80 metres is required for non-residential activities with a posted speed limit of 50 km/h - complies
29.5.20 Maximum Number of Vehicle Crossings	Sets out the maximum number of vehicle crossings permitted to serve a site.	With a frontage of approximately 60 metres on Anderson Road, which is classified as an arterial road under the QLPPD, one vehicle crossing is proposed – complies No vehicle crossing is proposed onto Aubrey Road - complies
29.5.21 Minimum distances of Vehicle Crossings from Intersections	Sets out the minimum separation between vehicle crossings and intersections for roads with a speed limit less than 70 km/h.	The vehicle crossing serving the site will be separated from all intersections by more than 50 metres, where a separation distance of 50 metres is required on arterial roads - complies

5.0 CONCLUSION

Based on the assessment described in this report, the following conclusions can be made in respect of the proposal to 22 visitor accommodation units at 1 Anderson Road, Wanaka:

- A review of the transport standards has identified no items which require consent under the Queenstown Lakes Proposed District Plan.
- Vehicle and pedestrian access to the site is designed to a suitable standard such that the proposal will not have an adverse effect on the surrounding road network, or to the safety of pedestrians and vehicles using the site.

Overall, it is considered that the traffic engineering effects of the proposal can be accommodated on the road network without compromising its function, capacity, or safety. Therefore, from a traffic engineering perspective, it is considered that the proposal will have less than a minor effect.

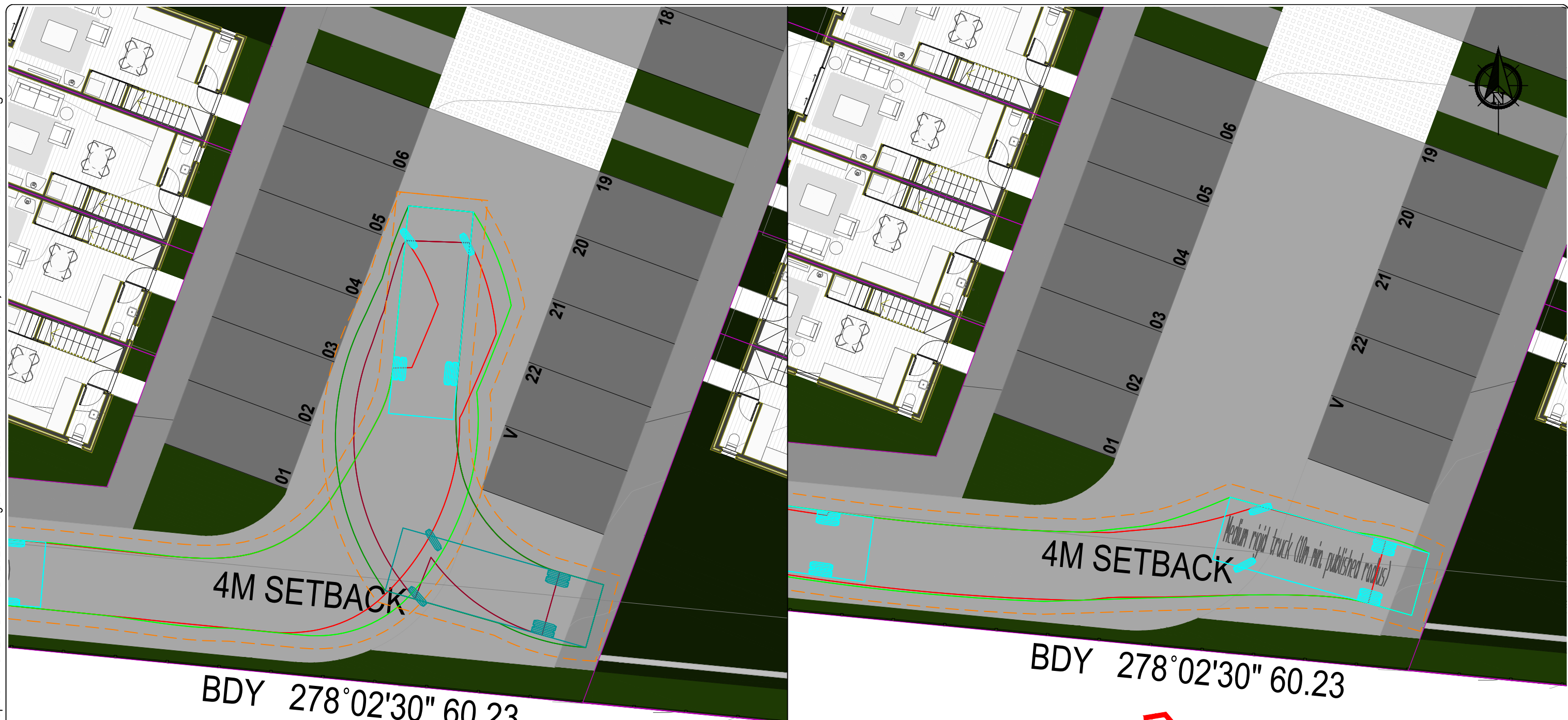
Prepared by,



Thomas Kear
Transportation Engineer

ATTACHMENT 1:
VEHICLE TRACKING DIAGRAMS

C:\Users\Prabhavi\Traffic Planning Dropbox\AUTOCAD Files\2021 Projects\21115 - 1 Anderson Road, Wanaka\VTF\21115- VTF.dwg



4M SETBACK

BDY 278°02'30" 60.23

S

4M SETBACK

BDY 278°02'30" 60.23

S

Medium rigid truck (10m min. published radius)

- Overall Length 8.000m
- Overall Width 2.500m
- Overall Body Height 3.800m
- Min Body Ground Clearance 0.427m
- Track Width 2.500m
- Lock-to-lock time 6.00s
- Wall to Wall Turning Radius 10.000m

Rev	Revisions	By	Date

TPC TRAFFIC PLANNING CONSULTANTS LTD

Level 1, 400 Titirangi Rd, Titirangi, P.O Box 60-255, Auckland 0604
 Phone: 09 817-2500 www.trafficplanning.co.nz

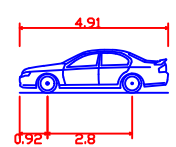
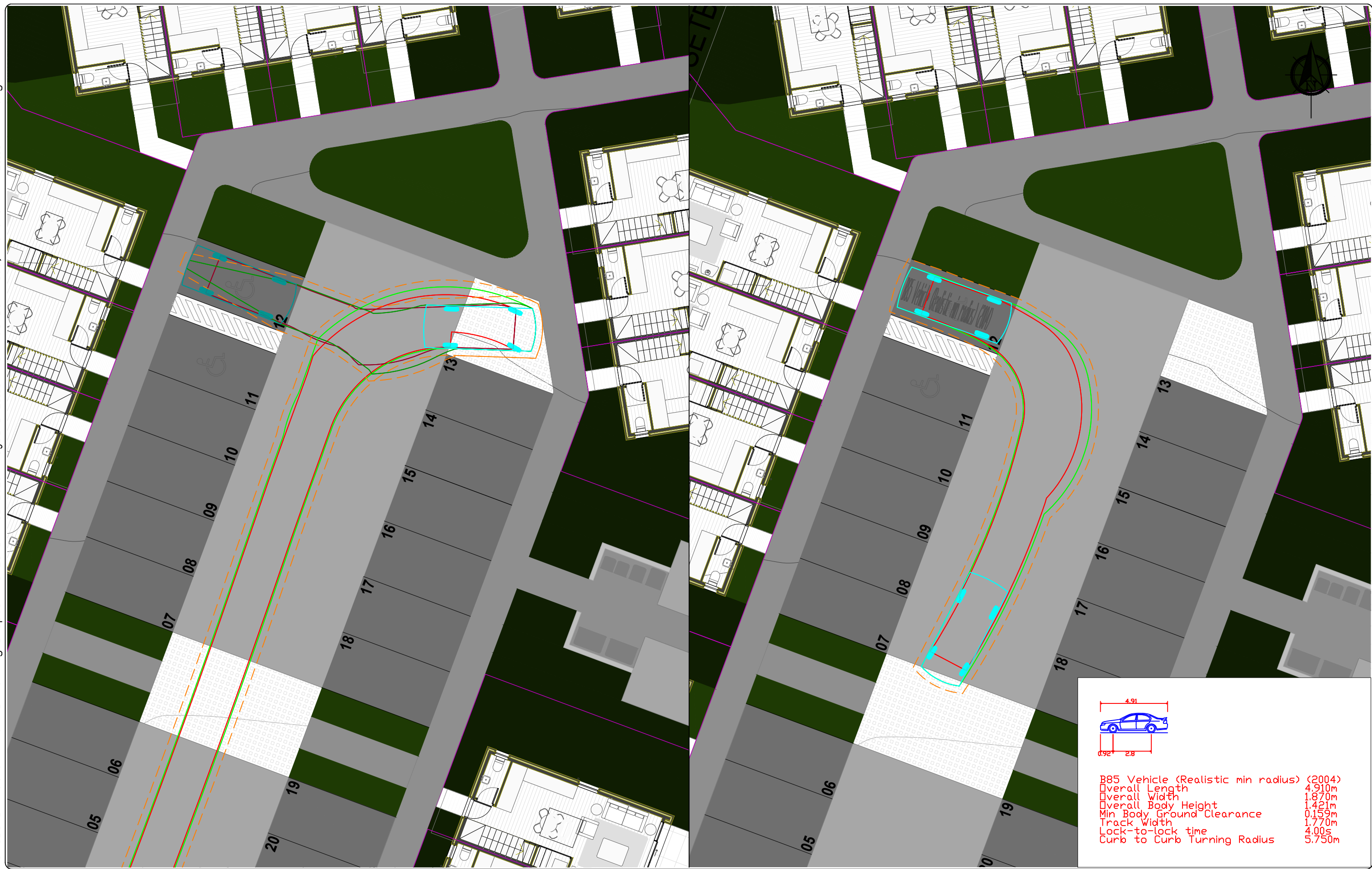
Project Title
Residential Development
1 Anderson Road, Wanaka

Sheet Title
Vehicle Tracking - Medium Rigid Truck

Designed	PI	Drawn	PI	Project No - (Sheet No)	Scales	1:150 (A3)
Checked	TK	Approved	TK	21115- VTF - (1)	Date	27.07.21

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B85 Vehicle (Realistic min radius) (2004)
 Overall Length 4.910m
 Overall Width 1.870m
 Overall Body Height 1.421m
 Min Body Ground Clearance 0.159m
 Track Width 1.770m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 5.750m

Rev	Revisions	By	Date

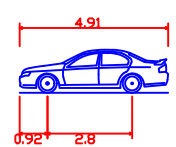
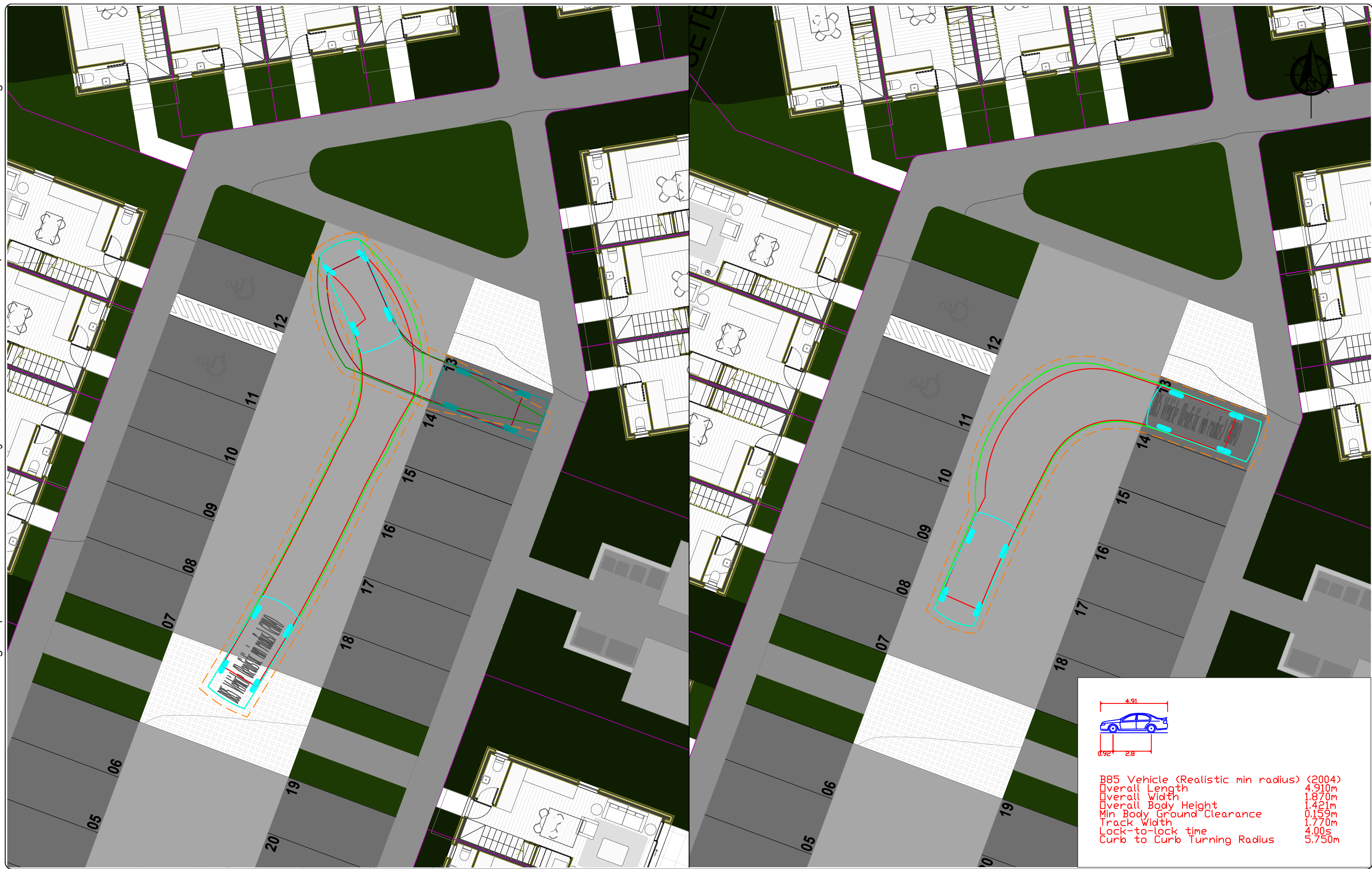
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 1 Anderson Road, Wanaka

Sheet Title Vehicle Tracking - B85

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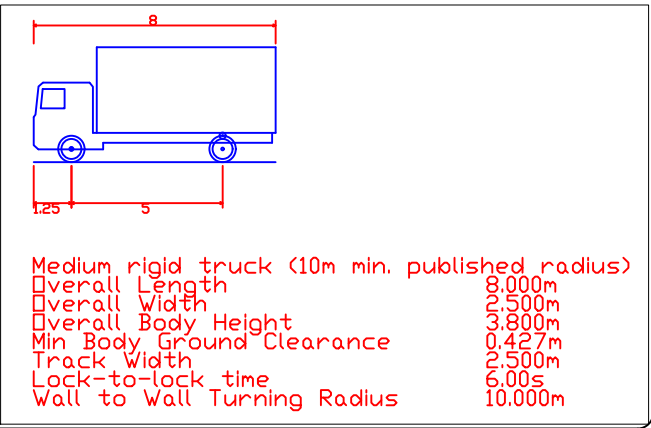
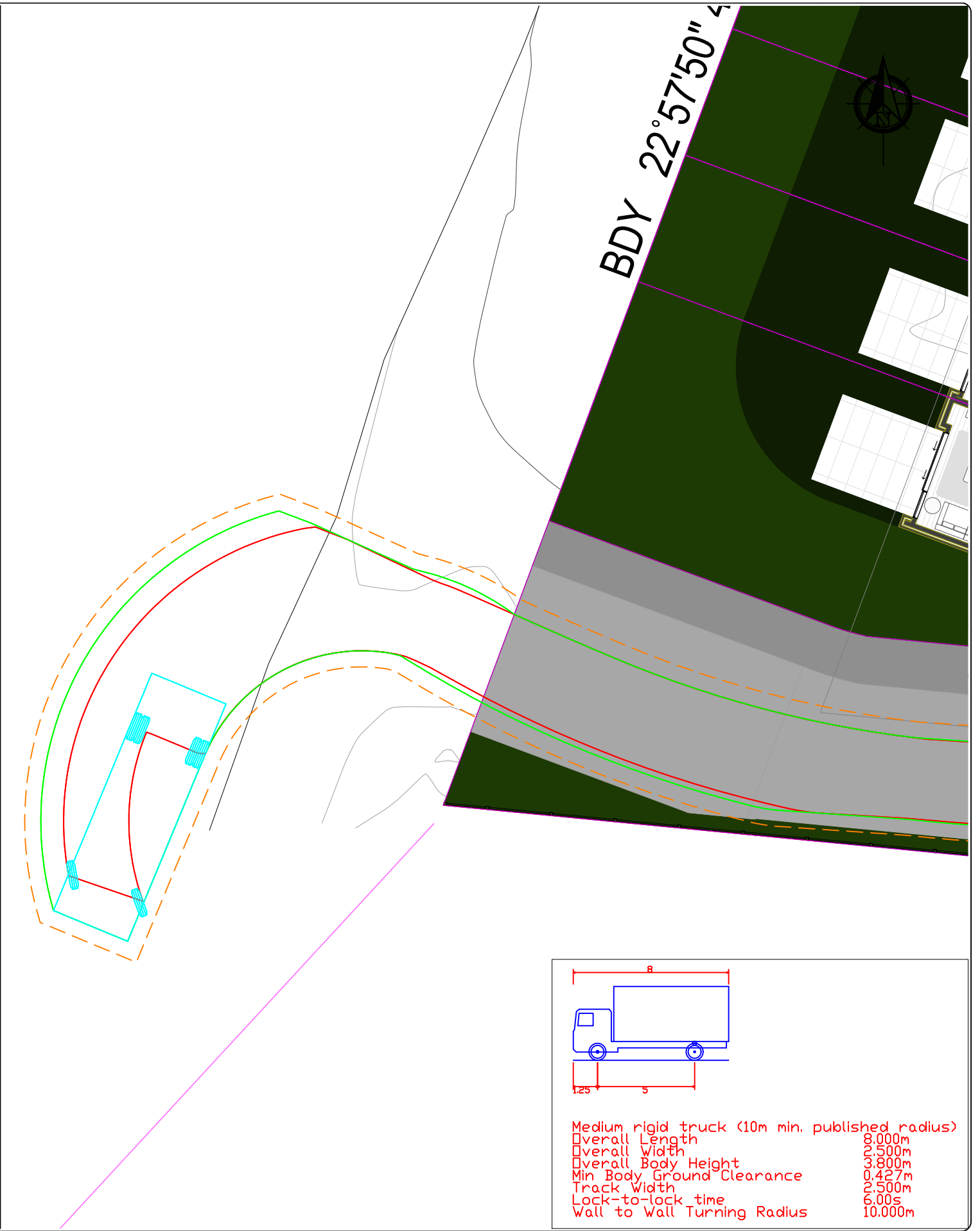
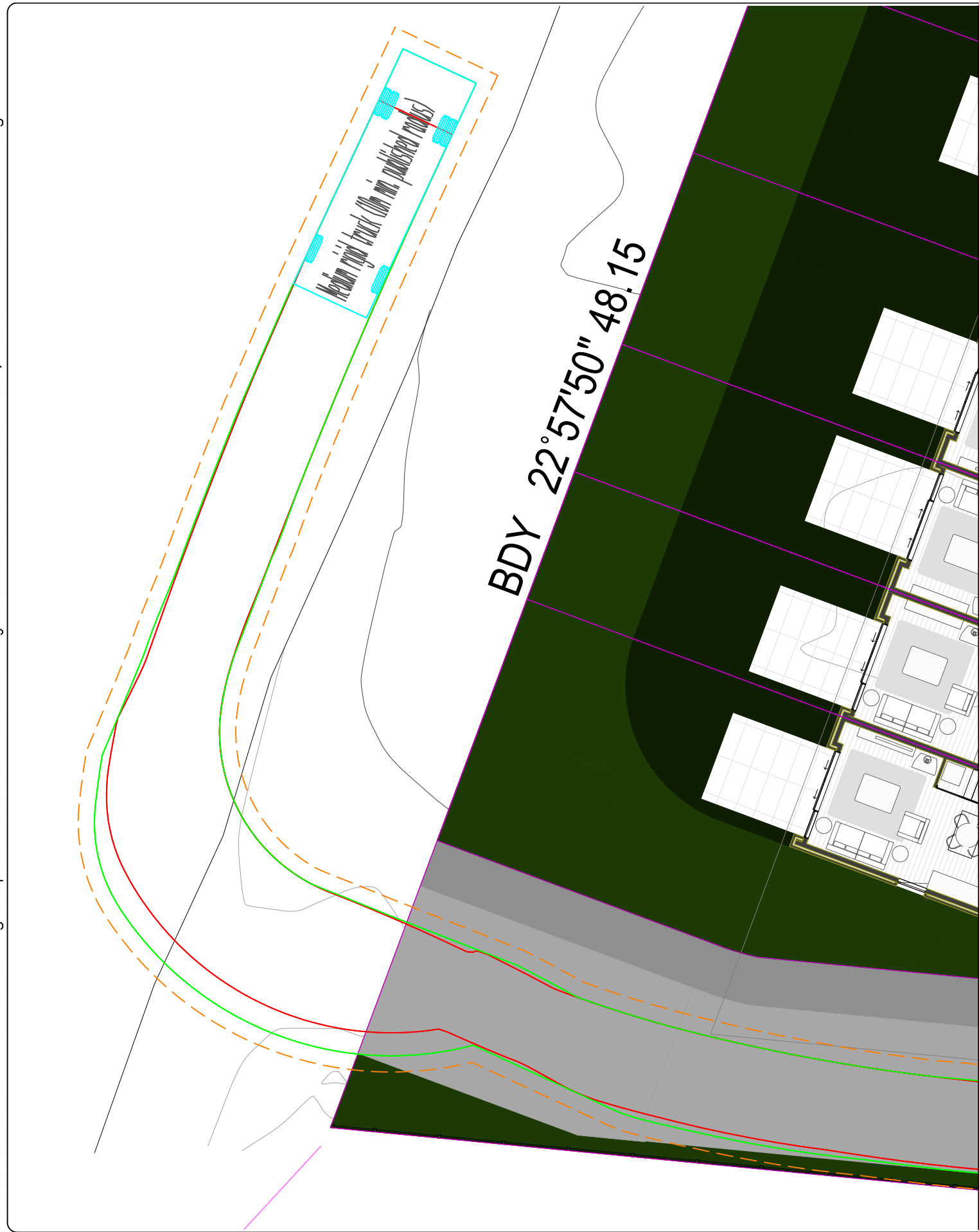
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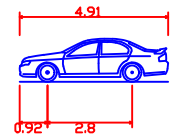
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Project Title
 Residential Development
 1 Anderson Road, Wanaka

Sheet Title
 Vehicle Tracking - Medium Rigid Truck

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Project Title
**Residential Development
 1 Anderson Road, Wanaka**

Sheet Title
Vehicle Tracking - B85

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Multiplied Investment Partners
Via E-mail

23 March 2021

Job Ref: X4111

Attn: Matt Tuck

Dear Matt,

Infrastructure Report
Lot 7 DP 300376

The following is an overview and brief assessment of the existing infrastructure surrounding the proposed development site and its ability to accommodate the requirements of the proposed development in compliance with Queenstown Lakes District Council's Land Development and Subdivision Code of Practice.

The intention is to develop the land into 23 independently serviced apartments.

We have carried out as much research as practical utilising public records and have been in consultation with the appropriate Council officers, including a pre-application meeting held at QLDC's offices 28 October 2020. Our conclusion is that the property can be adequately serviced, noting that storm water disposal is the key area to be addressed.

Please refer to Appendix A for a layout of the proposed subdivision and generic servicing proposal.

Chorus

By e-mail dated 6 November 2020 Chorus confirms that there is adequate capacity within the fibre network for up to 30 lots.

Electrical Supply

By e-mail dated 3 November 2020 we have an estimated price and confirmation of supply from Aronui Power Services. A transformer upgrade will be required, but there is no indication that there is any concern about the network capacity or ability to service the site.

Traffic

A review has been carried out by TPC (Traffic Planning Consultants) under separate cover that concludes that traffic engineering is either not an issue with this site.

Water Supply

From Council's GIS database the site is bordered by water mains on all sides. The Anderson Road main is a 200mm PVC, and the Aubrey Road main is a 150mm PVC pipe.

Anecdotally the presence of large mains in close proximity to the site would indicate a plentiful supply. An additional 375mm PVC pipe exists within both Aubrey and Anderson Roads, noting that a water supply a main of this size is not always a simple matter to connect into.

Further small pipes (40 and 50mm) are indicated on the far sides of the respective Anderson and Aubrey road in Council's GIS system.

By e-mail 12 November 2020 Richard Powell of QLDC simply notes "plenty of water" and we agree with this statement.

The intention is to provide a 100mm main with bulk water meter at the Anderson Road frontage. A 50mm rider ring main can service most of the lots within the subdivision, with a 32mm stub main servicing the four lots in the north east corner of the site.

A hydrant can be provided on the 100mm main within the site.

Sewer

From Council's GIS the sewer manhole at the intersection of Aubrey and Anderson Roads is 2.2m deep (327.85 invert and 330.05 lid). The main fronting the site in Aubrey Road rises at a grade of approximately 1 in 100, and new manholes could be placed within the berm fronting the site with cover of about 2m which is considered to be more than adequate to service the site by gravity.

There has been an acknowledged lack of capacity in the sewer network draining to Bremner Bay. By e-mail 12 November 2020 Richard Powell of QLDC notes:

"Wastewater pump station upgrades at Pen Bay will take away a lot of flow away from the existing Aubrey Road network to open up capacity, works for this are scheduled to start soon so it is expected that the capacity will be available in time for this development".

The pump station upgrades are in response to substantial development occurring within the Kirimoko Park area. It is reasonable to assume that upgrades will go ahead as Richard says, if they have not already been completed.

Storm Water

Storm Water reticulation (or lack of) has been identified from the outset as the key difficulty in servicing this project.

Currently there is no available reticulation in Aubrey Road, and the network down stream is known to be at capacity. Ground soakage rates in this area of Wanaka are variable and can not be relied upon for storm water disposal. The land surrounding the site is subject to flooding and ponding.

Photographs from 26 October 2020 follow showing ponding around the site following moderately heavy rainfall on the day and is a typical representation of the site following rainfall of any significance.





By e-mail 12 November 2020 Richard Powell of QLDC advises:

“While the stormwater upgrades are yet to go through detailed design, the scope is to extend the network up to the Anderson Road intersection to remedy the current flooding issue, without knowing the exact location it is likely that you would only need to cross the road to connect”.

We are aware that there are plans to extend the network. Should QLDC’s extension not be completed prior to commencement of this development there is an option to trench down Aubrey Road approximately 285m and install a small diameter (300mm) pipe connecting to the network fronting The Heights Avenue.

Attenuation would be provided within the development with slow release to the storm water network. Calculations indicate on site attenuation would require 40,000l storage capacity for the 100 year 10 minute design storm. This can be incorporated within the site in up to 4x 10,000l proprietary tanks. Approximate tank locations are shown on the drawing attached as Appendix A, noting that size and location will be subject to detailed design.

Geotechnical

GeoSolve has provided a report under separate cover noting that the site is suitable for the proposed development in geotechnical terms.

Conclusion

In our opinion the site can be adequately serviced and our preliminary discussions with Council confirm this to be the case.

Where sewer and storm water network capacity is known to be under pressure, design and/ or works are already under way or completed that will allow connections to be made.

Storm water disposal is a known issue, but there is a suitable engineering solution available.

Yours sincerely

Southern Land



Vergne Wilson

Managing Director

BSurv, RPSurv, NZCE (Civil), MSSNZ, CSNZ

**APPENDIX A
PROPOSED SERVICES LAYOUT**



Resource Consent



REVISION	DESCRIPTION	DATE
A	Resource Consent	24/03/2021

Level 2 Brownston House, 21 Brownston St., Wairarapa, P.O. Box 493 9577. Email: contact@southernland.co.nz, www.southernland.co.nz
 Any person using Southern Land drawings and other data accepts the risk of using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions of such drawings and other data. Southern Land does not accept any liability for any loss or damage, including consequential loss or damage, arising from the use of such drawings and other data in electronic form. This plan is being used for resource consent purposes. The areas and dimensions shown should be considered indicative and subject to final Land Transfer Survey. As areas and dimensions may vary upon survey, it should not be attached to any purchase agreement without an appropriate condition to cover such variations.

DATE	DESCRIPTION	DATE
24/03/2021	Resource Consent	

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Legend

- Potential Stormwater Attenuation Tank Sites

Engineering Drawings
 Combined Services
 Layout

PREPARED FOR
Multipled Investment Partners
Anderson and Aubrey Road

SCALE
1:400 @ A3

DATUM & LEVEL
 LINDIS PEAK 2000
 ORIGIN # 8700X EL:000000

DRAWING REFERENCE
 X4111
 E800

DATE	APPROVED	DATE
24/03/2021	VW	

DATE	APPROVED	DATE
	VW	



Geotechnical Report

Lot 7, Anderson Road,
Wanaka

Report prepared for:
Multiplied Investment Partners

Report prepared by:
GeoSolve Limited

Distribution:
Multiplied Investment Partners
GeoSolve Limited (File)

GeoSolve Ref: 200695

Revision	Issue Date	Purpose	Author	Reviewed
0	19/03/2021	Consent Issue	SAM	CEM



GEOTECHNICAL



WATER RESOURCES



PAVEMENTS



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1

1 Introduction

1.1 General

This report presents the results of geotechnical investigations carried out by GeoSolve Ltd in order to determine subsoil conditions and provide geotechnical inputs for a proposed 25 unit townhouse development Lot 7 Anderson Road, Wanaka.



Figure 1 - Site Photograph of Lot 7 Anderson Road looking south-east across the site

The investigations were carried out for Multiplied Investment Partners in accordance with GeoSolve Ltd's proposal dated 8 March 2020, which outlines the scope of work and conditions of engagement.

This report has been produced to supplement the resource consent application.

1.2 Development

The proposed development is for construction of 25 two level townhouses. See Appendix C for the intended development layout.

We understand that the current proposal is to establish level building platforms by excavating into the southern side of the site and filling the northern side of the site. The earthworks plan can be found within Appendix D.

The indicated position of the cut and the required subgrade level requires retaining walls up to approximately 2.0 m in height.

A cut to fill methodology will be utilised where possible with any additional fill being imported to site.

2 Site Description

2.1 General

The subject property is located within the Wanaka township, 1.5 km northeast of the town centre, as shown in Figure 2 below.



Figure 2 – Site location plan

The site is within an existing residential area and comprises bare land. The site is legally described as Lot 7 DP 300376.

The property is bounded to the west by Anderson Road and to the north by Aubrey Road. Residential properties bound the southern and eastern sides of the site.

2.2 Topography and Surface Drainage

The building site has been surveyed and the site topography is shown in Appendix D.

The site slopes gently towards the north west, with the south eastern corner of the site being approximately 1-2 m higher than the northern and western extents of the site. The difference in elevation between the highest and lowest surveyed parts of the site is approximately 2-3 m.

The site is naturally draining towards the intersection of Anderson Road and Aubrey Road. No spring flows were evident during investigations. Anecdotal evidence from Wanaka residents suggest that this low lying area of the site floods during periods of heavy rainfall. An assessment of flooding hazard has not been carried out as part of this report and should be addressed by others.



3 Geotechnical Investigations

An engineering geological site appraisal has been undertaken with confirmatory subsurface investigations. GeoSolve Ltd visited the subject property on 22 February 2021, undertaking geotechnical investigations comprising seven test pits which were advanced to a maximum depth of 3.0 m.

Test pit locations and logs are contained in Appendices A and B respectively.



4 Subsurface Conditions

4.1 Geological Setting

The site is located in the Wanaka Basin, a feature formed predominantly by glacial advances. The schist bedrock within the basin has been extensively scoured by ice and lies at depth below this site. Overburden material above the schist in this region includes glacial till, alluvial outwash sediments, lake sediments and beach deposits.

During the Mt Iron and Hawea Glacial Advances 20-30,000 years before present, the glaciers terminated upstream from Albert Town forming moraine loops and outwash terraces. Well consolidated glacial till gravels were laid down on the flanks and beds of the glaciers. With the final retreat of the ice, about 15,000 years ago, Lake Wanaka formed and the Clutha River became entrenched in the glacial deposits.

There is a high probability that an earthquake of Magnitude 8 or more will occur along the Alpine Fault within the next 50 years and such a rupture is likely to result in strong ground shaking in the vicinity of Wanaka.

4.2 Stratigraphy

In general the site is underlain by a thin layer of surficial topsoil, which is underlain by outwash sands/gravels.

Outwash gravels were observed to be underlain by medium dense glacial till locally within test pit 1 (south west corner of the site).

A thin veneer of loess and uncontrolled fill were also observed to overlie the outwash gravels locally.

The ground conditions encountered at the site were:

- Topsoil - Brown, loose, organic silty SAND;
- Outwash Gravel/Sand – Brown/grey, medium dense, sandy GRAVEL to loose, silty SAND;
and
- Glacial Till – Grey, medium dense, SAND and silty SAND.

Bedrock was not encountered but is expected to lie at moderate depth below the site, expected to comprise moderately weathered to un-weathered Otago Schist bedrock.

A detailed geotechnical description of soils is provided in the test pit logs contained in Appendix B.

4.3 Groundwater

No groundwater seepage was observed in any of the test pits during investigations. The soils observed were predominantly dry to moist in condition.



4.4 Liquefaction

The site is not considered to be at risk of liquefaction owing to the presence of medium dense outwash gravels and the significant depth to groundwater. The regional water table was not encountered during investigations and is expected to lie at significant depth below the site.

4.5 Slope Stability

No instability features were observed on site during the investigations. The site is gently sloping and underlain by medium dense soils, hence the instability risk is very low.



5 Engineering Considerations

5.1 General

The recommendations and opinions contained in this report are based upon ground investigation data obtained at discrete locations and historical information held on the GeoSolve database. The nature and continuity of subsoil conditions away from the investigation locations is inferred and cannot be guaranteed.

5.2 Excavations

5.2.1 General

- Excavations are required to form a level platform at the site and we recommend that the excavations should be inspected by a geotechnical practitioner during earthworks construction;
- No seepage was encountered during test pitting and hence groundwater is unlikely to be encountered during excavations. However, a geotechnical practitioner should inspect any seepage, spring flow or under-runners that may be encountered during construction; and
- We understand that all excavations will be structurally retained.

5.2.2 Ground Retention

- Any retaining walls proposed should be designed by a chartered professional engineer; and
- All temporary slopes for retaining wall construction should be battered at 1.5:1 (horizontal to vertical) provided these are within glacial outwash or glacial till deposits and are less than 3 m in height.

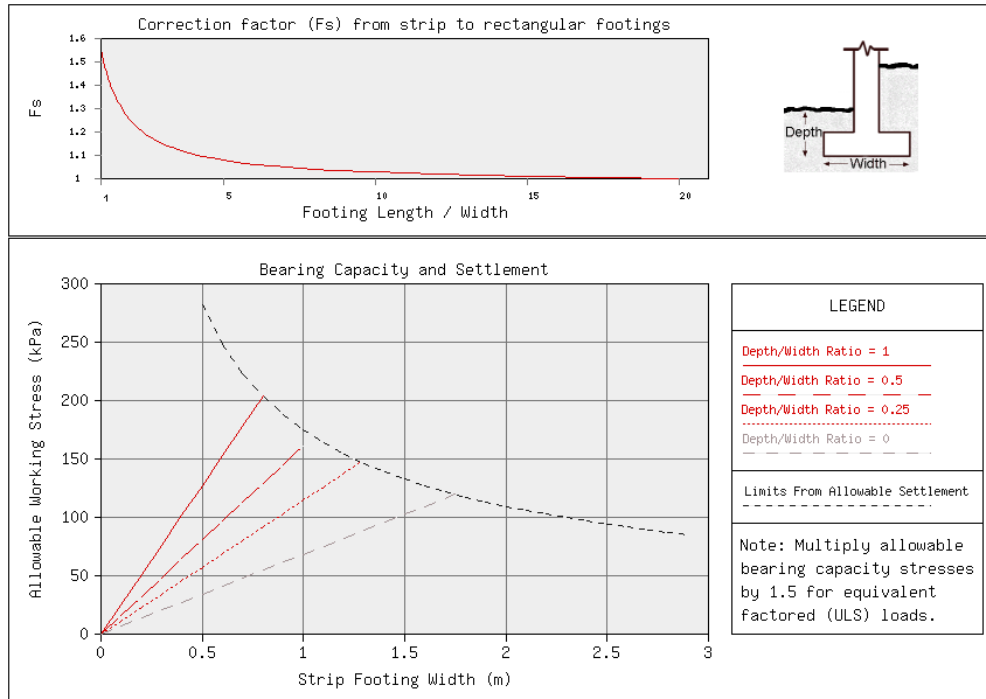
5.3 Building Foundations

5.3.1 General

It is expected the building foundations will comprise a concrete slab on strip footings. All foundation loads should be transferred to the underlying outwash gravels, glacial till or engineered fill in all cases.

Figure 5.1 summarises the recommended preliminary working stresses for shallow footings which bear upon glacial outwash or engineered fill. It should be noted the foundation working stresses presented in Figure 5.1 are governed by bearing capacity in the case of narrow footings and settlement in the case of wide footings.

Figure 5.1 – Preliminary Bearing for Shallow Footings on Outwash Gravels, Glacial Till or Engineered Fill



From Figure 5.1 it can be seen an allowable working stress of approximately 100 kPa is recommended for a 400 mm wide by 400 mm deep strip footing founded within outwash gravels, glacial till or engineered fill. This corresponds to a factored (ULS) bearing capacity of approximately 150 kPa and an ultimate geotechnical bearing capacity of 300 kPa.

During the earthworks operations all topsoil, organic matter, fill and other unsuitable materials should be removed from the construction areas and foundations in accordance with the recommendations of NZS 4431:1989.

If footings are to be founded within outwash SAND then hardfill improvement is likely depending on building loads.

A minimum foundation depth of 400 mm is recommended to cater for the depth of frost action.

The values supplied within section 5.3 are preliminary in nature and shall not be used for detailed design. Foundation bearing shall be confirmed at the detailed design stage depending on the structural loads and foundation layout.

Inspection and testing (dynamic probe/Scala penetrometers) should be completed along footing alignments during construction to confirm the above values are applicable and that the soil has not been softened by weather or excavation. Plate compaction (proof rolling) is recommended following building platform and footing excavation.

So that the subgrade is protected, the foundation excavations should be covered in a minimum 50 mm layer of site concrete or a 100 mm layer of compacted granular hardfill following the recommended inspections.



5.3.2 Engineered Fill

All permanent fill slopes less than 3 m in height should be constructed with a batter of 2.5:1 (horizontal to vertical) or flatter, if well drained. Buildings should be set back a minimum of 3 m from the slope crest or be subject to specific design.

Any fill that is utilised as bearing for foundations should be placed and compacted in accordance with NZS 4431:1989 and certification provided to that effect.

The glacial outwash gravels could be used as engineered fill on site (during good weather and in accordance with an earthfill specification). We understand that these materials along with imported will be utilised for the engineered fills. Boulders and cobbles over 100 mm in size will need to be screened from engineered fill sources.

The current plans indicate fill volumes of approximately 700 m³ with fill depths being a maximum of 2 m depth.

Site preparation and construction recommendations are provided within section 7 of this report.

The earthworks plan can be found within Appendix D of this report.

5.3.3 Site Subsoil Category

For detailed design purposes it is recommended the magnitude of seismic acceleration be estimated in accordance with the recommendations provided in NZS 1170.5:2004.

The site is mapped on the ORC hazards database¹ as being Class D (Deep soil site).

Owing to the site location within the mapped zone it is considered that the site could be either Class C (shallow soil site) or Class D (Deep soil site) in accordance with NZS 1170.5:2004 seismic provisions.

The structural engineer should determine how sensitive the proposed structure is to different soil classes and design for the more conservative case in the absence of deep drilling.

¹ *Seismic Risk in the Otago Region, Opus 2005*



6 Neighbouring Structures/Hazards

Natural Hazards: A risk of seismic activity has been identified for the region as a whole and appropriate allowance should be made for seismic loading during detailed design of the proposed development, but there are no site-specific constraints.

The site is mapped as being LIC 1 on the QLDC hazards maps designated as "nil to low" risk and on the ORC hazards database² as being in Domain A, which is designated as having a liquefaction potential of "low to none". On that basis and owing to the density and type of soil encountered and the likely depth to the regional watertable on site, the risk of liquefaction is expected to be very low.

A review of The Otago Regional Council's Natural Hazards Database and GeoSolve's archives did not find any records of mapped slope instability or landslide features in the vicinity of the subject site.

Flood hazard has not been assessed in this study and should be assessed by others.

Distances to adjoining structures: No adverse geotechnical implications apply for neighbouring properties during the construction of the proposed development provided the recommendations within this report are adhered to.

Aquifers: No aquifer resource will be adversely affected by the development.

Erosion and Sediment Control: The site presents some potential to generate silt runoff and this would naturally drain downslope. Only the least amount of subsoil should be exposed at any stage and surfacing established as soon as practical. Silt runoff should not be permitted to enter any watercourse.

Effective systems for erosion control are runoff diversion drains and contour drains, while for sediment control, options are earth bunds, silt fences, vegetation buffer strips and sediment ponds. Only the least amount of subsoil should be exposed at any stage and surfacing established as soon as practical. Details for implementation are given within the following link:
<http://escscanterbury.co.nz/>

All QLDC and ORC requirements for erosion and sediment control should be adhered to. We recommend advice be sought from a qualified specialist where compliance with local and regional erosion and sediment control regulations is uncertain.

Noise: It is expected that earthmoving equipment, such as excavators, rollers and trucks will be required during construction. As the surrounding area includes residential properties within it, the construction contractor should take appropriate measures to control the construction noise and ensure QLDC requirements are met in regard to noise.

Dust: The soil materials at the site have potential to generate dust. The Contractor should take appropriate measures to control dust in accordance with QLDC requirements. Regular damping with sprinklers is expected to be an effective measure to control airborne dust during construction.

Vibration: Typically, vibration levels expected for the construction equipment which can be practically used onsite would not pose a risk to adjacent structures, however as part of good site management the neighbouring dwellings should be considered by the contractor with respect to vibration effects and appropriate construction plant selected on that basis. The contractor should seek further advice from a specialist if there is any uncertainty.

² Assessment of liquefaction hazards in the Queenstown Lakes, Central Otago, Clutha and Waitaki districts of the Otago Region. GNS Science Consultancy Report 2018/67 June 2019



7 Engineering Conclusions

- There are no significant geotechnical constraints at the site and the proposed developed can be constructed using conventional engineering techniques.
- The site is underlain by; a thin layer of surficial topsoil, underlain by outwash gravel and sand which was observed to be locally underlain by glacial till.
- No groundwater seepage was observed in any of the test pits during investigations. The soils observed were predominantly dry to moist in condition.
- The site is not considered to be at risk of liquefaction owing to the expected depth of the regional groundwater table.
- Excavations are required to form a level platform at the site and we recommend that the excavations should be inspected by a geotechnical practitioner during earthworks construction.
- All temporary slopes for retaining wall construction should be battered at 1.5:1 (h:v) provided these are within outwash gravels or glacial till and under the supervision of a geotechnical practitioner. Adequate working space at the toe of cuts should be provided. This is discussed in further detail within section 5.2.2 of this report.
- We understand all cuts are to be structurally retained and any retaining walls should be designed by a chartered professional engineer.
- A preliminary allowable working stress of approximately 100 kPa is recommended for a 400 mm wide by 400 mm deep strip footing founded within glacial till, outwash gravels or engineered fill. This corresponds to a factored (ULS) bearing capacity of approximately 150 kPa and an ultimate geotechnical bearing capacity of 300 kPa. Bearing capacity shall be confirmed during the detailed design phase.
- It is recommended the foundation excavations be inspected by a suitably qualified and experienced geotechnical specialist to confirm the conditions are in accordance with the assumptions and recommendations provided in this report.



8 Construction Recommendations

- During the earthworks operations all topsoil, organic matter, fill and other unsuitable materials should be removed from the construction areas and foundation excavations.
- Owing to the moderately erodible nature of some of the soils present across the site, sediment control measures should be instigated during earthworks construction.
- Water should not be allowed to pond or collect near or under a foundation slab. Positive grading of the subgrade should be undertaken to prevent water ingress or ponding.
- Should soils within the foundation excavations become softened by exposure to water, then these should be undercut and replaced with engineered fill during construction.
- A geotechnical practitioner should inspect any seepage, spring flow or under-runners that may be encountered during construction.
- A geotechnical practitioner should inspect all foundation excavations prior to placement of reinforcing and concrete pour.
- Following relevant inspections, so that the subgrade is protected, the foundation excavations should be covered in a minimum 50 mm layer of site concrete or a 100 mm layer of compacted granular hardfill.
- Any fill that is utilised as bearing for foundations should be placed and compacted in accordance with NZS 4431:1989 and certification provided to that effect.
- Site derived materials may be used as engineered fill however boulders and cobbles over 100 mm in size will need to be screened from engineered fill sources. An earthfill specification can be provided on request.
- For engineered fills, the contractor will need to submit a sample of the proposed fill materials (possibly more than one) to obtain laboratory compaction curves, and in-situ Nuclear Density Meter (NDM) testing of the fill will need to be arranged. An engineer will need to specify the fill methodology and review the lab results to ensure that a statement of suitability for the fills can be issued; this will be required for code compliance.
- The subgrade of any proposed fills will need to be sub-horizontal (with benching of slopes as required) to ensure stability is maintained.
- We recommend topsoil stripping and subsequent earthworks be undertaken only when a suitable interval of fair weather is expected, or during the earthworks construction season.



9 Applicability

This report has been prepared for the benefit of Multiplied Investment Partners with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose without our prior review and agreement.

It is important that we be contacted if there is any variation in subsoil conditions from those described in this report.

Report prepared by:

.....
Stuart Minty
Senior Geotechnical Engineer

Reviewed & authorised for GeoSolve Ltd by:


.....
Colin Macdiarmid
Principal Geotechnical Engineer (CPEng)

Appendix A: Investigation Site Plan



Notes:
 1. These drawings have been prepared for the benefit of Multiplied Investment Partners with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose without our prior review and agreement.

Legend:

 Test pit locations

SCALE 1:400

0 4 8 12 16 20 (m)

 **GEOSOLVE**

Level 1, 70 MacAndrew Road, South Dunedin
 www.geosolve.co.nz

DRAWN	JM	Mar. 21
DRAFTING CHECKED		
APPROVED		
CADFILE:	200695_SP.dwg	
SCALES (AT A3 SIZE):	1:400	
PROJECT No:	200695	

Multiplied Investment Partners
 Geotechnical Assessment for Resource Consent
 Lot 7 Anderson Road, Wanaka
 Site Plan

FIG No: Figure 1, Appendix A

REV.	0
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


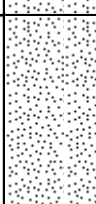
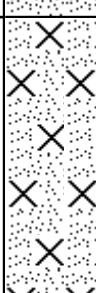
Appendix B: Investigation Data

TEST PIT LOG

EXCAVATION NUMBER:

TP 1

PROJECT:	Lot 7 Anderson Road			JOB NUMBER:	200695
LOCATION:	See Site Plan	INCLINATION:	Vertical		
EASTING:		EQUIPMENT:	5.4 tonne excavator	OPERATOR:	Jason
NORTHING:		COORD. SYSTEM:	Aerial Photography	COMPANY:	Apex Contracting
ELEVATION:		EXCAV. DATUM:	GL	HOLE STARTED:	22/02/2021
METHOD:	Aerial Photography	ACCURACY:	5 m +-	HOLE FINISHED:	22/02/2021

Soil / Rock Type	Description	Graphic Log	Depth (m)	Groundwater / Seepage	Scala Penetrometer (Blows per 100mm)
TOPSOIL	Organic silty fine to medium SAND with trace of gravel; brown. Loose; dry; gravel, fine to coarse, subrounded; rootlets.		0m 0.1 0.2 0.3 0.4		
OUTWASH GRAVEL	Sandy fine to coarse GRAVEL with rootlets; tan brown. Loose to medium dense; dry; schist clasts; gravel, subrounded to subangular; sand, fine to coarse.		0.45m 0.5 0.6 0.7		
OUTWASH SAND	Fine to coarse SAND with minor to trace of gravel and lens of SAND (fine); grey brown to grey. Loose; dry to moist; gravel, fine to medium, subrounded.		0.75m 0.8 0.9 1.0 1.1		
GLACIAL TILL	Fine to medium SAND interbedded layers of silty SAND; grey. Medium dense; moist.		1.1m 1.2 1.3 1.4 1.5 1.6 1.7 1.8 1.9		
GLACIAL TILL	Silty fine SAND with lens of sandy SILT and trace of roots, organics and voids; grey. Medium dense; moist; clumpy to excavate.		1.9m 2.0 2.1 2.2 2.3 2.4 2.5 2.6 2.7 2.8 2.9 3.0	NO SEEPAGE	

Total Excavation Depth = 3.0 m

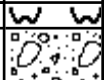


COMMENT:	Test pit walls standing up in sands, not running.	LOGGED BY:	ELH
		CHECKED DATE:	03/03/2021
		SHEET:	1 of 1

TEST PIT LOG

EXCAVATION NUMBER:

TP 2

PROJECT:	Lot 7 Anderson Road			JOB NUMBER:	200695
LOCATION:	See Site Plan	INCLINATION:	Vertical		
EASTING:		EQUIPMENT:	5.4 tonne excavator	OPERATOR:	Jason
NORTHING:		COORD. SYSTEM:	Aerial Photography	COMPANY:	Apex Contracting
ELEVATION:		EXCAV. DATUM:	GL	HOLE STARTED:	22/02/2021
METHOD:	Aerial Photography	ACCURACY:	5 m +-	HOLE FINISHED:	22/02/2021

Soil / Rock Type	Description	Graphic Log	Depth (m)	Groundwater / Seepage	Scala Penetrometer (Blows per 100mm)
TOPSOIL	Organic silty fine to medium SAND with trace of gravel; brown. Loose; dry; gravel, fine to coarse, subrounded; rootlets.		0.0 0.1		0 5 10 15
OUTWASH GRAVEL	Sandy fine to coarse GRAVEL with trace of rootlets; tan brown to grey from 0.7 m, bedded. Loose to medium dense; dry; gravel, subrounded to subangular; sand, fine to coarse.		0.1 0.2 0.3 0.4 0.5 0.6 0.7 0.8 0.9 1.0 1.1 1.2		
OUTWASH GRAVEL	Sandy fine to coarse GRAVEL with trace of silt and rare boulder; dark grey. Medium dense; dry to moist; schist clasts; gravel, subrounded to subangular, quartz and schist clasts; sand, fine to coarse (predominantly coarse); boulder up to diameter 0.3 m.		1.2 1.3 1.4 1.5 1.6 1.7 1.8 1.9 2.0 2.1 2.2 2.3 2.4 2.5 2.6 2.7 2.8 2.9	NO SEEPAGE	

Total Excavation Depth = 2.9 m






COMMENT:	End of reach.	LOGGED BY:	ELH
		CHECKED DATE:	03/03/2021
		SHEET:	1 of 1

TEST PIT LOG

EXCAVATION NUMBER:

TP 3

PROJECT:	Lot 7 Anderson Road			JOB NUMBER:	200695
LOCATION:	See Site Plan	INCLINATION:	Vertical		
EASTING:		EQUIPMENT:	5.4 tonne excavator	OPERATOR:	Jason
NORTHING:		COORD. SYSTEM:	Aerial Photography	COMPANY:	Apex Contracting
ELEVATION:		EXCAV. DATUM:	GL	HOLE STARTED:	22/02/2021
METHOD:	Aerial Photography	ACCURACY:	5 m +-	HOLE FINISHED:	22/02/2021

Soil / Rock Type	Description	Graphic Log	Depth (m)	Groundwater / Seepage	Scala Penetrometer (Blows per 100mm)			
					0	5	10	15
UNCONTROLLED FILL	Sandy fine to coarse GRAVEL with rootlets; brown grey. Medium dense; dry; gravel, fine to coarse, subrounded to subangular.		0m 0.1 0.2 0.3m	NO SEEPAGE				
BURIED TOPSOIL	Organic sandy SILT; brown. Firm; dry; sand, fine.		0.3m 0.45m					
LOESS	Silty fine SAND with trace of gravel; tan brown, massive. Loose; dry to moist; gravel, fine, subangular.		0.45m 0.5 0.6 0.7m					
OUTWASH GRAVEL	Sandy fine to coarse GRAVEL with trace of rootlets; tan brown, bedded. Medium dense; dry; gravel, subrounded to subangular; sand, fine to coarse.		0.7m 0.8 0.9 1.0 1.1m					
OUTWASH GRAVEL	Sandy fine to coarse GRAVEL with trace of cobbles; grey, bedded. Medium dense; moist; gravel, subrounded to subangular, quartz and schist clasts; sand, fine to coarse.		1.1m 1.2 1.3 1.4 1.5 1.6 1.7 1.8 1.9 2.0 2.1 2.2 2.3 2.4 2.5 2.6 2.7 2.8 2.9 3.0m					

Total Excavation Depth = 3.0 m

COMMENT:	End of reach.	LOGGED BY:	ELH
		CHECKED DATE:	03/03/2021
		SHEET:	1 of 1

TEST PIT LOG

EXCAVATION NUMBER:

TP 4

PROJECT:	Lot 7 Anderson Road			JOB NUMBER:	200695
LOCATION:	See Site Plan	INCLINATION:	Vertical		
EASTING:		EQUIPMENT:	5.4 tonne excavator	OPERATOR:	Jason
NORTHING:		COORD. SYSTEM:	Aerial Photography	COMPANY:	Apex Contracting
ELEVATION:		EXCAV. DATUM:	GL	HOLE STARTED:	22/02/2021
METHOD:	Aerial Photography	ACCURACY:	5 m +-	HOLE FINISHED:	22/02/2021

Soil / Rock Type	Description	Graphic Log	Depth (m)	Groundwater / Seepage	Scala Penetrometer (Blows per 100mm)
TOPSOIL	Organic silty fine SAND with rootlets; brown. Loose; dry.		0m 0.1m 0.2m		
LOESS	Silty fine to medium SAND; tan brown. Loose; dry.		0.2m 0.3m 0.4m		
OUTWASH GRAVEL	Sandy fine to coarse GRAVEL with rootlets; tan brown. Medium dense; dry; gravel, subrounded to subangular; sand, fine to coarse.		0.4m 0.5m 0.6m 0.7m 0.8m 0.9m 1.0m 1.1m 1.2m 1.3m		
OUTWASH SAND	Silty fine SAND with lens of gravelly SAND at 1.4 m (sand, medium to coarse; gravel, fine, subrounded to subangular); grey. Loose; moist; gravel, fine to medium, subrounded.		1.3m 1.4m 1.5m 1.6m 1.7m 1.8m 1.9m 2.0m 2.1m 2.2m 2.3m 2.4m		
OUTWASH GRAVEL	Sandy fine to coarse GRAVEL; grey. Medium dense; dry to moist; gravel, subrounded to subangular; sand, fine to coarse (predominantly fine to medium).		2.4m 2.5m 2.6m 2.7m 2.8m 2.9m	NO SEEPAGE	

Total Excavation Depth = 2.9 m






COMMENT:	Minor collapse in outwash gravel at base of the test pit, end of reach.	LOGGED BY:	ELH
		CHECKED DATE:	03/03/2021
		SHEET:	1 of 1

TEST PIT LOG

EXCAVATION NUMBER:

TP 5

PROJECT:	Lot 7 Anderson Road			JOB NUMBER:	200695
LOCATION:	See Site Plan	INCLINATION:	Vertical		
EASTING:		EQUIPMENT:	5.4 tonne excavator	OPERATOR:	Jason
NORTHING:		COORD. SYSTEM:	Aerial Photography	COMPANY:	Apex Contracting
ELEVATION:		EXCAV. DATUM:	GL	HOLE STARTED:	22/02/2021
METHOD:	Aerial Photography	ACCURACY:	5 m +-	HOLE FINISHED:	22/02/2021

Soil / Rock Type	Description	Graphic Log	Depth (m)	Groundwater / Seepage	Scala Penetrometer (Blows per 100mm)
TOPSOIL	Organic silty fine SAND with rootlets; brown. Loose; dry.		0m		
LOESS	Silty fine to medium SAND; tan brown. Loose; dry.		0.1m		
OUTWASH GRAVEL	Sandy fine to coarse GRAVEL with rootlets and trace of cobbles; tan brown to grey brown, bedded. Medium dense; dry; gravel, subrounded to subangular; sand, fine to coarse.		0.3m		
OUTWASH GRAVEL	Fine to medium GRAVEL with some sand to sandy GRAVEL; grey, bedded. Loose to medium dense; dry; gravel, subangular; sand, medium to coarse (trace of fine).		1m		
OUTWASH GRAVEL	Sandy fine to coarse GRAVEL with trace of cobbles; grey, bedded. Medium dense; dry to moist; gravel, subrounded to subangular; sand, fine to coarse.		1.2m		
Total Excavation Depth = 2.9 m				NO SEEPAGE	

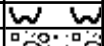



COMMENT:	End of reach. Test pit stood well.	LOGGED BY:	ELH
		CHECKED DATE:	03/03/2021
		SHEET:	1 of 1

TEST PIT LOG

EXCAVATION NUMBER:

TP 6

PROJECT:	Lot 7 Anderson Road			JOB NUMBER:	200695
LOCATION:	See Site Plan	INCLINATION:	Vertical		
EASTING:		EQUIPMENT:	5.4 tonne excavator	OPERATOR:	Jason
NORTHING:		COORD. SYSTEM:	Aerial Photography	COMPANY:	Apex Contracting
ELEVATION:		EXCAV. DATUM:	GL	HOLE STARTED:	22/02/2021
METHOD:	Aerial Photography	ACCURACY:	5 m +-	HOLE FINISHED:	22/02/2021

Soil / Rock Type	Description	Graphic Log	Depth (m)	Groundwater / Seepage	Scala Penetrometer (Blows per 100mm)
TOPSOIL	Organic silty fine SAND with rootlets; brown. Loose; dry.		0m 0.1		
OUTWASH GRAVEL	Sandy fine to coarse GRAVEL with trace of cobbles; tan brown, bedded. Medium dense; dry; gravel, subangular to subrounded; sand, fine to medium (trace of coarse); rootlets.		0.1 0.2 0.3 0.4 0.5 0.6 0.7 0.8 0.9		
OUTWASH GRAVEL	Sandy fine to coarse GRAVEL with lens of gravelly SAND; grey, bedded. Medium dense; dry; gravel, subrounded to subangular, clasts of quartz and schist; sand, fine to coarse.		0.9 1.0 1.1 1.2 1.3 1.4 1.5 1.6 1.7 1.8 1.9		
OUTWASH SAND	Gravelly fine to medium SAND with lens of silty SAND; light grey. Loose to medium dense; dry to moist; gravel, fine to coarse, subrounded to subangular.		1.9 2.0 2.1 2.2 2.3 2.4 2.5 2.6 2.7 2.8 2.9 3.0	NO SEEPAGE	

Total Excavation Depth = 3.0 m

COMMENT:	Test pit walls collapsing.	LOGGED BY:	ELH
		CHECKED DATE:	03/03/2021
		SHEET:	1 of 1

TEST PIT LOG

EXCAVATION NUMBER:

TP 7

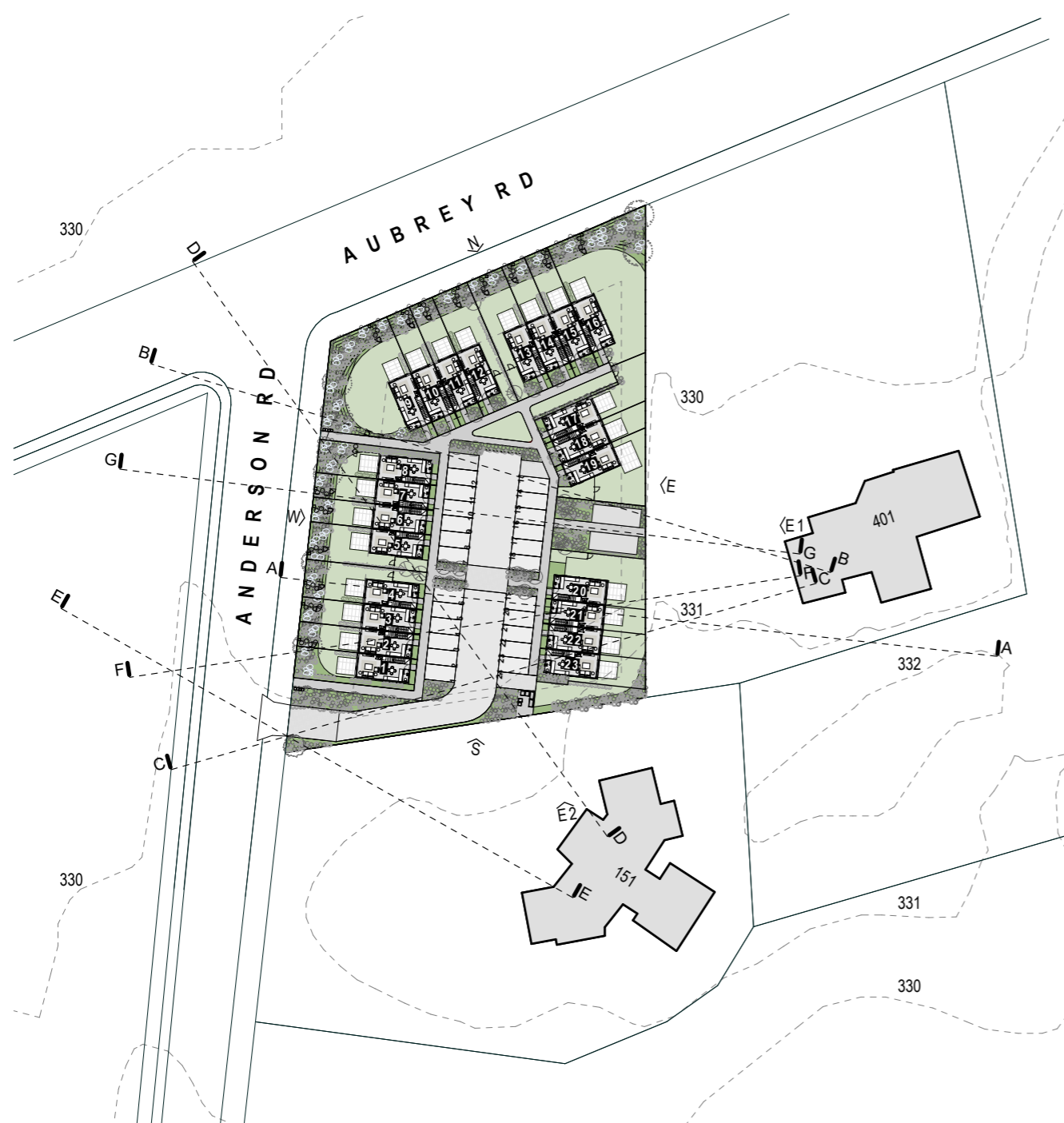
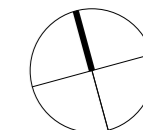
PROJECT:	Lot 7 Anderson Road			JOB NUMBER:	200695
LOCATION:	See Site Plan	INCLINATION:	Vertical		
EASTING:		EQUIPMENT:	5.4 tonne excavator	OPERATOR:	Jason
NORTHING:		COORD. SYSTEM:	Aerial Photography	COMPANY:	Apex Contracting
ELEVATION:		EXCAV. DATUM:	GL	HOLE STARTED:	22/02/2021
METHOD:	Aerial Photography	ACCURACY:	5 m +-	HOLE FINISHED:	22/02/2021

Soil / Rock Type	Description	Graphic Log	Depth (m)	Groundwater / Seepage	Scala Penetrometer (Blows per 100mm)			
					0	5	10	15
TOPSOIL	Organic silty fine SAND with rootlets; brown. Loose; dry.		0m - 0.1m	NO SEEPAGE				
LOESS	Silty fine to medium SAND; tan brown. Loose; dry.		0.1m - 0.25m					
OUTWASH GRAVEL	Sandy fine to coarse GRAVEL with trace of cobbles; tan brown, bedded. Bedded; dry; gravel, subrounded to subangular; sand, fine to medium.		0.25m - 0.45m					
-	-		0.45m - 0.8m					
-	-		0.8m - 0.9m					

Total Excavation Depth = 0.45 m

COMMENT:	End of reach. Test pit stood well.	LOGGED BY:	ELH
		CHECKED DATE:	03/03/2021
		SHEET:	1 of 1

Appendix C: Development Layout



OVERALL SITE
1:1000 @ A3



SITE
1:500 @ A3
SITE AREA 4110M²
COVERAGE 849M² = 20.65%

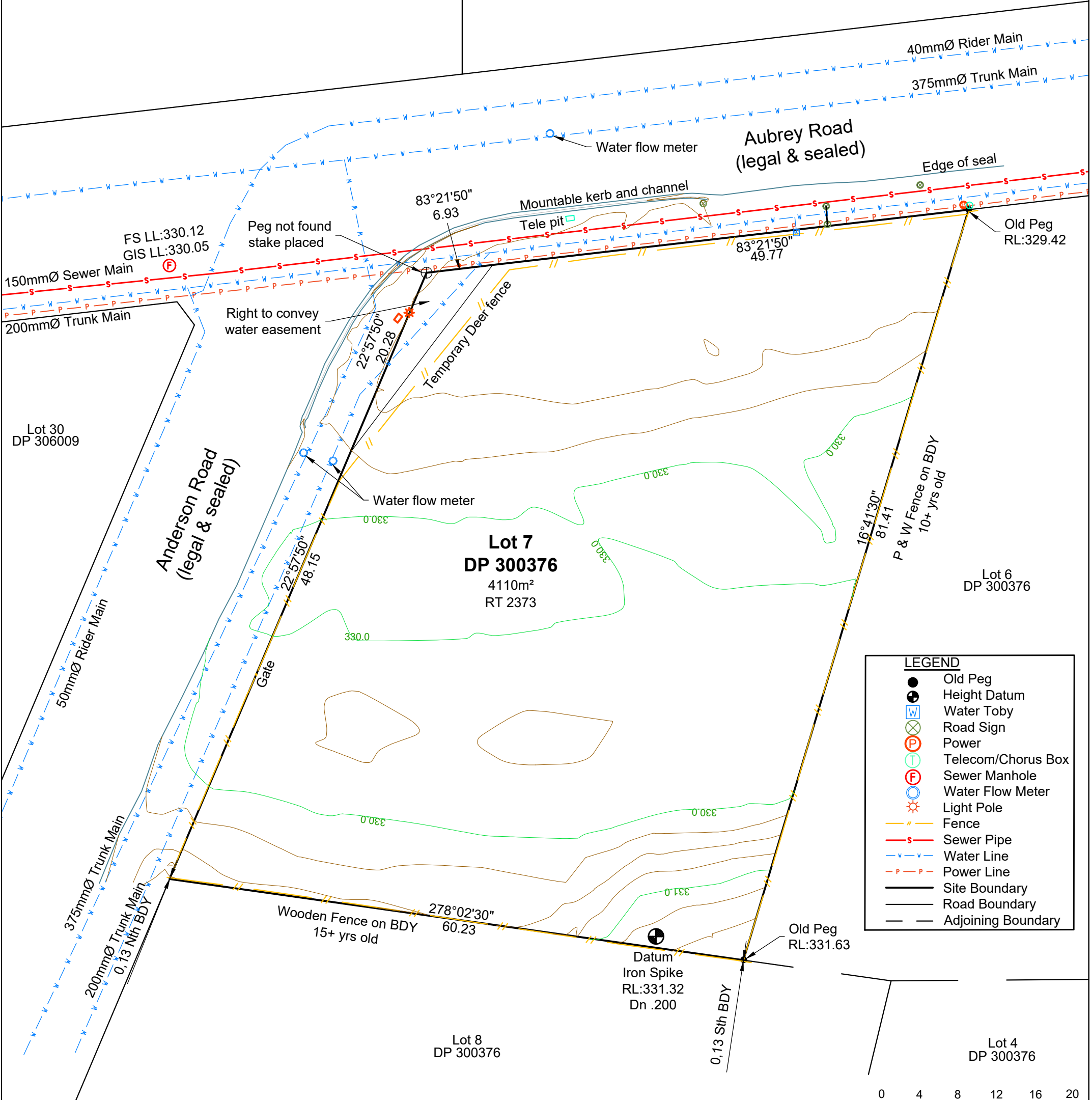


Appendix D: Topographic Survey & Earthworks Plan



Lot 1
DP 469578

Lot 1
DP 12561



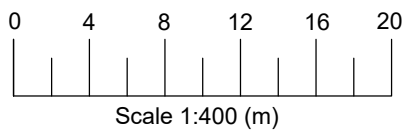
LEGEND

- Old Peg
- ⊕ Height Datum
- ⊞ Water Toby
- ⊗ Road Sign
- Ⓟ Power
- Ⓣ Telecom/Chorus Box
- Ⓡ Sewer Manhole
- Ⓞ Water Flow Meter
- ⦿ Light Pole
- Fence
- Sewer Pipe
- Water Line
- Power Line
- Site Boundary
- Road Boundary
- Adjoining Boundary

Contour Interval: Major 1.0m
Minor 0.25m

Notes:

- Boundary data has been sourced from DP 300376
- Adjoining boundary data sourced from LINZ XML
- Underground services information adopted from QLDC GIS (Feb 21)
- The within Lot is subject to existing Consent Notices 5011647.5.



REVISION	DESCRIPTION	DATE
A	ORIGINAL ISSUE	03/03/21



**TOPOGRAPHIC SURVEY OF LOT 7 DP 300376
ANDERSON ROAD, WANAKA**

PREPARED FOR
MULTIPLIED INVESTMENT PARTNERS

SCALE
1:400 @ A3
DATUM & LEVEL
Lindis Peak 2000
LEVEL IN TERMS OF DVD58
ORIGIN BP 1 SO 546137 (F4X3) RL = 330.06

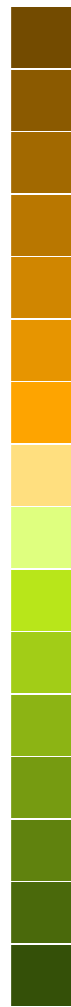


SURVEYED	DATE	CHECKED	DATE	DRAWING REFERENCE	REVISION
J.R.	24/02/21	V.W.	03/03/21	X4111_T1	A
J.R.	01/02/21	V.W.	03/03/21		

Key

CUT

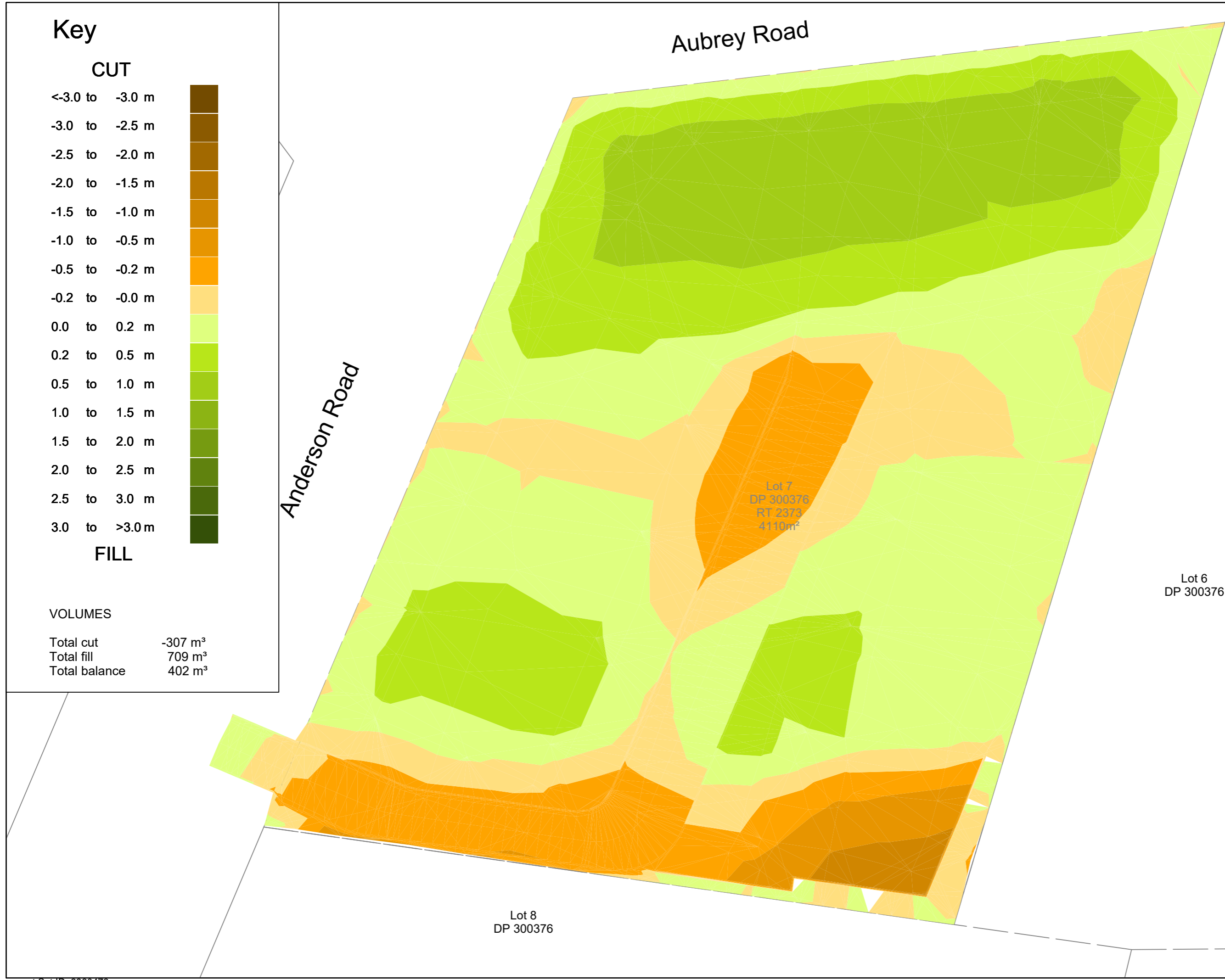
- <-3.0 to -3.0 m
- 3.0 to -2.5 m
- 2.5 to -2.0 m
- 2.0 to -1.5 m
- 1.5 to -1.0 m
- 1.0 to -0.5 m
- 0.5 to -0.2 m
- 0.2 to -0.0 m
- 0.0 to 0.2 m
- 0.2 to 0.5 m
- 0.5 to 1.0 m
- 1.0 to 1.5 m
- 1.5 to 2.0 m
- 2.0 to 2.5 m
- 2.5 to 3.0 m
- 3.0 to >3.0 m



FILL

VOLUMES

Total cut -307 m³
 Total fill 709 m³
 Total balance 402 m³



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Notes
Warning
 This Plan has been prepared for the purpose of a resource consent application only. It is not a precise survey plan. As areas and dimensions are likely to vary upon survey it should not be attached to sale & purchase agreements without an appropriate condition to cover such variations.
 Any person using Southern Land drawings and other data accepts the risk of:
 - using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions or with Southern Land directly;
 - ensuring the information is the most recent issue.

CAD and Production by

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

A DIVISION OF THE NEW ZEALAND INSTITUTE OF SURVEYORS

APPLICANT
Multiplied Investment Partners

COMPRISED IN
RT 2373

TERRITORIAL AUTHORITY
Queenstown Lakes District Council

LAND DISTRICT
Otago

TOTAL AREA 4110m² DATE
18/03/2021

Drawing Title
**Engineering Drawings
 Earthworks
 Cut to Fill Depths**

Prepared for
Resource Consent

Plan Revisions

REV	DESCRIPTION	DATE
A	Resource Consent	18/03/2021

SCALE
1:300 @ A3

DATUM & LEVEL
Lindis Peak 2000
LEVEL IN TERMS OF Dunedin Vertical Datum 1958
 ORIGIN: #_DPXXX RL=XXX.XXm

DRAWING REFERENCE		SHEET	REVISION
X4111		S3	A
SURVEYED	DRAWN	CHECKED	APPROVED
-	RC	VW	VW
DATE	18/03/2021		



AFFECTED PERSON'S APPROVAL

FORM 8A

Resource Management Act 1991 Section 95

RESOURCE CONSENT APPLICANT'S NAME AND/OR RM

Multiplied Management Limited

PERSON AFFECTED PERSON'S DETAILS


I/We Jacqueline and Paul Maydon

Are the owners/occupiers of
401 Aubrey Road, Wanaka

☰ DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:
Construct and subdivide 23 visitor accommodation units on the site with design and layout as shown on the plans attached. The site is located in the Large Lot Residential A Zone, and has also been applied the Visitor Accommodation Sub-zone.

at the following subject site(s):
1 Anderson Road, Lot 7 DP 300376 (4,110m2)

-  PLEASE TICK I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon me/us.
- PLEASE TICK I/We understand that if the consent authority determines the activity is a deemed permitted boundary activity under section 87B, of the Act, written approval cannot be withdrawn if this process is followed instead.

📄 WHAT INFORMATION/PLANS HAVE YOU SIGHTED

 PLEASE TICK I/We have sighted and initialled ALL plans dated and approve them. 12/03/21 & 25/02/21



APPROVAL OF AFFECTED PERSON(S)

The written consent of all owners / occupiers who are affected. If the site that is affected is jointly owned, the written consent of all co-owners (names detailed on the title for the site) are required.

A	Name (PRINT) Jacqueline Maydon	
	Contact Phone / Email address 021331108 paulandjacs@actrix.co.nz	
	Signature <i>J. Maydon.</i>	Date 17/3/21.

B	Name (PRINT) Paul Maydon	
	Contact Phone / Email address 021 022 34303 paul.maydon@gmail.com	
	Signature <i>Paul Maydon.</i>	Date 17/3/21

C	Name (PRINT)	
	Contact Phone / Email address	
	Signature	Date

D	Name (PRINT)	
	Contact Phone / Email address	
	Signature	Date

Note to person signing written approval

Conditional written approvals cannot be accepted.
 There is no obligation to sign this form, and no reasons need to be given.
 If this form is not signed, the application may be notified with an opportunity for submissions.
 If signing on behalf of a trust or company, please provide additional written evidence that you have signing authority.



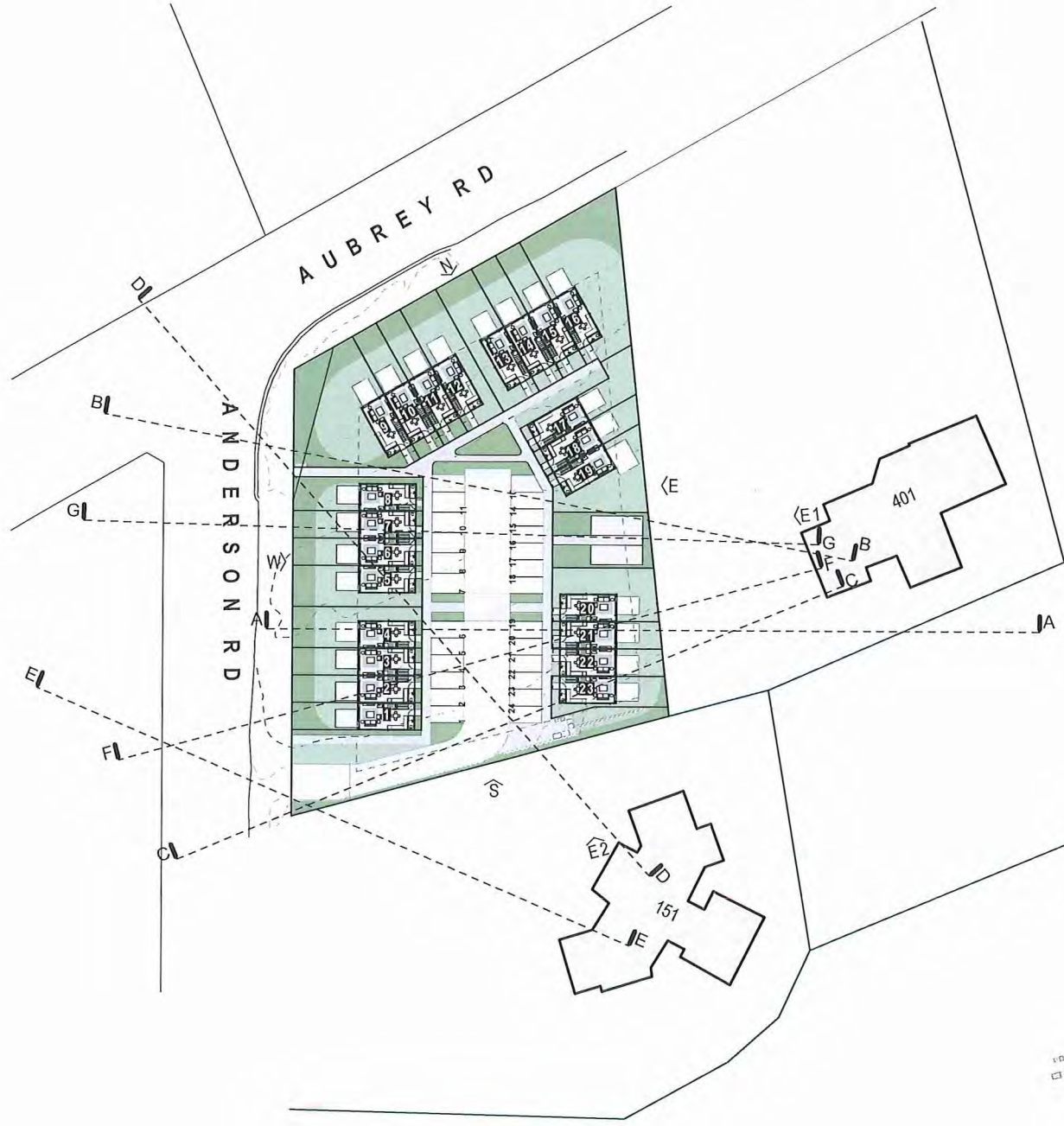
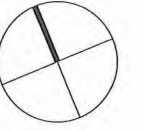
PLANTING LIST:

- 1** Berm Planting:
 Hebe salicifolia
 Hebe odora
 Phormium cookianum
 Cortaderia richardii
 Chionochloa rubra
 Nothofagus solandri
 Plagianthus regius
 - 2** Internal Gardens:
 Hebe snowdrift
 Hebe odora
 Phormium cookianum
 Astelia fragrans
 Polystichum vestitum
 Viburnum davidii
 - 3** Hedging:
 Griselinia littoralis
 Pittosporum tenuifolium
 Hoheria angustifolia
 - 4** Deciduous Trees:
 Quercus robur
 Pyrus calleryana
 Platanus orientalis
- All plants to be protected from rabbits with mulch & irrigation installed

KEY:

- A** Ex. agg concrete paths & parking bays
- B** Rough honed patios & door entrance ways
- C** Mountable kerb line
- D** Shuttered concrete entrance walls 1.2m high with letterboxes
- E** Post & rail fence to steel/path boundary
- F** Existing 1.8m high fence to 151 Anderson Road Boundary
- G** Proposed 1.8m high dark stained timber fence to boundary
- H** 1.2m high dark stained fencing between lots
- I** 1.8m high dark stained horizontal slatted fencing between courtyards - to extend to outer edge of courtyard
- J** Low mound to boundary planted
- K** Bin compound
- L** Truck pull in bay
- M** 400mm high precast concrete seating edge/raised planter
- N** Storage boxes

Figure 1: Landscape Plan



LOCATION PLAN
1:1000 @ A3



SITE
1:500 @ A3

SITE INFORMATION

ADDRESS: LOT 7 ANDERSON ROAD, WANAKA
 ZONE: LARGE LOT RESIDENTIAL A (LLRZA)
 SUB - ZONE: VISITOR ACCOMMODATION ZONE (SZVAZ)

PLANNING CONTROLS

BUILDING HEIGHT MAX. 8m
 ROAD BOUNDARY SETBACK 10m
 INTERNAL BOUNDARY SETBACK 4m
 MAX. BUILDING COVERAGE 15%

PLANNING

SITE AREA: 4110m²
 MAX. COVERAGE: 616m² 15%
 PROPOSED BUILDINGS: 859m² 20.9%
 PROPOSED STORAGE: 48m² 1.1%
 TOTAL: 907m² 22%

*J. Mayglen
POM*

PRELIMINARY

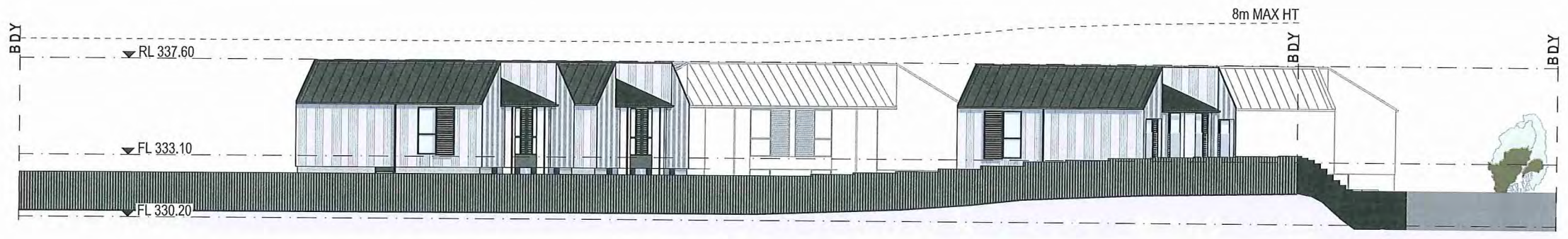
LOCATION PLAN & SITE

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 DWG No. RC1 REV A SCALE 1:500, 1:1000 @ A3

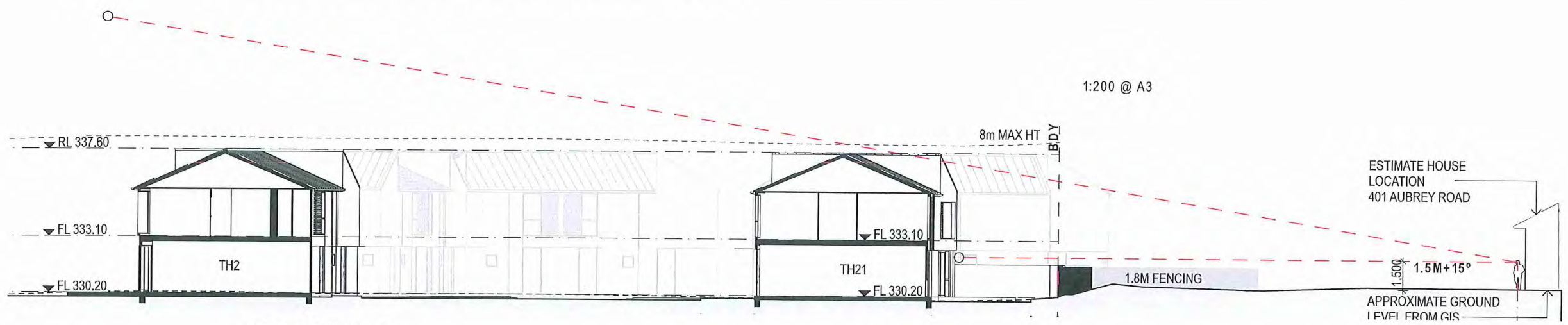




E1 - EASTERN NEIGHBOUR VIEW
1:250 @ A3



E2 - SOUTHERN NEIGHBOUR VIEW



SECTION F
NEIGHBOURS SIGHT LINE

1:200 @ A3

*J. Meayden
POM*



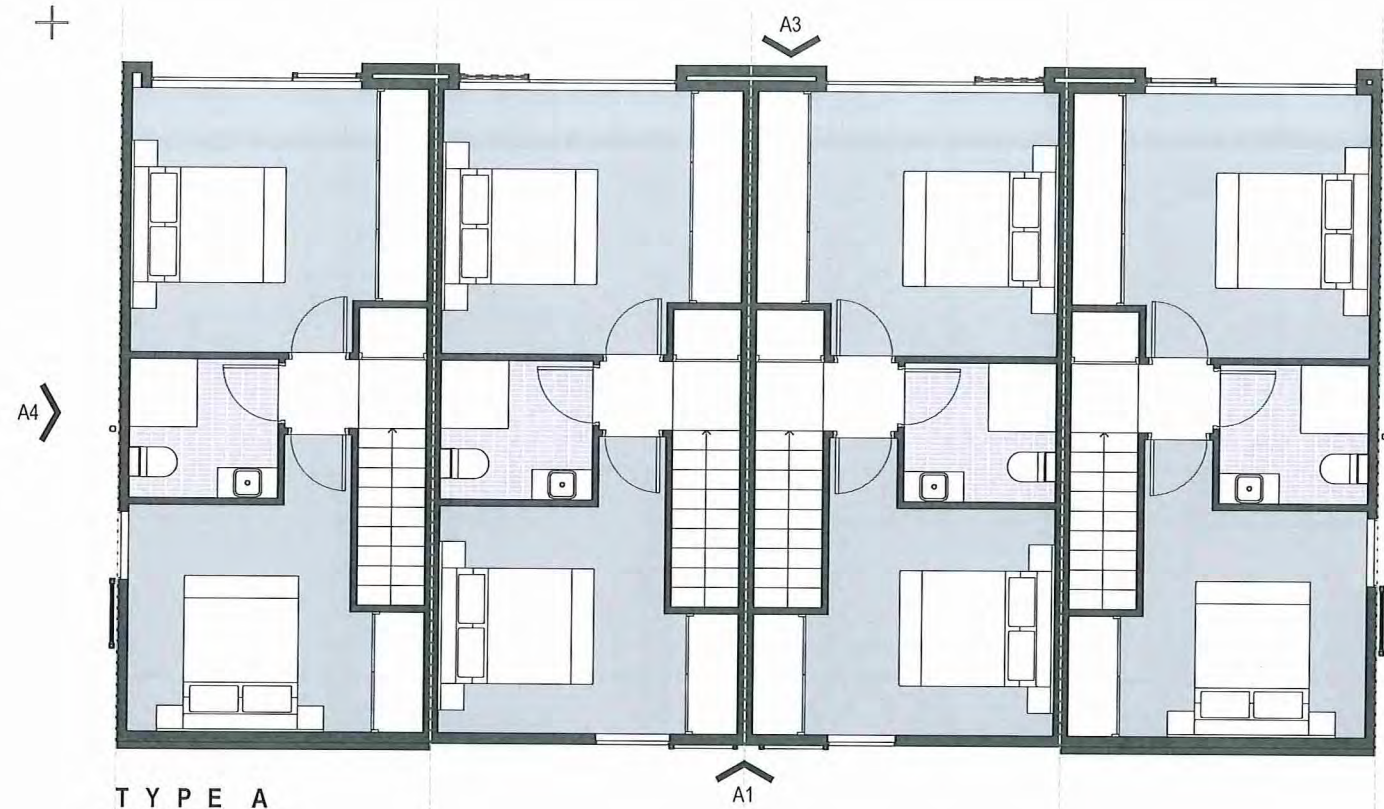
SECTION G
NEIGHBOURS SIGHT LINE

PRELIMINARY
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**NEIGHBOUR
ELEVS & SIGHT
LINE DIAGRAMS**
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DWG No.	REV	SCALE
RC4	A	1:250 @ A3



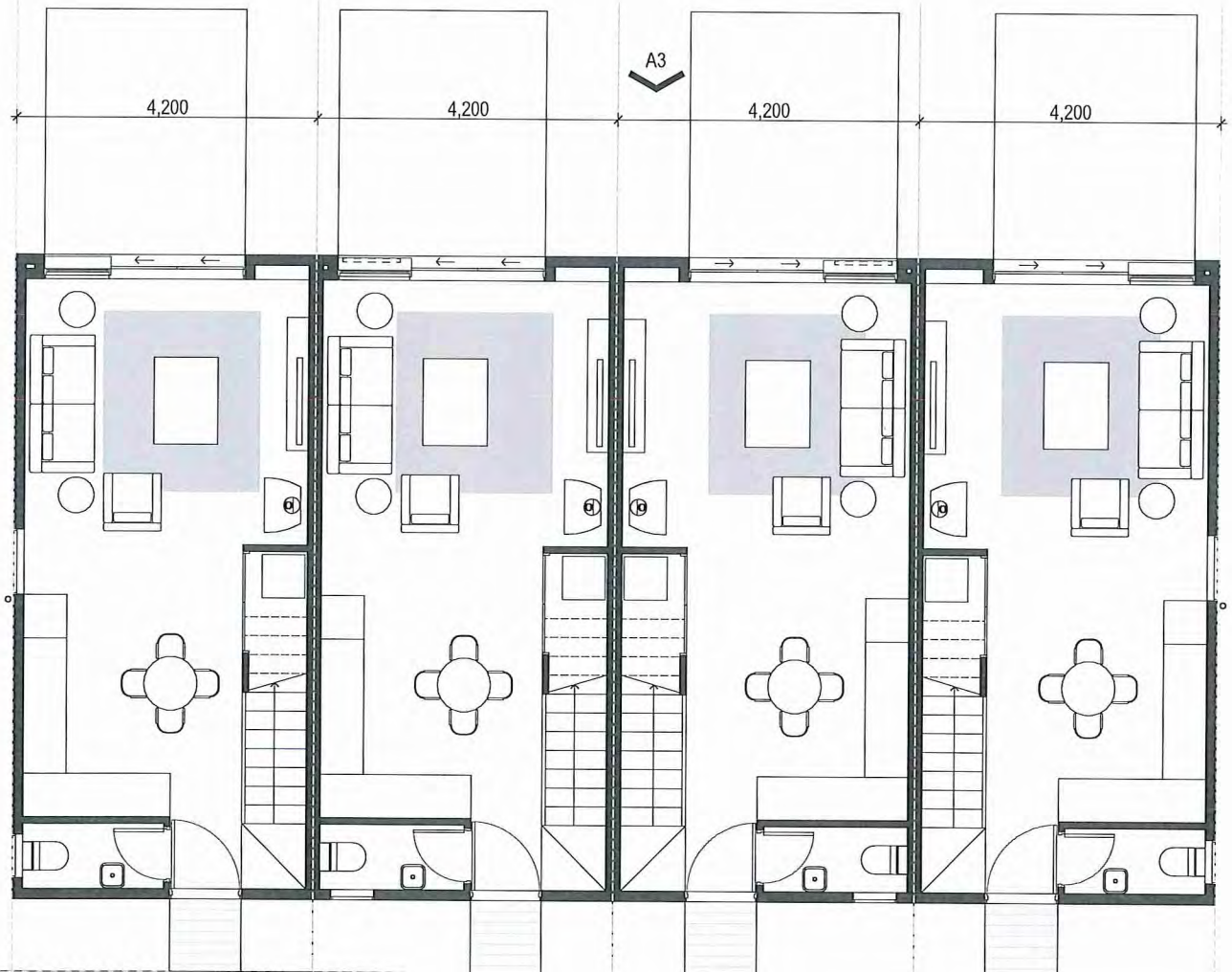


TYPE A
UPPER

A2 B4

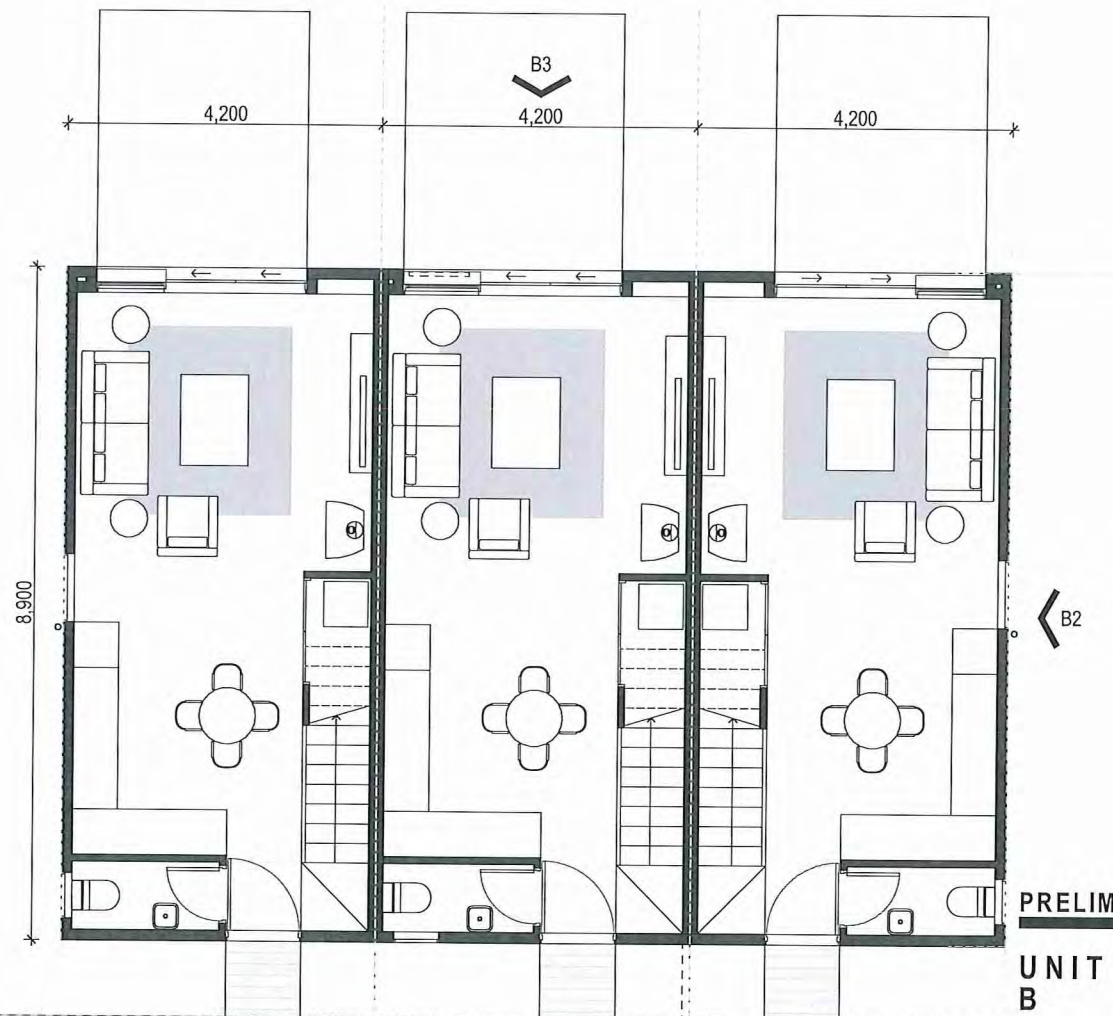


TYPE B
UPPER



TYPE A
LOWER
SCALE 1:100 @ A3
GFA 74.6 m²

A2 B4



TYPE B
LOWER
GFA 74.6 m²

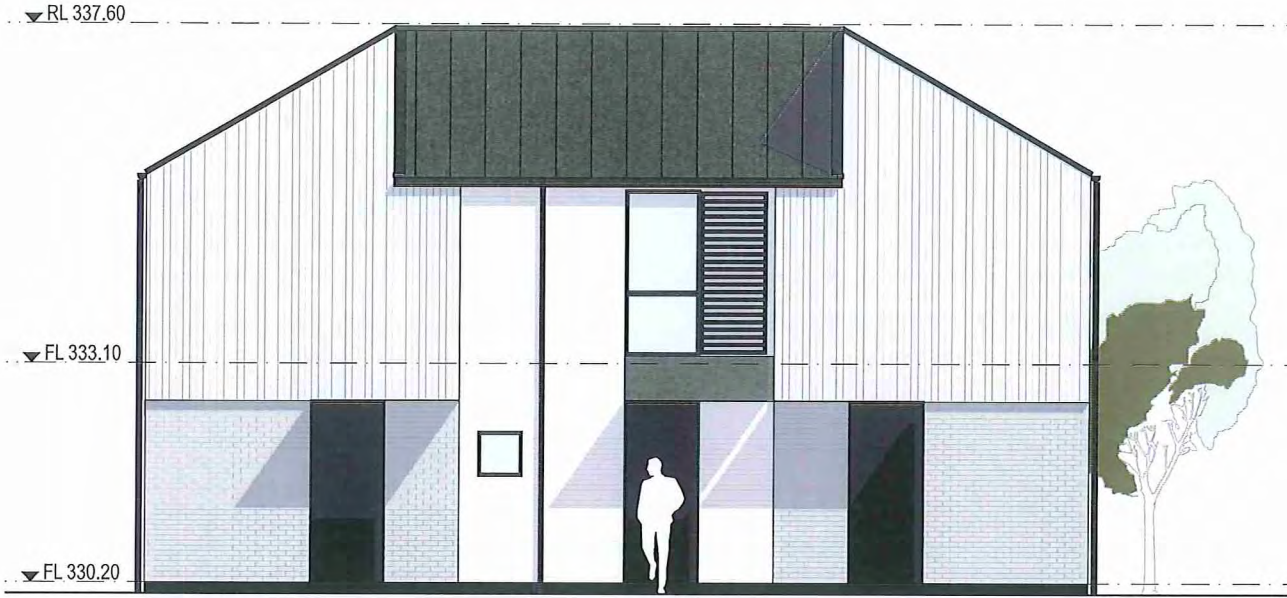
PRELIMINARY

UNIT - TYPE A & B

DWG No.	REV	SCALE
RC5	A	1:100 @ A3

J. Mayden
POM





ELEV B 1
SCALE 1:100 @ A3



ELEV B 2



ELEV B 3



ELEV B 4

PRELIMINARY

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TYPE B
ELEVATIONS

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DWG No.	REV	SCALE
RC7	A	1:100 @ A3

J. Mayden
POM





ELEV A 1
SCALE 1:100 @ A3



ELEV A 2



ELEV A 3



ELEV A 4

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TYPE A
ELEVATIONS

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DWG No.	REV	SCALE
RC6	A	1:100 @A3

*J. Maudslayi
Pom*





PERSPECTIVE FROM E1



PERSPECTIVE FROM E2

*J. Neugebauer
POM*



AFFECTED PERSON'S APPROVAL

FORM 8A



Resource Management Act 1991 Section 95

RESOURCE CONSENT APPLICANT'S NAME AND/OR RM

Multiplied Management Limited

PERSON AFFECTED PERSON'S DETAILS

I/We *Matagouri Spirit Limited*

Are the owners/occupiers of

Lot 7 DP 300376

☰ DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:

Construct and subdivide 23 visitor accommodation units on the site with the design and layout as shown on the plans attached. The site is located in the Large Lot Residential A Zone, and has also been applied the visitor accommodation Sub-zone.

at the following subject site(s):

1 Anderson Road, Lot 7 DP 300376 (4,110m2).



PLEASE TICK

I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon me/us.



PLEASE TICK

I/We understand that if the consent authority determines the activity is a deemed permitted boundary activity under section 87BA of the Act, written approval cannot be withdrawn if this process is followed instead.

📄 WHAT INFORMATION/PLANS HAVE YOU SIGHTED



PLEASE TICK

I/We have sighted and initialled ALL plans dated and approve them.



APPROVAL OF AFFECTED PERSON(S)

The written consent of all owners / occupiers who are affected. If the site that is affected is jointly owned, the written consent of all co-owners (names detailed on the title for the site) are required.

A	Name (PRINT) John May (DIRECTOR)	
	Contact Phone / Email address 021 311299	
	Signature J. May	Date 25/6/21

B	Name (PRINT)	
	Contact Phone / Email address	
	Signature	Date

C	Name (PRINT)	
	Contact Phone / Email address	
	Signature	Date

D	Name (PRINT)	
	Contact Phone / Email address	
	Signature	Date

Note to person signing written approval

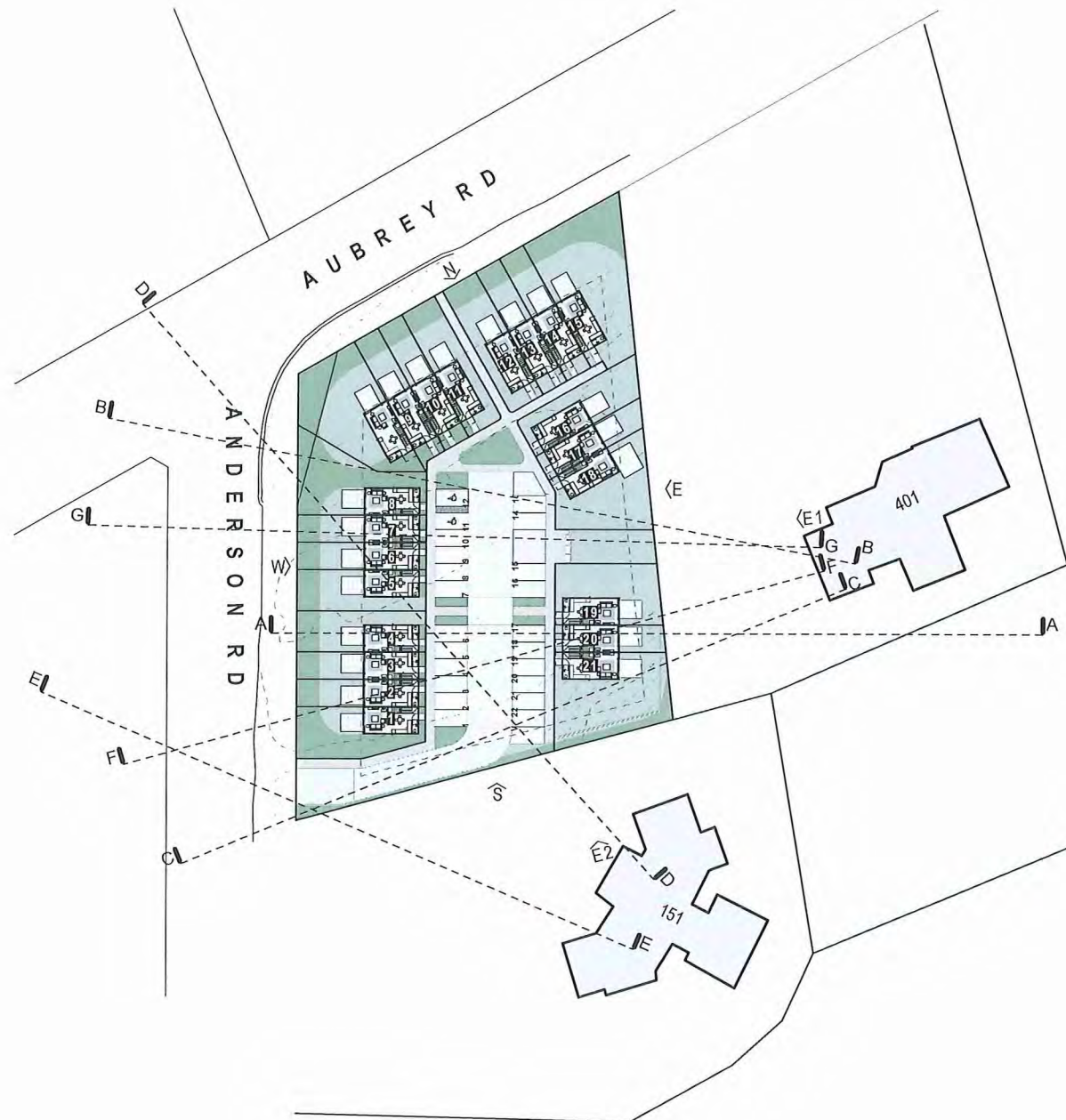
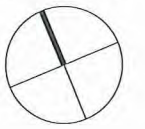
Conditional written approvals cannot be accepted.

There is no obligation to sign this form, and no reasons need to be given.

If this form is not signed, the application may be notified with an opportunity for submissions.

If signing on behalf of a trust or company, please provide additional written evidence that you have signing authority.





LOCATION PLAN
1:1000 @ A3



SITE
1:500 @ A3

SITE INFORMATION

ADDRESS: LOT 7 ANDERSON ROAD,
WANAKA
 ZONE: LARGE LOT RESIDENTIAL A
(LLRZA)
 SUB - ZONE: VISITOR ACCOMMODATION
ZONE (SZVAZ)

PLANNING CONTROLS

BUILDING HEIGHT MAX. 8m
 ROAD BOUNDARY SETBACK 10m
 INTERNAL BOUNDARY SETBACK 4m
 MAX. BUILDING COVERAGE 15%

LOT AREAS

LOT 1	146m ²	LOT 12	125m ²
LOT 2	84m ²	LOT 13	125m ²
LOT 3	84m ²	LOT 14	90m ²
LOT 4	126m ²	LOT 15	90m ²
LOT 5	126m ²	LOT 16	270m ²
LOT 6	84m ²	LOT 17	121m ²
LOT 7	84m ²	LOT 18	73m ²
LOT 8	176m ²	LOT 19	172m ²
LOT 9	218m ²	LOT 20	151m ²
LOT 10	91m ²	LOT 21	70m ²
LOT 11	90m ²	LOT 22	225m ²

PLANNING

SITE AREA: 4110m²
 MAX. COVERAGE: 616m² 15.0%
 PROPOSED BUILDINGS: 820m² 19.9%

PRELIMINARY

LOCATION PLAN
& SITE

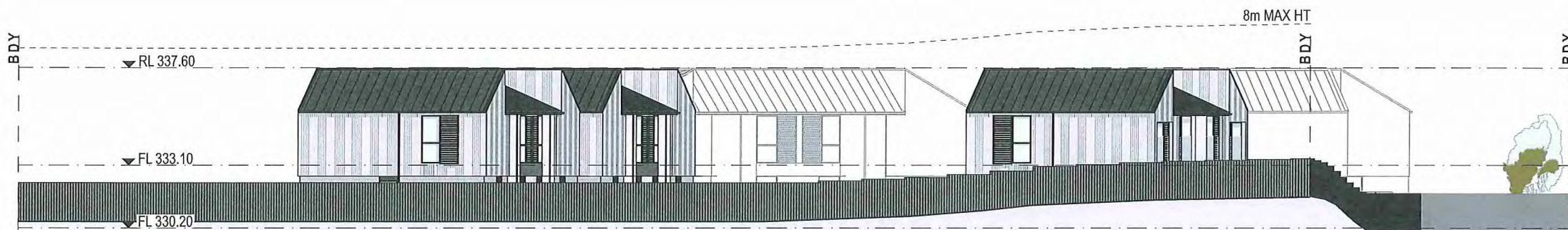
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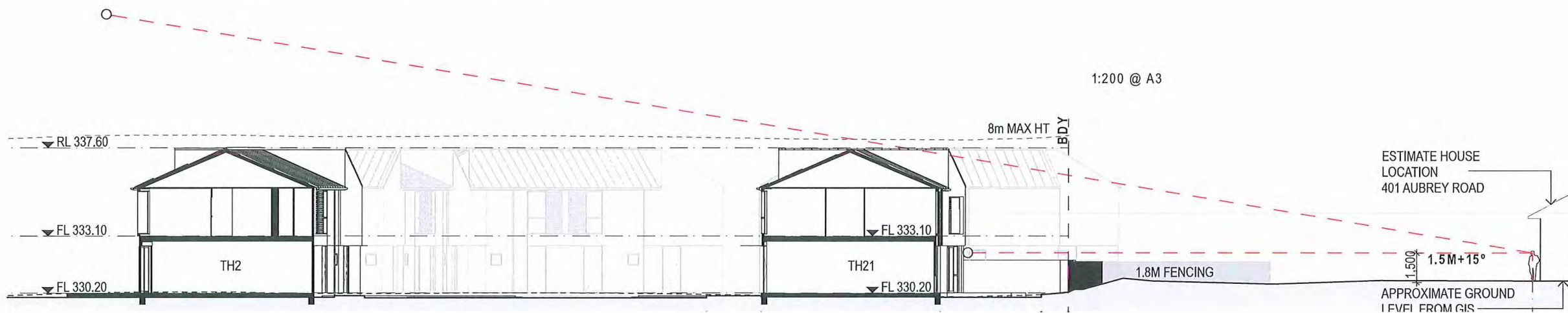




E1 - EASTERN NEIGHBOUR VIEW
1:250 @ A3



E2 - SOUTHERN NEIGHBOUR VIEW



SECTION F
NEIGHBOURS SIGHT LINE



SECTION G
NEIGHBOURS SIGHT LINE

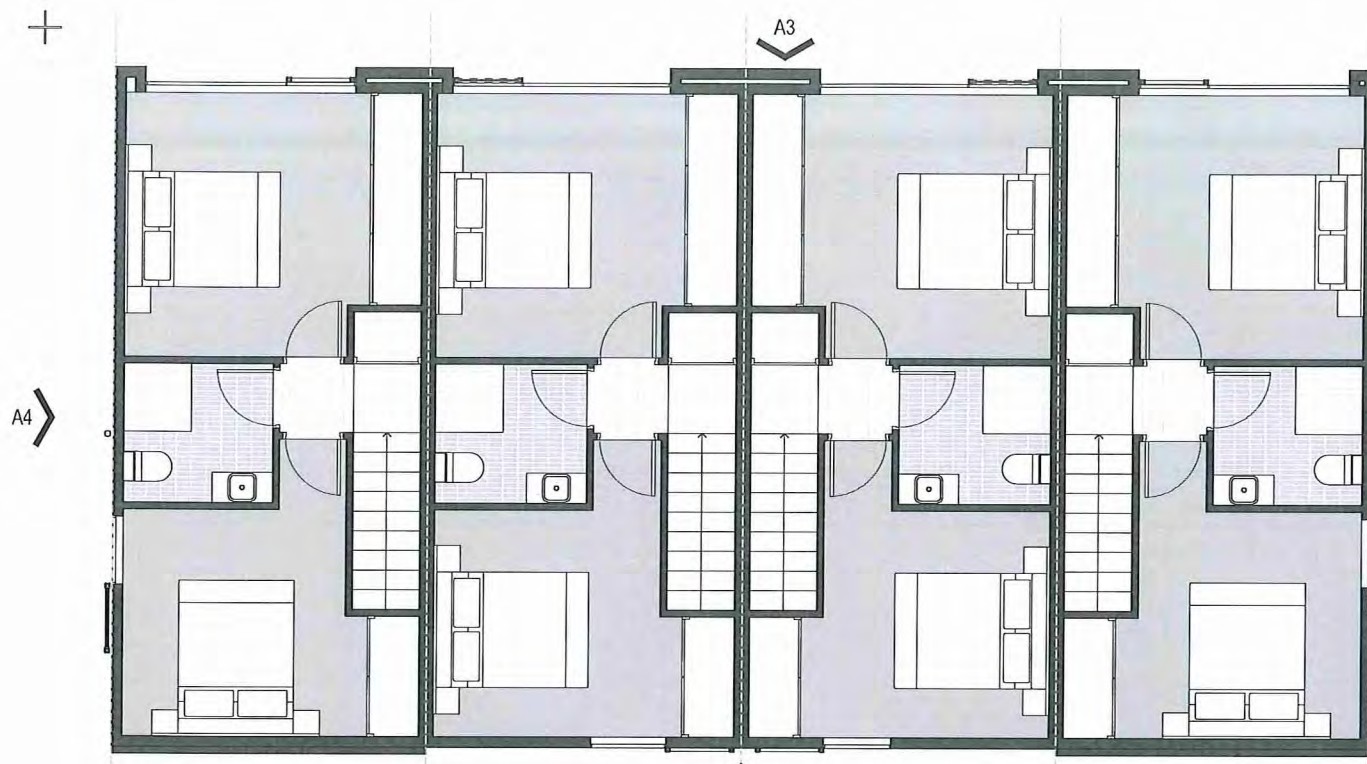
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**NEIGHBOUR
ELEVS & SIGHT
LINE DIAGRAMS**

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DWG No.	REV	SCALE
RC4	A	1:250 @ A3



TYPE A
UPPER



TYPE B
UPPER



TYPE A
LOWER
SCALE 1:100 @ A3
GFA 74.6m²



TYPE B
LOWER
GFA 74.6m²

PRELIMINARY
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UNIT - TYPE A &
B

DWG No.	REV	SCALE
RC5	A	1:100 @ A3





ELEV A 1
SCALE 1:100 @ A3



ELEV A 2



ELEV A 3



ELEV A 4

PRELIMINARY

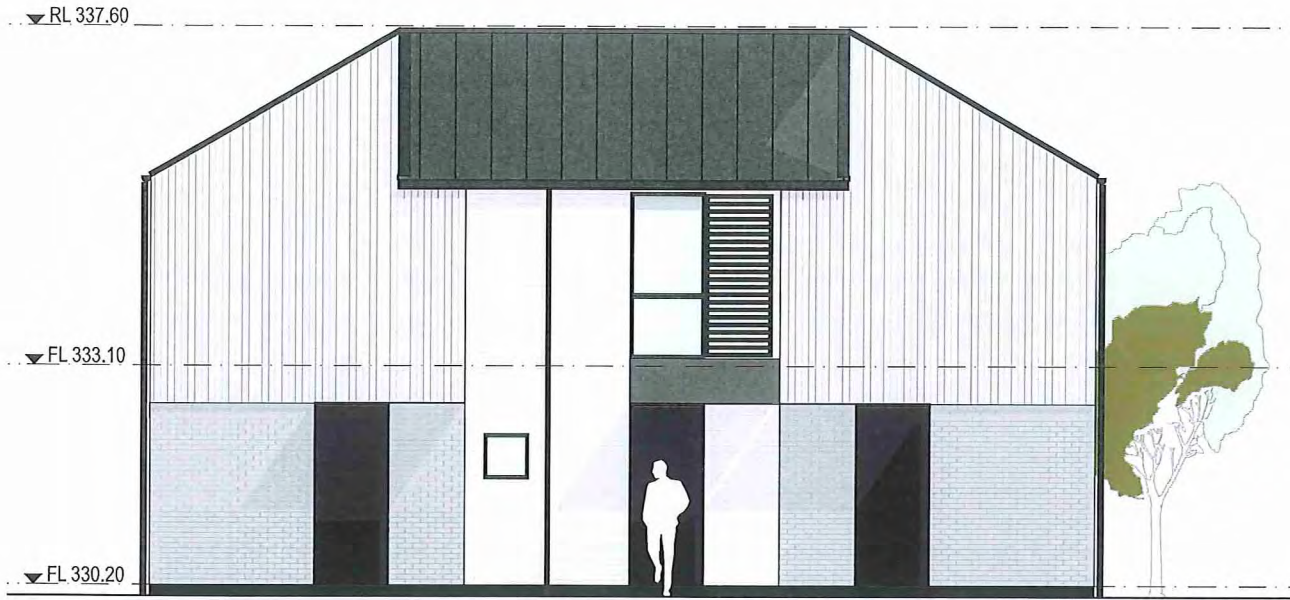
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TYPE A
ELEVATIONS

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DWG No.	REV	SCALE
RC6	A	1:100 @ A3





ELEV B 1
SCALE 1:100 @ A3



ELEV B 2



ELEV B 3



ELEV B 4

PRELIMINARY

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**TYPE B
ELEVATIONS**

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DWG No.	REV	SCALE
RC7	A	1:100 @ A3

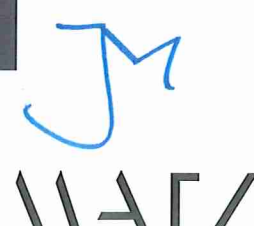




PERSPECTIVE FROM E1



PERSPECTIVE FROM E2





AFFECTED PERSON'S APPROVAL



FORM 8A

Resource Management Act 1991 Section 95

RESOURCE CONSENT APPLICANT'S NAME AND/OR RM

Multiplied Management Limited

PERSON AFFECTED PERSON'S DETAILS

I/We Balfour and Elizabeth Irvine
Are the owners/occupiers of
151 Anderson Road, Wanaka

☰ DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:
Construct and subdivide 23 visitor accommodation units on the site with design and layout as shown on the plans attached. The site is located in the Large Lot Residential A Zone, and has also been applied the Visitor Accommodation Sub-zone.

at the following subject site(s):
1 Anderson Road, Lot 7 DP 300376 (4,110m²)

- PLEASE TICK I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon me/us.
- PLEASE TICK I/We understand that if the consent authority determines the activity is a deemed permitted boundary activity under section 87BA of the Act, written approval cannot be withdrawn if this process is followed instead.


📄 WHAT INFORMATION/PLANS HAVE YOU SIGHTED


PLEASE TICK I/We have sighted and initialled ALL plans dated and approve them. 12/03/2021 & 25/02/2021



APPROVAL OF AFFECTED PERSON(S)

The written consent of all owners / occupiers who are affected. If the site that is affected is jointly owned, the written consent of all co-owners (names detailed on the title for the site) are required.

A	Name (PRINT) Balfour Irvine	
	Contact Phone / Email address	
	Signature 	Date 11/6/21

B	Name (PRINT) Elizabeth Irvine	
	Contact Phone / Email address	
	Signature 	Date 4/6/21

C	Name (PRINT)	
	Contact Phone / Email address	
	Signature	Date

D	Name (PRINT)	
	Contact Phone / Email address	
	Signature	Date

Note to person signing written approval

Conditional written approvals cannot be accepted.

There is no obligation to sign this form, and no reasons need to be given.

If this form is not signed, the application may be notified with an opportunity for submissions.

If signing on behalf of a trust or company, please provide additional written evidence that you have signing authority.

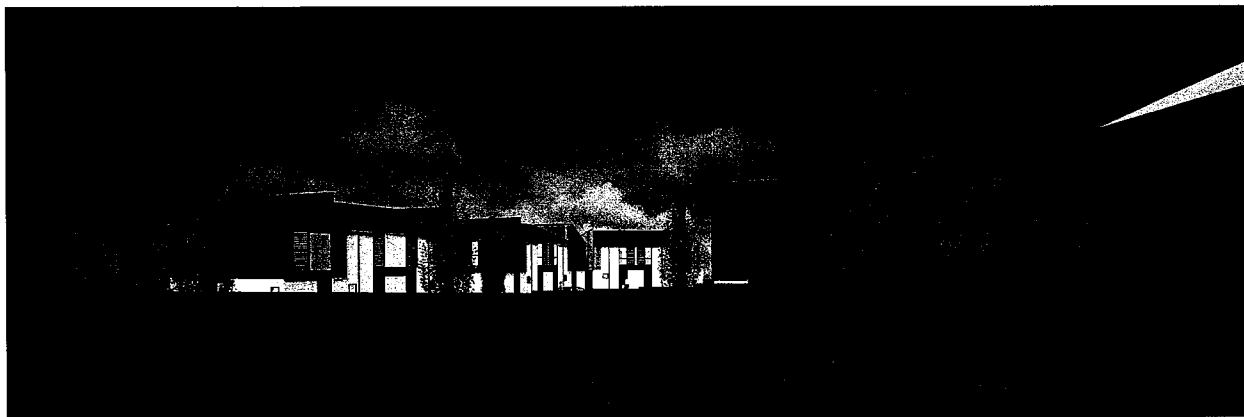


+

ANDERSON RD
WANAKA



PERSPECTIVE FROM E1



PERSPECTIVE FROM E2

PRELIMINARY
NEIGHBOUR
VIEWS

DWG No. REV SCALE
RC11 A 1:2.9412 @ A3

MATZ ARCHITECTS LTD

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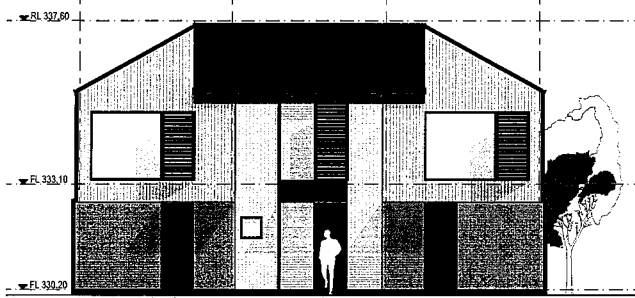
+09 3033722

+DATE 9/07/21

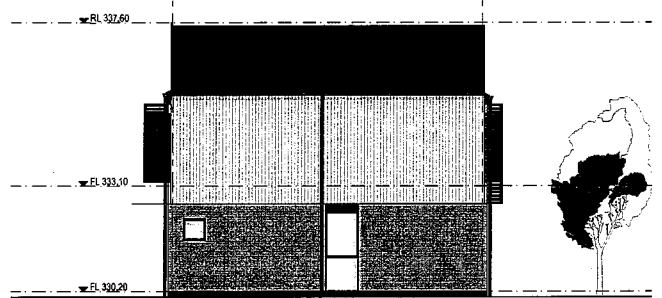
+PROJECT 1270

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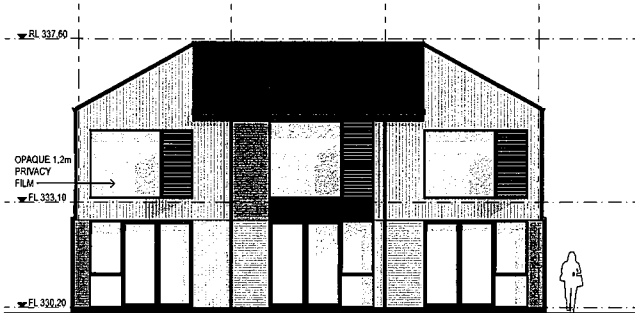
ANDERSON RD
WANAKA



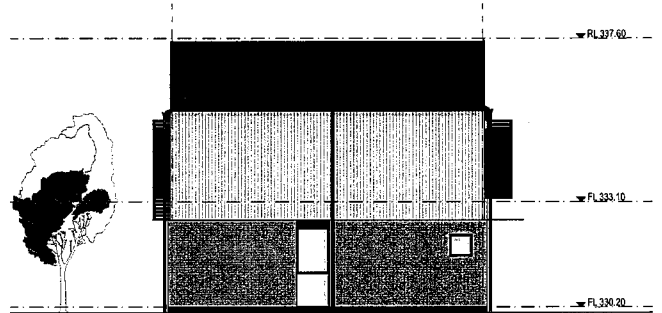
ELEV D1
SCALE 1:100 @ A3



ELEV D2



ELEV D3



ELEV D4

PRELIMINARY

TYPE D
ELEVATIONS

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DWG No. REV SCALE
RC10 A 1:100 @A3

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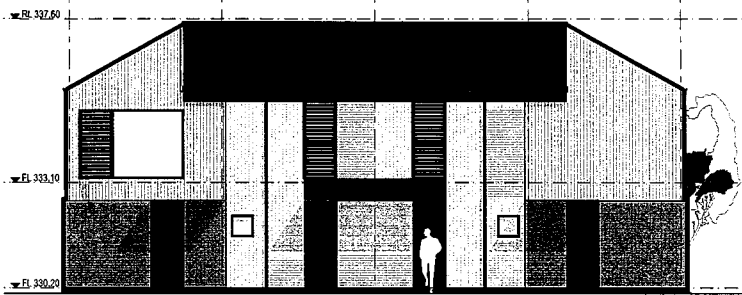
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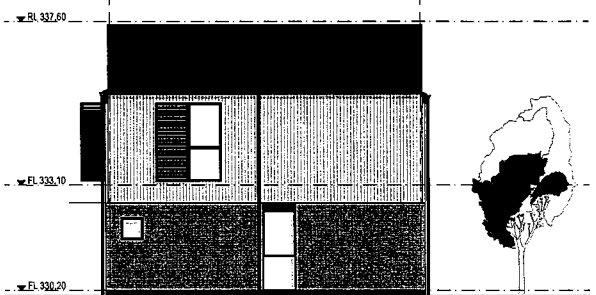
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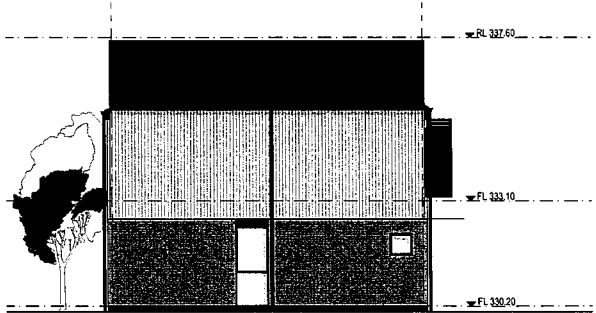
ELEV C1
SCALE 1:100 @ A3



ELEV C2



ELEV C3



ELEV C4

PRELIMINARY

TYPE C
ELEVATIONS

DWG No.	REV	SCALE
RC9	A	1:100 @ A3

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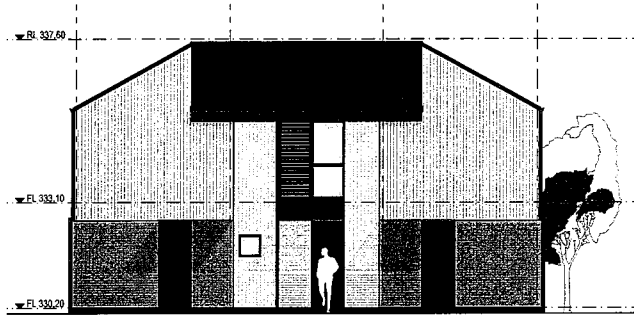
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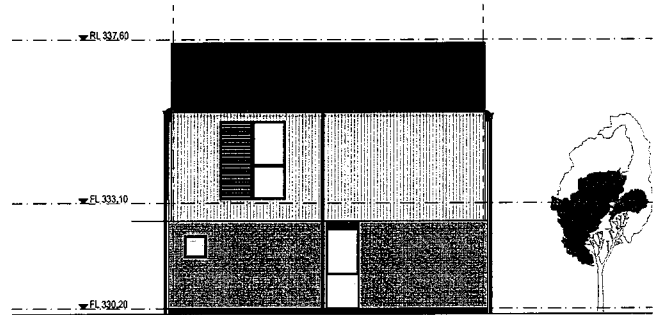
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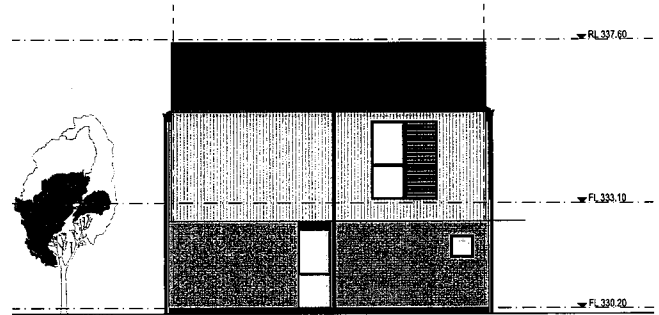
ELEV B 1
SCALE 1:100 @ A3



ELEV B 2



ELEV B 3

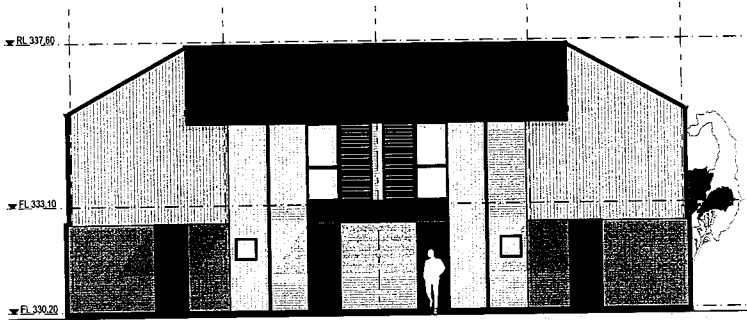


ELEV B 4

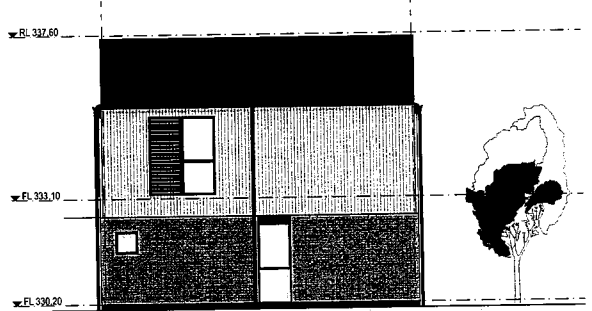
PRELIMINARY
 TYPE B ELEVATIONS
THE CONTENT OF THIS DRAWING SHOULD BE TREATED AS PRELIMINARY
 DWG No. REV SCALE
 RCB A 1:100 @ A3

John Pearce
David

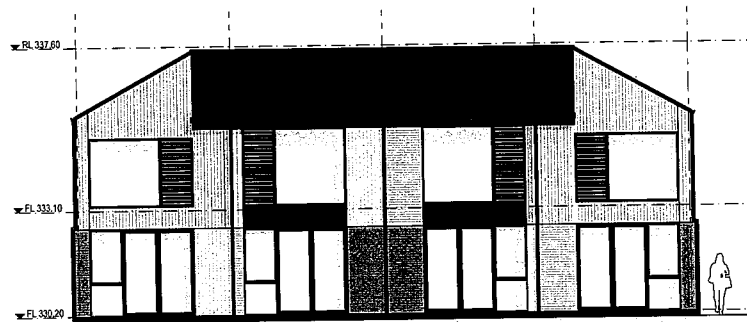
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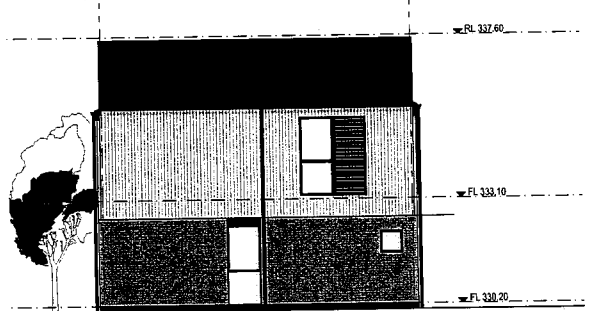
ELEV A1
SCALE 1:100 @ A3



ELEV A2



ELEV A3



ELEV A4

PRELIMINARY
TYPE A
ELEVATIONS
DWG No. REV SCALE
RC7 A 1:100 @ A3

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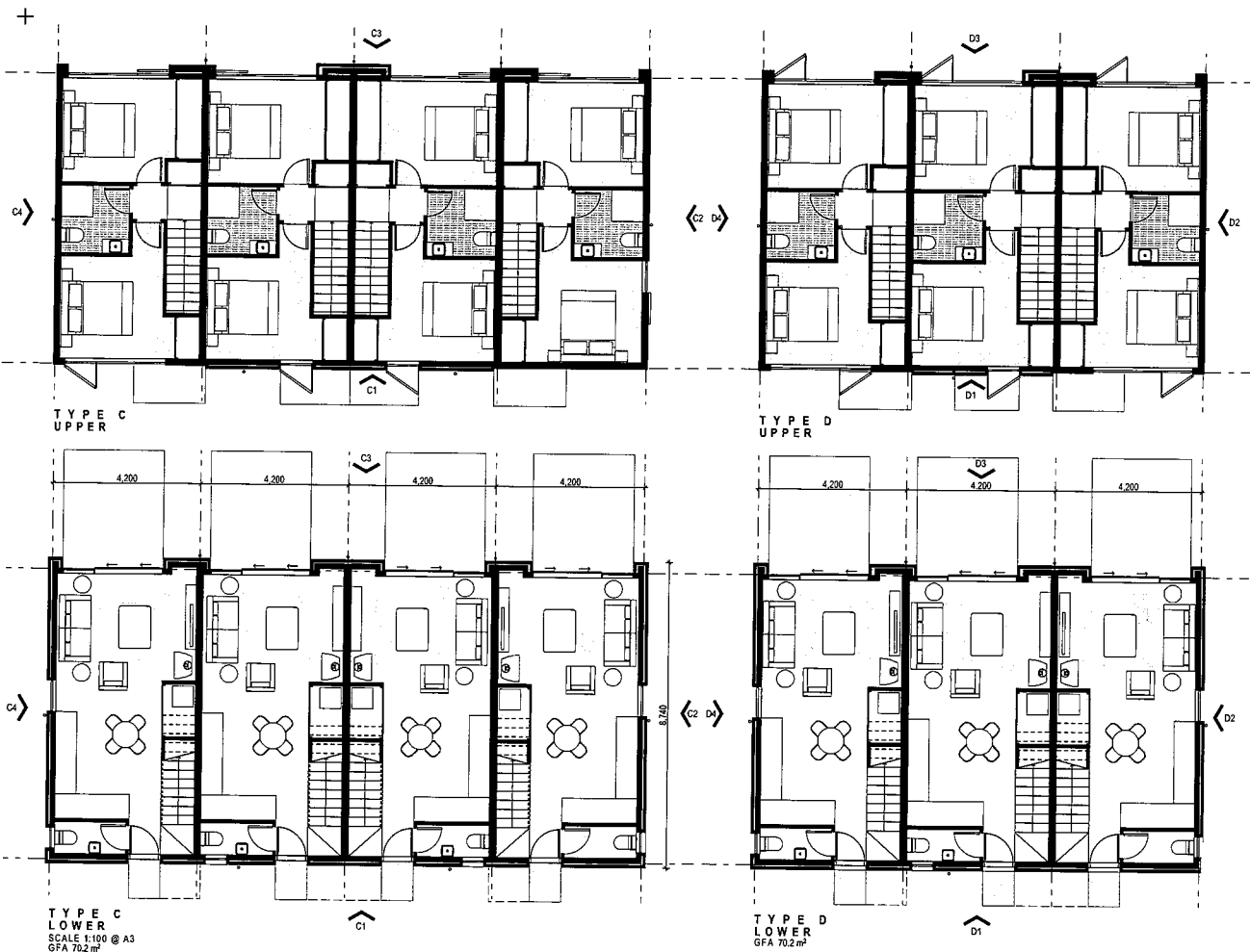
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UNIT - TYPE C & D
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DWG No. REV SCALE
RC6 A 1:100 @ A3

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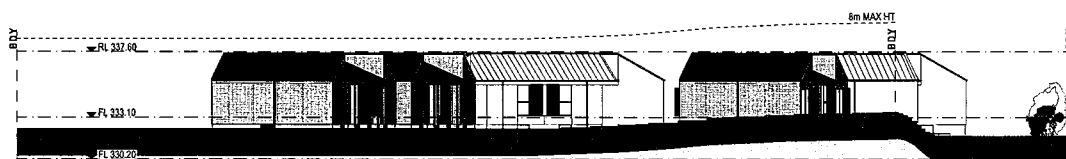
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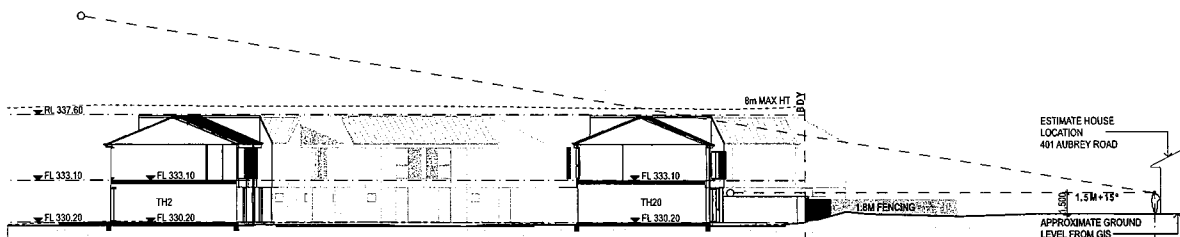
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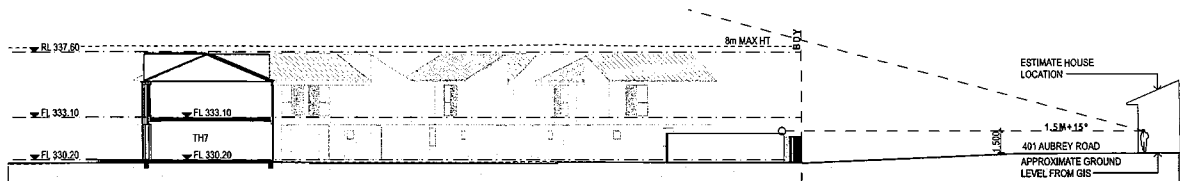
E1 - EASTERN NEIGHBOUR VIEW
1:250 @ A3



E2 - SOUTHERN NEIGHBOUR VIEW



SECTION F
NEIGHBOURS SIGHT LINE

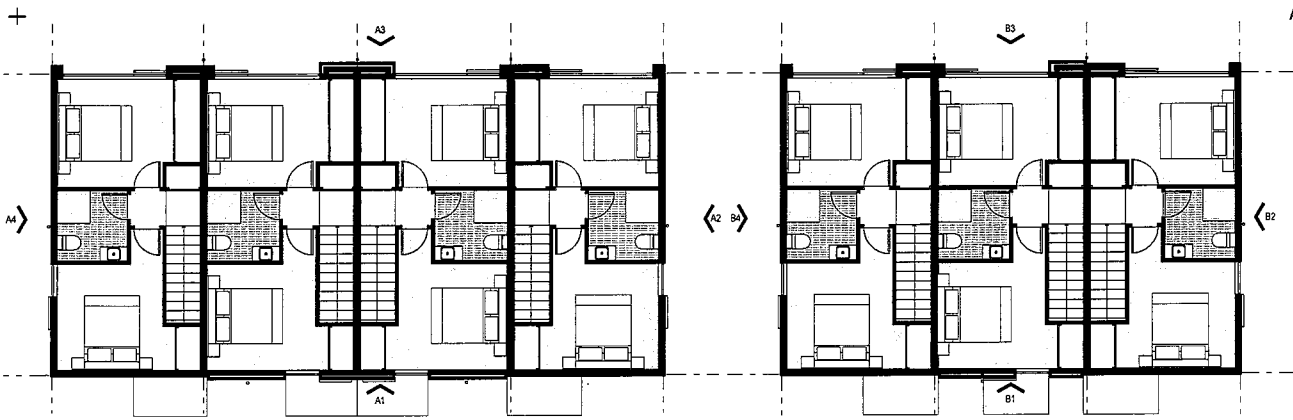


SECTION G
NEIGHBOURS SIGHT LINE

PRELIMINARY
NEIGHBOUR ELEVATIONS & SIGHT LINE DIAGRAMS
D.W.G. No. RC4 REV A SCALE 1:250 @ A3

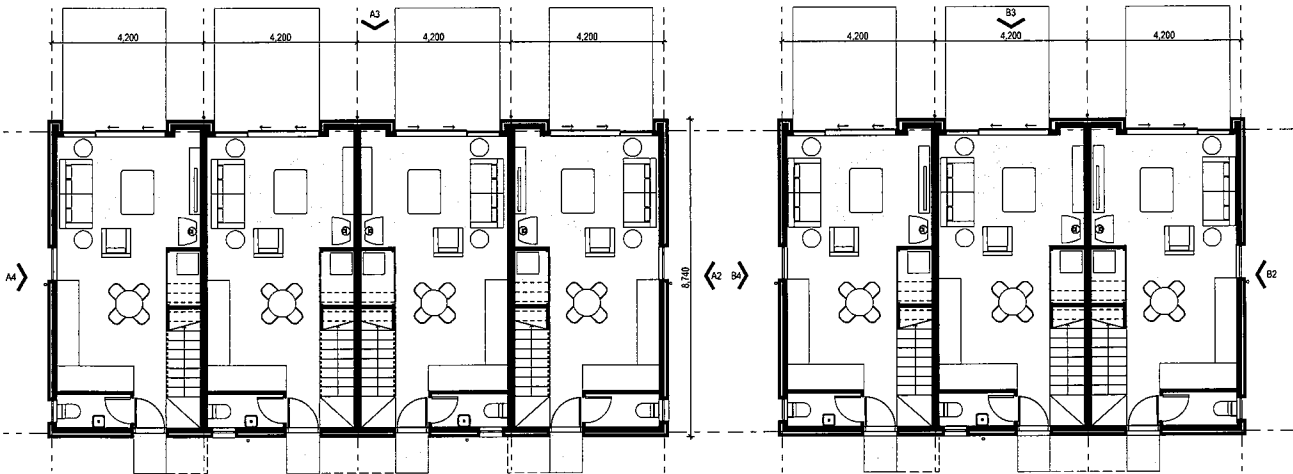
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TYPE A
UPPER

TYPE B
UPPER



TYPE A
LOWER
SCALE 1:100 @ A3
GFA 70.2m²

TYPE B
LOWER
GFA 70.2m²

PRELIMINARY
UNIT - TYPE A &
B

DWG No. REV SCALE
RC5 A 1:100 @ A3

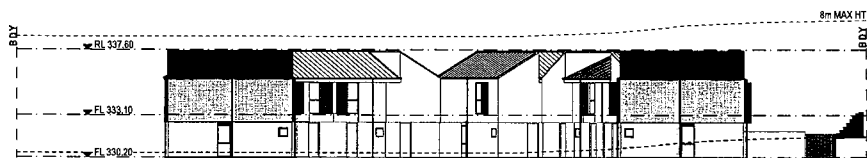
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SOUTH
1:250 @ A3



NORTH



WEST



EAST

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SITE
ELEVATIONS

DWG No. REV SCALE
RC2 A 1:250 @ A3

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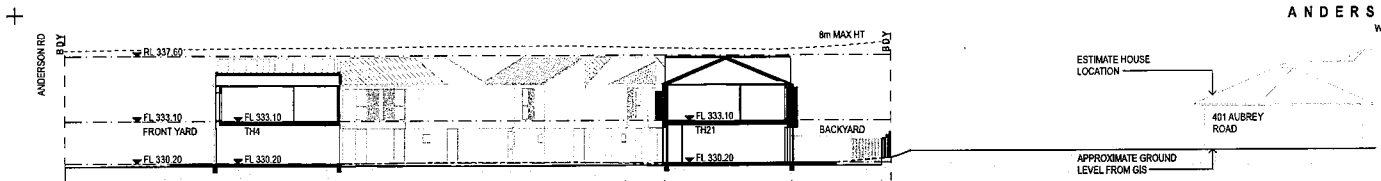
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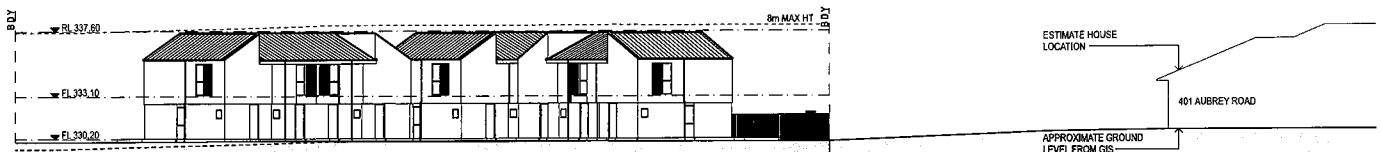
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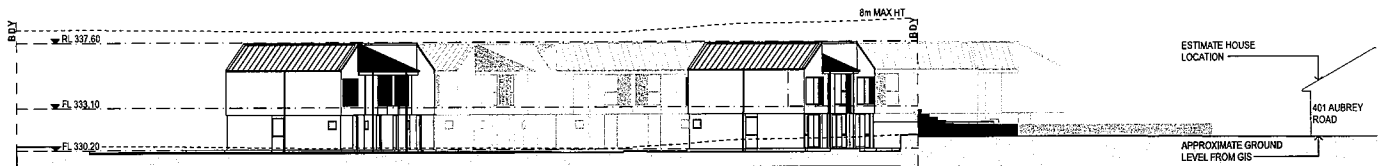
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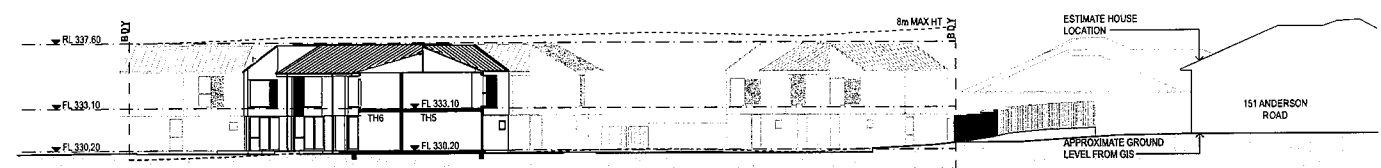
SECTION A
1:250 @ A3



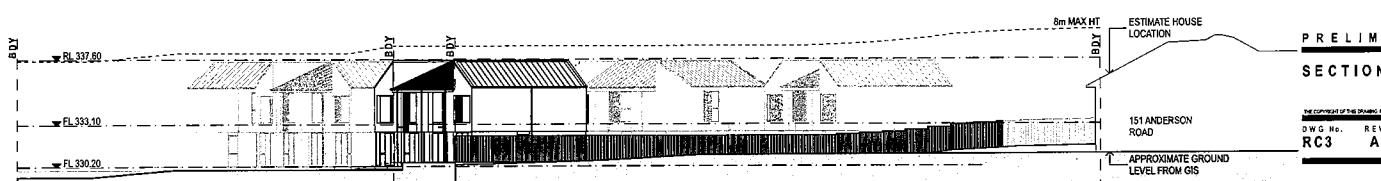
SECTION B



SECTION C



SECTION D



SECTION E

PRELIMINARY
SECTIONS
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DWG No. REV SCALE
RC3 A 1:250 @ A3

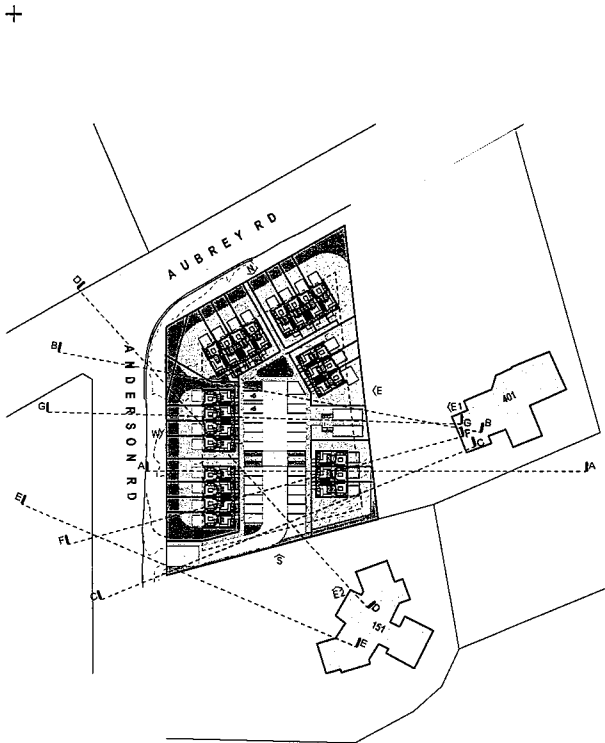
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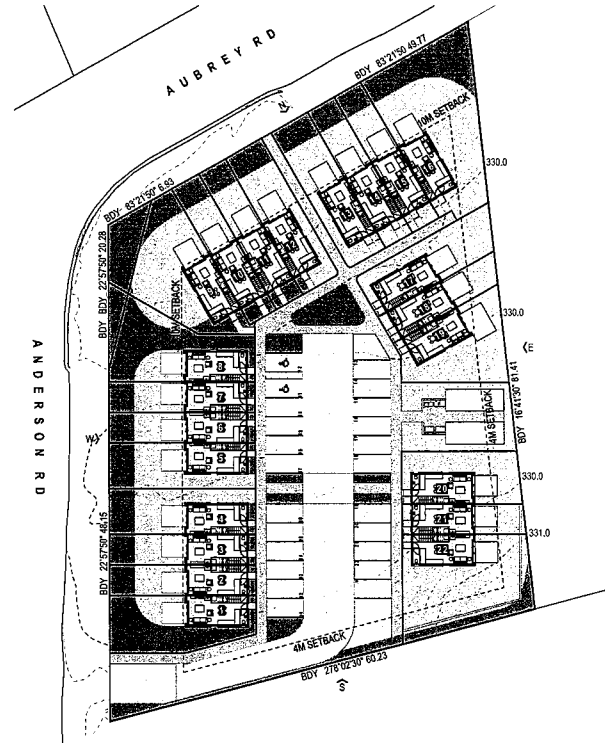


Blaine
Blaine

ANDERSON RD
WANAKA



LOCATION PLAN
1:1000 @ A3



SITE
1:500 @ A3

SITE INFORMATION

ADDRESS: LOT 7 ANDERSON ROAD,
WANAKA
ZONE: LARGE LOT RESIDENTIAL A
(LRZA)
SUB-ZONE: VISITOR ACCOMMODATION
ZONE (SZV4Z)

PLANNING CONTROLS

BUILDING HEIGHT MAX. 8m
ROAD BOUNDARY SETBACK 10m
INTERNAL BOUNDARY SETBACK 4m
MAX. BUILDING COVERAGE 15%

PLANNING

SITE AREA: 4110m²
MAX. COVERAGE: 616m² 15.0%
PROPOSED BUILDINGS: 826m² 19.9%
PROPOSED STORAGE: 48m² 1.1%

LOT AREAS

LOT 1	146m ²	LOT 12	123m ²
LOT 2	84m ²	LOT 13	128m ²
LOT 3	84m ²	LOT 14	98m ²
LOT 4	128m ²	LOT 15	90m ²
LOT 5	128m ²	LOT 16	270m ²
LOT 6	84m ²	LOT 17	121m ²
LOT 7	84m ²	LOT 18	73m ²
LOT 8	178m ²	LOT 19	140m ²
LOT 9	222m ²	LOT 20	117m ²
LOT 10	90m ²	LOT 21	70m ²
LOT 11	90m ²	LOT 22	225m ²

PRELIMINARY

LOCATION PLAN & SITE

DWG No. RC1 REV A SCALE 1:500, 1:1000 @ A3

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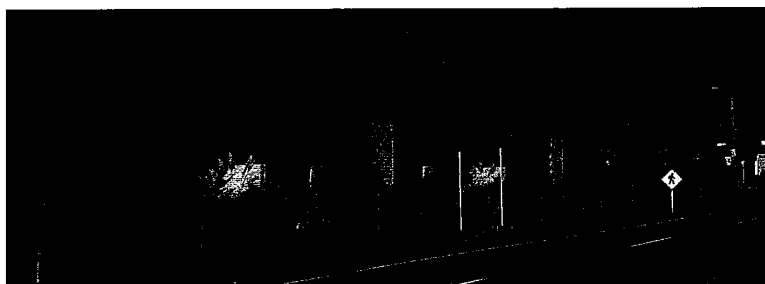
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ANDERSON RD
WANAKA



RC DRAWING SCHEDULE

RC1	COVER
RC2	LOCATION PLAN & SITE
RC3	SITE ELEVATIONS
RC4	SECTIONS
RC5	NEIGHBOUR ELEVS & SIGHT LINE DIAGRAMS
RC6	UNIT - TYPE A & B
RC7	UNIT - TYPE C & D
RC8	TYPE A ELEVATIONS
RC9	TYPE B ELEVATIONS
RC10	TYPE C ELEVATIONS
RC11	TYPE D ELEVATIONS
	NEIGHBOUR VIEWS

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