ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

Commercial Core Building 7

Sir Tim Wallis Drive, Wanaka

August 2025

WILLOWRIDGE
DEVELOPMENTS LTD

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1.0 INTRODUCTION

1.1 This assessment of effects on the environment is prepared in accordance with section 88 and Schedule 4 of the Resource Management Act 1991 (the Act). It accompanies an application by Willowridge Developments Limited (Willowridge) for land use consent to construct a retail building, associated signage platforms car parking and access at Sir Tim Wallis Drive/Massey Drive, Three Parks, Wanaka.

2.0 SITE DESCRIPTION

2.1 The application relates to the commercial core area to the east of Sir Tim Wallis Drive on a land parcel currently legally described as Lot 991 DP 618865 and Lot 982 DP 590655 and Lot 984-985 DP 523538 and Lot 980 DP 574876 and Lot 971 DP 567411. A copy of the Certificate of Title and relevant Instruments are contained at **Appendix A**. The land is owned by the applicant.

2.2 The application site is located to the west of Mitre 10 Mega and to the east of the commercial precinct containing New World, The Warehouse, Noel Leeming etc. Sir Cliff Skeggs Drive bounds the site to the north and Massey Drive bounds the site to the south.

2.3 The site is currently vacant flat land previously modified through earthworks approved through RM171248.

2.4 The site is within the Three Parks Commercial Zone which provides for large format retail development set back from Sir Tim Wallis Drive. Future development will result in smaller scale infill development to the west of the application site facing Sir Tim Wallis Drive.

3.0 DESCRIPTION OF ACTIVITY

3.1 The application proposes the construction of two single storey, multi-tenanted commercial and retail buildings separated by a pedestrian laneway. The buildings are part of bulk retail development and so face eastwards, in towards the existing Mitre 10 car park. Access to the site will be via the existing Right of Way from Sir Tim Wallis Drive to the north or the existing Right of Way from Massey Drive to the south.

3.2 Building 7a is located to the north of the site and totals 962m^2 in area, split into two tenancies; one of 532m^2 and one of 430m^2. Building 7b is 1,157m^2 in area and is split into three tenancies; one of 429m^2, one of 317m^2 and the third of 411m^2. The buildings have an apex height of 8.8m at the ridge of the pitched roof.

3.3 The elevations of the buildings comprise different materials, including timber cladding, schist, metal cladding and concrete as well as shop front glazing. A canopy extends over the footpath along the front of the building.

3.4 Signage platforms and under canopy signage are included on the eastern elevation of the building. Each tenancy has a signage platform of 4000mm x 1000mm above the veranda on the east elevation. Each tenancy also has a hanging sign under the veranda of 140mm x 350mm.

3.5 Plans of the proposed development are contained at **Appendix B**.

3.6 Some car parking has been formed on the eastern part of the site through RM181944, the consent for the Mitre 10 Mega development. The application proposes to form an additional row of parking between the building and the existing car park. Bicycle parking is provided at each end of the new row of car parks.

3.7 A 6.5m through-lane will be provided to the rear of the building for servicing the tenancies.

3.8 A wastewater pipe will run along the western side of the building picking up individual tenancies and connecting to an existing 150mm diameter wastewater pipe already installed at the north end of the proposed lane.

3.9 A 63mm water connection is proposed off the existing 180mm diameter main in Massey Drive. This line will extend along the western side of the proposed building with individual 25mm lateral connections branching off to service each tenancy.

3.10 A 63mm main is also proposed to branch westward through the future paved walkway extending through to Sir Tim Wallis Drive, allowing for future connectivity.

3.11 Firefighting supply will be from existing hydrants within proximity of the proposed building.

3.12 Stormwater will be manged on site via a soak pit system. Details of the stormwater and other infrastructure design are contained in the Infrastructure Report at **Appendix C**.

3.13 Earthworks will be required to prepare the site for the buildings. The total extent of earthworks will be 4,920m^2 with a cut volume of 86m^3 and fill volume of 689m^3. Imported fill of 603m^3 will come from existing stockpiles on the wider Three Parks site. The max cut will be 0.5m and the max fill 0.25m. Details of the earthworks and an Environmental Management Plan are contained within **Appendix C**.

4.0 ACTIVITY STATUS

4.1 The application site is contained entirely within the Three Parks Commercial Zone (TPCZ).

4.2 All buildings in the TPCZ are a Restricted Discretionary Activity (rule 19A.4.4).

4.3 Rule 19A.4.1 provides for Large Format Retail activities (retail over 500m^2) as a permitted activity and rule 19A.4.6 provides for retail under 500m^2 as a Discretionary Activity. One of the 5 units is over 500m^2 with the remaining under 500m^2.

4.4 The following performance standards are applicable to the proposed activity:

Standard	Activity Status
19A.5.2 Storage Outdoor storage of waste and recycling shall be screened from public places and adjoining zones.	The outdoor waste and recycling area will be screened from public view by a wooden fence along western boundary of the service road. **Complies**
19A.5.3 Lighting and Glare 19A.5.3.1 All exterior lighting, other than footpath or pedestrian link amenity lighting, installed on sites or buildings within the zone shall be directed away from adjacent sites, roads and public places, and so as to limit the effects on the amenity of adjoining sites, the safety of the transport network and the effects on the night sky. 19A.5.3.2 No activity shall result in a greater than 10 lux spill (Horizontal or vertical) of light onto any adjoining property within the Zone, measured at any point inside the boundary. 19A.5.3.3 No activity shall result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining property which is zoned residential measured at any point more than 2m inside the boundary of the adjoining property.	The proposed lighting will comply with this Standard. **Complies**
16.5.9 Maximum Building Height Wanaka – 12m.	The proposed building has a maximum height of 8.8m. **Complies**
16.5.4 Building Coverage Maximum building coverage of 90%.	The overall building coverage on the site is under 90%. **Complies**

4.4 Consent is sought for signage on the building as per the plans in **Appendix B**.

31.5.9 Under Verandah Signs Under verandah signs shall be elevated a minimum distance of 2.5m above the footpath, and both sides of the sign can be sign-written.	The under verandah signs are more than 2.5m above the footpath. **Complies**
31.6.4 All signs located within the ground floor façade of a building.	The signs are located over 3m from the ground and are therefor not considered ground floor signs.
31.7.3 Signs and static signage platforms within the ground floor façade of a building 31.7.3.1 Each tenancy shall not display signs within the ground floor facade of the building that exceed a. or b. whichever is lesser: a. a maximum area of 5m2 per tenancy; or b. 15% of the Ground Floor Facade that the tenancy occupies. Arcade directory and upstairs entrance signs are not included within the ground floor facade signage allowance;	All signage is over 3m from ground so is considered 'above ground floor' signage. **Complies**
31.7.5 Above ground floor signs and static signage platforms Are not to cumulatively exceed $3m^2$ in area per building or $1m^2$ per tenancy up to a maximum of $3m^3$ per floor.	Above ground floor signage is $4.8m^2$ in area per tenancy. Consent is required for a discretionary activity.

4.5 Parking and Loading standards are set out in table 29.5 with relevant standards considered below:

29.4.11 High Traffic Generating Activities Any new land use or subdivision activity that exceeds the traffic generation standards or thresholds set out in Table 29.5 is a restricted discretionary activity.	The application creates more than $1,000m^2$ of retail floorspace and is therefore a High Traffic Generating activity. An Integrated Traffic Assessment is included at **Appendix E**.
29.5.1 Minimum Parking Requirements The number of parking spaces (other than cycle parking) shall be provided in accordance with the minimum parking requirements specified in Table 29.4, except that where consent is	The activity is a High Traffic Generating activity. No minimum parking is required.

required for a High Traffic Generating Activity pursuant to Rule 29.4.11 no minimum parking is required.	
29.5.2 Size of Required Parking Spaces and Layout	The aisle width for the mobility parking spaces does not meet the required minimum 8m. **Restricted Discretionary.**
29.5.9 Loading Spaces Loading spaces must be a minimum of 9.0m in length, 3.5m width and 4.5m height.	No formal loading spaces have been provided - **Restricted Discretionary** activity.
29.5.12 Bicycle Parking and the provision of lockers and showers Requires 8 visitor and 12 staff spaces	Bike parks provided specifically by this development no not comply with the rule and are a **Restricted Discretionary** activity.

4.6 Rules 25.5.5 provides that the maximum volume of earthworks in the TPCZ is 500m^3. The proposed volume of earthworks exceeds 500m^3 and is therefore a **Restricted Discretionary** Activity. The following performance standards are relevant:

25.5.12 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.	An EMP has been prepared (**Appendix C**) to ensure appropriate erosion and sediment controls are in place. **Complies**
25.5.13 Dust from earthworks shall be managed through appropriate dust control measures so that dust does not cause nuisance effects beyond the boundary of the site.	An EMP has been prepared (**Appendix C**) to ensure appropriate dust controls are in place. **Complies**

4.5 The overall status of the application is Restricted Discretionary.

5.0 PART 2

5.1 Clause 2(1)(f) of Schedule 4 of the Act requires an assessment against the matters set out in Part 2. Part 2 sets out the purpose and principles.

5.2 The purpose of the Act is to promote the sustainable management of natural and physical resources. Section 5 of the Act defines sustainable management as;

managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables communities to provide for their social, economic and cultural well-being and for their health and safety while –

(a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and

(b) safeguarding the life supporting capacity of air, water, soil, and ecosystems; and

(c) avoiding, remedying or mitigating any adverse effects of activities on the environment.

5.3 The application proposes the construction of a multi-tenanted commercial building, which will provide jobs and services, which will in turn provide for and support the economic well-being of the community. The proposed activity is anticipated in the Zone and the adverse effects of the activity on the environment will be no more than minor.

6.0 SECTION 104(1)(b)

6.1 Section 104(1)(b) requires that in considering an application for a resource consent a consent authority must have regard to any relevant provisions of:

i. a national environmental standard;
ii. other regulations;
iii. a national policy statement;
iv. a New Zealand coastal policy statement
v. a regional policy statement or proposed regional policy statement;
vi. a plan or propose plan.

6.2 There are no national policy statements or New Zealand coastal policy statements relevant to this application. The documents that are relevant are considered below.

Queenstown Lakes Proposed District Plan

6.3 Chapter 19A of the PDP relates to the Three Parks Commercial Zone.

6.4 Objective 19A.2.1 is:

Large format retail and a limited amount of smaller scale retail activities meet the needs of the community in a way that compliments the function of the Wanaka town centre.

6.5 The following policy is also relevant:

19A2.1.1 Provide for large format retail that supports and complements the role and function of the Wanaka Town Centre as Wanaka's key commercial, civic and cultural centre.

6.6 The large format retail activity and the smaller format units (which are all still over 300m^2) is of a scale that cannot be accommodated in the Wanaka Town Centre and will comprise a range of goods not currently available in the town centre, with confirmed tenancies being more related to trade retail. The activity will meet the needs of the community without adversely affecting the town centre.

6.7 Objective 19A.2.2 is:

A high quality urban centre with a strong sense of place.

6.8 The following policies are also relevant:

19A.2.2.1 Encourage high quality well-designed buildings that individually and collectively contribute to a high quality urban area.

19A.2.2.2 Ensure that development is people-orientated through the creation of shared spaces.

19A.2.2.3 Ensure that building designs contribute positively to the visual quality, vitality, safety and interest of streets and public spaces by providing active and articulated building frontages, avoid expanses of blank wall fronting public spaces and reduce adverse visual effects of large format retail buildings.

19A.2.2.4 Incorporate design treatments to the form, colour or texture of buildings to add variety, moderate their scale and provide visual interest from a range of distances.

19A.2.2.6 Avoid parking forecourts that dominate street frontages and encourage site layout that supports pedestrian safety and enables buildings to address the street.

19A.2.2.7 Minimise opportunities for anti-social behaviour through incorporating Crime Prevention Through Environmental Design (CPTED) principles as appropriate in the design of streetscapes, car parking areas, public and semi-public spaces, accessways/pedestrian links/lanes and landscaping.

19A.2.2.8 Ensure the location and direction of lighting 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 and provides a safe and well-lit environment for pedestrians.

19A.2.2.9 Ensure that outdoor storage areas are appropriately located and screened to limit any adverse effects on public places and adjoining zones.

6.9 The proposed buildings are functional but have been designed to complement the existing Three Parks commercial development in terms of architectural style and use of materials. Wrap around glazing will activate the buildings and a variety of materials including wooden cladding, schist and metal will add visual interest to the development.

6.10 The Architects Statement contained in **Appendix D** provides more details on the design.

6.11 Objective 25.2.1 relates to earthworks:

Earthworks are undertaken in a manner that minimises adverse effects on the environment, including through mitigation or remediation, and protects people and communities.

6.12 This is supported by the following relevant policies:

25.2.1.1 Ensure earthworks minimise erosion, land instability and sediment generation and off-site discharge during construction activities associated with subdivision and development.

6.13 The proposed earthworks are small in scale will be completed over as short a timeframe as possible to enable construction of the building to occur. The effects of the earthworks will be managed through the implementation of an erosion and sediment control plan.

6.14 Policy 31.2.1 relates to signage:

31.2.1 Signage which is of a scale and extent that maintains the character and amenity values of the District and enhances access.

6.11 This is supported by the following relevant policies:

31.2.1.1 Ensure the number, size, location, design and appearance of signs maintain the character and amenity values anticipated for the site, street scene and surrounding environment.

31.2.1.2 When considering the character and amenity values that apply to the site and surrounding environment, consider the character and amenity values anticipated by any relevant District Plan Zone.

31.2.1.3 Encourage signs to be located on the site of the related activity.

31.2.1.7 Ensure that any lighting in conjunction with signs does not lead to adverse effects on the receiving environment.

31.2.1.9 In District Plan Zones that are primarily for commercial or mixed-use activities, and Settlement Zone Commercial Precincts:

a. provide for a diverse range of sign types that facilitate effective communication of business information and commercial individuality within the context of the wider commercial area;

b. limit the number and size of signs enabled per commercial tenancy, and cumulatively on buildings that have multiple tenancies, to avoid, remedy or mitigate adverse effects on the visual amenity values of the site and surrounding environment; and

c. encourage the incorporation of freestanding signs into the overall design of the site to achieve good integration with any pedestrian or vehicle access arrangements, car parking and/or landscaping layout.

d. Encourage the management of signs through the establishment of signage platforms to reduce the need for a new resource consent each time the sign content is altered and ensure that any resource consent conditions that apply to the signage platform also apply to any subsequent changes to the sign content.

6.12 The application seeks consent for a number of signage platforms, consistent with policy 31.2.1.9(d). The signage will relate to activities taking place within the building.

6.15 The proposed signage is of a scale and extent appropriate to the scale of the proposed building and the number of tenancies to be created.

6.16 The application is considered to be consistent with the relevant objectives and policies of the Proposed District Plan.

7.0 ASSESSMENT OF ACTUAL OR POTENTIAL EFFECTS

7.1 The proposed building is a restricted discretionary activity with the matters of discretion considered below. An architects statement describing the design and vision for the building is contained at **Appendix D**.

Building Materials

7.2 A range of materials are proposed to create variety and include timber cladding, schist, metal cladding, glass and concrete.

Glazing Treatment

7.3 Shop front glazing is proposed at ground floor level facing east towards Mitre 10. Glazing is also present on the north, south and west elevations to allow people to see the presence of activity from different viewpoints.

Design Treatment

7.4 The buildings have been designed with a single apex roof height of 8.8m. The building heights fit in with the surrounding context. A canopy along the front and ends of the buildings breaks up the verticality of the elevation.

7.5 The rear of the building will

Signage Platforms

7.5 The signage platforms are shown on the elevations contained in **Appendix B**. Signage is proportionate in relation to the size of the building and the number of tenancies proposed within the building. The proposed signage platforms are also considered to be appropriate and anticipated in a commercial location.

Lighting

7.6 Exterior lighting will be located on the canopies facing downwards and will be complaint with the lux levels in the District Plan. A lighting plan is attached at **Appendix B**.

The ability to service the building(s) in terms of roading, water supply, stormwater and wastewater.

7.7 The Infrastructure Report in **Appendix C** confirms the development can be suitably serviced.

Location of Storage

7.8 The service lane running along the rear (west) of the buildings will provide a location for bin storage. A coloursteel fence along the western boundary of the lane will screen the storage from Sir Tim Wallis Drive until such time as infill development occurs between the proposed building and Sir Tim Wallis Drive.

Landscaping

7.9 The proposal includes planted areas to the north and south to define transitions and soften the building by breaking up the appearance of the building. Planting will be low maintenance and generally native species with layouts to optimise plant growth and water filtration.

High Traffic Generating Activity

Existing Environment

7.10 The proposed development is a High Traffic Generating Activity. An Integrated Transport Assessment (ITA) is included at **Appendix E**, which considers the transportation effects of the proposed development.

7.11 The ITA sets out the existing transport environment with the existing road network of Sir Tim Wallis Drive running along the west side of the site and Massey Drive to the south. Both roads are local roads with a speed limit of 40km/h.

7.12 The ITA identifies that the site is well located to cycle infrastructure, with cycle lanes along Sir Tim Wallis Drive that extend into a shared-use path near the State Highway 84 (SH84) intersection and the Ballantyne Road intersection. A shared-use path provided on one side along SH84 and Ballantyne Road, which allow cyclists from the site access to town.

7.13 A least one pedestrian footpath is provided on each road throughout the Three Parks development, with these connecting to shared-use infrastructure on SH84 and Ballantyne Road. The posed speed through the wider Three Parks development area is 40km/hr, which promotes a safer pedestrian environment through slower road speeds.

7.14 The site shares car parking with the wider site that encompasses Mitre 10 Mega. There are approximately 206 parking spaces provided in this area.

Proposed Development

7.15 The traffic generation of the proposed activity has been based on data for comparable developments in the TRICS database. The weekday PM peak total vehicle movements are expected to be between 65 – 71 vehicles per hour.

7.16 The car parking area is to be an expansion of the existing car parking area of Mitre 10 Mega. A total of 38 additional car parking spaces are proposed, which includes two mobility parking spaces located directly adjacent to the pedestrian laneway.

7.17 The standard car parking spaces are 2.75m wide and 5.0m deep with a minimum manoeuvring space of 6.7m.

7.18 The mobility car parking spaces are 3.6m wide and 5.0m deep with a minimum manoeuvring space of 6.8m.

7.19 No formal loading spaces are proposed but a rear service lane 10m wide provides access and stopping room for the 5 rear service doors. There is adequate space for a loading vehicle to pass another parked loading vehicle.

7.20 Twelve shared visitor cycle parks are provided in the car park. These will be available to all visitors to the surrounding area but are primarily intended to accommodate trips to this activity. There are no formal staff cycle parking spaces provided. It is anticipated staff cycle parking will be provided as required within the storage area of each unit.

Transportation Effects

7.21 The site and surrounding area is greenfield land that is currently being developed on as part of the Three Parks development. Sir Tim Wallis Drive Massey Drive are new roads including the three-arm roundabout on SH84 to the north. The development proposed is anticipated and zoned for. There is no requirement to model any network effects. It is assumed that the network effects will be acceptable.

7.22 The proposed development provides two mobility parking spaces. Each space is 3.6m wide and 5.0m deep with a manoeuvring aisle of 6.8m. The aisle width falls short of the 8.0m minimum specified in the District Plan. Despite this non-compliance, the vehicle tracking plans contained in the ITA confirm that a B85 deign vehicle can comfortably enter and exit these spaces using the available 6.8m aisle. This demonstrates that the layout allows for safe vehicle movement without requiring reverse manoeuvring onto the road. Sufficient internal space is available for vehicles to turn and exit the site in a forward direction.

7.23 Overall the proposed manoeuvring space is expected to function safely and efficiently.

7.24 The District Plan requires that on-site loading spaces be a minimum of 9.0m long and 3.5m wide. The proposed development does not include formal loading spaces, however, loading will occur along the proposed 10m wide service lane at the rear of the building. Five individual loading doors are located at the rear of the building, each opening to a width of 3.0m to 3.55m, allowing for efficient, direct servicing. Vehicle tracking confirms the service land has sufficient width to enable a second vehicle to pass a parked vehicle without conflict. The lack of formed service spaces is therefore not expected to adversely affect the transport network.

7.25 A shortfall of cycle parking provision has also been identified, being a shortfall of 8 visitor and 12 staff cycle spaces. Industry trip generation rates indicate a low level of cycle demand for retail uses, with approximately 0.18 cycle trips per 100m^2 per day. This equates to around 4 cycle trips per day for the proposed 2,328m^2 development. Actual daily demand is likely to be met by the 6 spaces provided. Staff cycle parking is expected to be accommodated inside the retail units. There are not anticipated to be any adverse transport effects from the reduced cycle park provision.

Earthworks

7.26 Earthworks are required to create the building platforms. The earthworks will involve minor cut and fill and topsoil respread. An EMP has been prepared in accordance with industry best practice to ensure appropriate management of the effects of earthworks (**Appendix C**). The EMP sets out the required erosion and sediment control measures and procedures.

7.27 As the earthworks are short in duration and will be managed in accordance with an EMP, no adverse effects on the environment are anticipated.

8.0 ASSESSMENT OF AFFECTED PERSONS

8.1 The application site is owned by Willowridge Developments Limited (Willowridge), no other parties are considered affected by the proposal.

9.0 CONCLUSION

9.1 The application proposes the development of a two multi-tenanted buildings. Activities taking place within the building will comply with the Three Parks Commercial Zone.

9.2 The building has been designed to incorporate a range of materials to add visual interest and verandah's to break the vertical and horizontal massing of the building.

9.3 The service land to the rear of the building will provide adequate loading and service access to the tenancies. The existing transport network provides for vehicular, cycle and pedestrian access.

9.4 It is considered the proposal is consistent with the objectives and policies for the Three Parks Commercail Zone and is a high quality design and visual outcome for the area. There are no adverse transportation or earthworks effects and the proposed signage is commensurate with signage anticipated for building this size and scale in a commercial zone.