

110 & 124 Wanaka – Luggate Highway Development

Land use and Subdivision for 257 Residential Units

110 Wanaka – Luggate Highway

Assessment of Environmental Effects and Statutory Analysis

19 December 2025

Updated 3 August 2026

B&A
Urban & Environmental

Prepared for:
110 Luggate Limited

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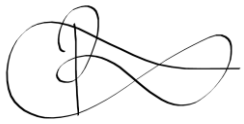
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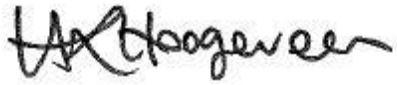
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1.0 Applicant and Property Details

To:	Queenstown Lakes District Council
Site Address:	110 & 124 Wānaka – Luggate Highway, Wānaka
Applicant Name:	110 Wānaka Limited
Address for Service:	Barker & Associates Ltd PO Box 1749, Christchurch, 8140 Attention: Rose Selby
Legal Description:	Lot 1 Deposited Plan 12726 and Lot 1 Deposited Plan 12296 (refer to Record of Title as **Appendix 1**)
Site Area:	6.107ha
Site Owner:	Jennifer Catherine Robertson, Susan Mary Robertson and GCA Legal Trustee 2007 Limited & Marily Gordon and Roger Moseby (The applicant and current registered owners have a signed Sale and Purchase agreement for the properties)
District Plan:	Queenstown Lakes Proposed District Plan (QLPDP)
QLPDP Zoning:	Medium Density Residential at time of Lodgement High Density Residential A
QLPDP Overlays & Controls:	Urban Growth Boundary Building Restriction Area
Additional Limitations:	Threatened Environments Classification 2012: <10% indigenous cover left.
Locality Diagram:	Refer to **Figure 1**
Brief Description of Proposal:	Land use and subdivision consent for the establishment of 257 residential units and associated earthworks, roading and infrastructure.
Summary of Reasons for Consent:	QLPDP: Rule 9A.4.5 – Residential Unit comprising four (4) or more per site; Rule 9A.5.6 Minimum Boundary Setbacks as a **Restricted Discretionary Activity** Rule 25.4.2 Earthworks volume; Rule 25.5.15 Cut depth; Rule 25.5.16 Fill height ; Rule 25.5.11.1 Earthworks on slope Rule 25.5.18.2 Retaining wall

setbacks; and Rule 25.5.21 Clean fill transport as a **Restricted Discretionary Activity**.

Rule 27.5.7 Subdivision activities within the High Density Residential A Zone are **Restricted Discretionary Activities** pursuant to Rule 27.7.37

Rule 29.5.13 Access serving 257 residential units; Rule 29.5.20 Access separation from an existing vehicle crossing as a **Restricted Discretionary Activity**.

Rule 36.5.13 as a **Discretionary Activity.**

2.0 Introduction

This report has been prepared in support of a resource consent application submitted by 110 Wānaka Limited (hereafter referred to as 'the applicant') for subdivision and land use consent for the establishment of 257 residential units, and associated landscaping, roading, infrastructure and earthworks at 110 & 124 Wānaka-Luggate Highway, Wānaka. This report is intended to address the relevant matters under the Resource Management Act 1991 ('RMA').

3.0 Site Context

3.1 Site Description

The site is located at 110 & 124 Wānaka-Luggate Highway and is held in two records of title legally described as Lot 1 Deposited Plan 12726 (OT5B/179) and Lot 1 Deposited Plan 12296 (Record of Title OT5B/474). The site has an area of approximately 4.0697ha and 2.038ha respectively.

Access to the site is provided via Wānaka-Luggate Highway ('State Highway 84' or 'SH84'). The site contains one existing residential dwelling per holding and several ancillary buildings, with the balance of the land remaining undeveloped. It is generally flat in topography, gently sloping from the southern to the northern boundary adjacent to SH 84. The site has various planting throughout, with the north, west and southern boundaries bordered by established shelterbelts.



Figure 1: Locality plan. Source: Emaps.

Wānaka Golf Club adjoins the site to the west. Three Parks commercial development is located to the east and south. The Wānaka–Luggate Highway (SH84) borders the site to the north, with Mt Iron and its associated car parking directly across the road.

3.2 Surrounding Locality

The surrounding environment contains a mix of rural, community purposes, high and medium density residential zones. The site is located in close proximity to the Three Parks development. Three Parks is a mixed-use area extending around the eastern and southern sides of the site. It

contains a range of established retail and service businesses. Several commercial projects in the vicinity have resource consent but have not yet been given effect to, including a resort complex providing visitor accommodation and recreational facilities.

At the centre of the Three Parks development is the Wānaka Recreation Centre. The southern part of Three Parks accommodates a mix of commercial and retail activities alongside industrial, service, and trade-related operations, contributing to the emerging mixed-use character of the wider area.

Immediately to the east of the site, the land is High Density Residential, which is currently undeveloped and Business Mixed Use, which contains a BP service station. The land to the west is zoned High Density Residential, where a 123-unit retirement village is being established (approved by RM230597). On the opposite side of SH84 is the Mt Iron Reserve, the environment then transitions to a well-established residential zone.

4.0 Proposal

The applicant proposes subdivision and land use consent to establish 257 residential units and associated works as shown in the Architectural Drawings attached at **Appendix 2**.

The details of the proposed development are summarised below.

4.1 Residential Units

The development will comprise of eight residential unit typologies, totalling 257 individual units as illustrated in the Architectural Drawings appended at **Appendix 2** and outlined as follows:

- Typology 1 – Two-storey, two-bedroom, residential units featuring a single-car garage, driveway, kitchen, dining and living areas with an adjoining patio, and a gross floor area of 104.5 m². A total of 8 Typology 1 units are proposed.
- Typology 2 – Two-storey, three-bedroom, residential units featuring a single-car garage, driveway, kitchen, dining and living areas with an adjoining patio, and a gross floor area of 137.5 m². A total of 54 Typology 2 units are proposed.
- Typology 3 – Two-storey, four-bedroom, residential units featuring a single-car garage, driveway, kitchen, dining and living areas with an adjoining patio, and a gross floor area of 153.0 m². A total of 43 Typology 3 units are proposed.
- Typology 4 – Two-storey, three-bedroom, residential units featuring a carp pad/driveway, kitchen, dining and living areas with an adjoining patio, and a gross floor area of 103.5 m². A 21 Typology 4 units are proposed.
- Typology 5 and 5A– Two-storey duplex, with two bedrooms, featuring kitchen, dining and living areas with an adjoining patio, and a gross floor area of 74.55m². Of these, 36 units will be provided with an off-street car park, seven units will have parking within private street parking lots (held within the Residents' Society), and three units will not have an allocated car park. Typology 5A hold a different roof form. A total of 38 Typology 5 units and 8 Typology 5A units are proposed.

- Typology 6 – Two-storey, three-bedroom, residential units featuring a single car garage, driveway, kitchen, dining and living areas with an adjoining patio, and a gross floor area of 135.7 m². A total of 26 Typology 6 units are proposed.
- Typology 7 – Two-storey, three-bedroom, residential units featuring a car pad/driveway, kitchen, dining and living areas with an adjoining patio, and a gross floor area of 104 m². A total of 56 Typology 7 units are proposed.
- Typology 8 – Two-storey, two-bedroom, residential units featuring a single car garage, driveway, kitchen, dining and living areas with an adjoining patio, and a gross floor area of 106.5 m². A total of 3 Typology 8 units are proposed.

The architectural drawings set out the guiding principles of design, which demonstrate that the development is inspired by features found in surrounding terrain, with use of materials to ensure an architectural design balance so that the development is visually appealing Appendix 2. A palette of simple materials is intended to connect the architecture to the earth, with finishes that blend with the landscape (a copy of the material palette is set out in the architectural drawings (Appendix 2).

4.2 Landscaping

The proposed landscaping and hard surfacing are shown on the drawings prepared by Rough Milne Mitchell Landscape Architects ('RMM') attached as Appendix 4. Overall, the landscaping strategy will include the following hard and soft landscape features:

- Amenity planting: Sections of amenity planting are proposed throughout the site, including street trees and landscaping within the park and planting within the proposed residential lots. These amenity planting areas will include a variety of shrubs and grasses, together with selected specimen trees.
- Boundary planting: The majority of the existing boundary trees around the site are proposed to be removed, with the exception of the northern boundary where the trees are proposed to be selectively thinned. New landscaping will establish a perimeter path with natural play features and a layered planting edge formed by a mix of groundcovers, shrubs, and native and exotic trees.
- Hard surfacing: A number of informal and formal pedestrian and cycle pathways, paved patio areas, stepping-stone pavers, hardstand patio areas, and car parking areas are proposed throughout the development site.
- A centrally located park is also proposed as part of the development. The park is approximately 2,000m², incorporating a children's playground, a 25m x 25m flat grassed area, additional informal recreation space, seating areas, footpaths, bike parking, amenity planting, and nearby car parking to support passive and active recreational use for residents.

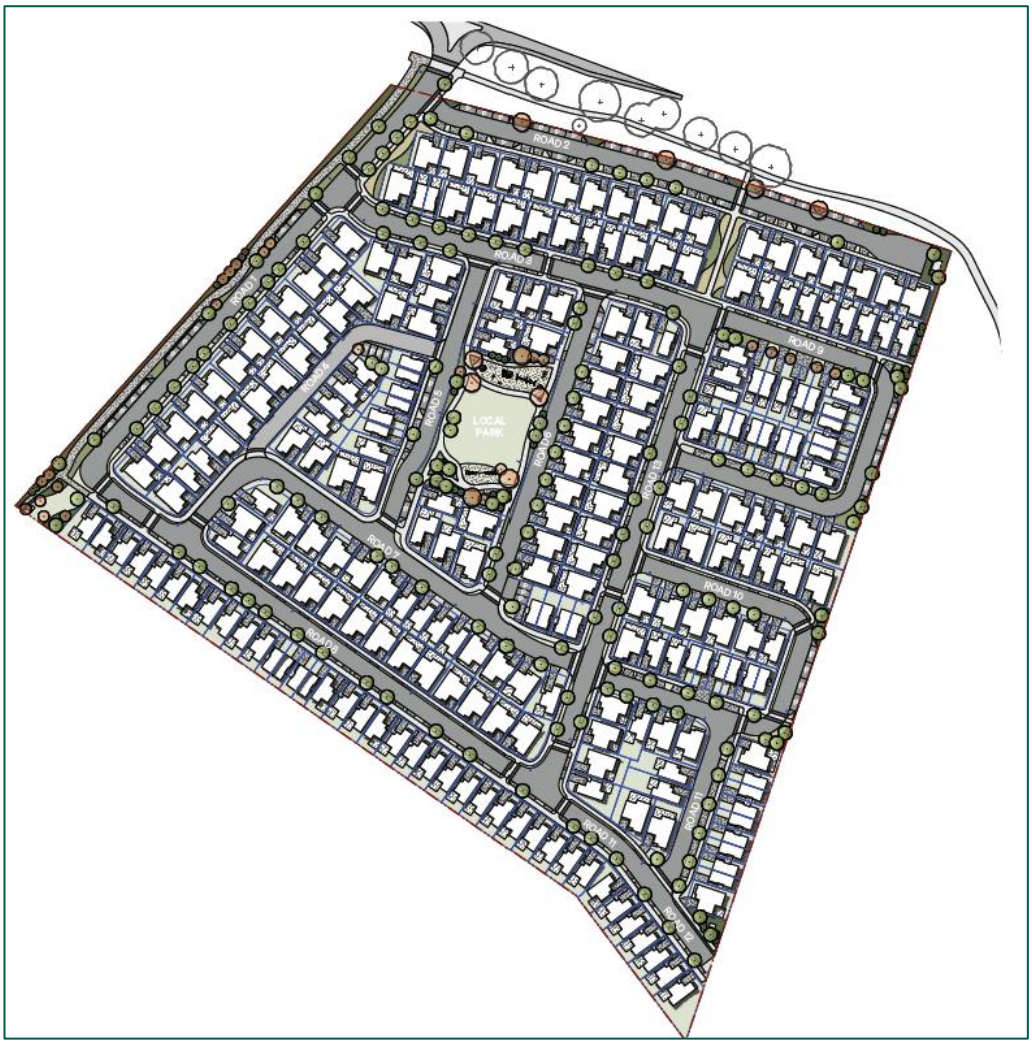


Figure 2: Landscaping Master Plan. Source: Landscape Plans Appendix 4

4.3 Subdivision

It is proposed to carry out freehold subdivision around the approved development to contain each standalone and duplex unit on its own freehold title. The proposed scheme plan is included as part of the Engineering Drawings in Appendix 5. In summary:

- It is proposed to undertake fee-simple subdivision around each of the proposed residential units (Lots 1 – 257);
- The proposed accessways and Road 1 – Road 11 & Road 13 and Reserve Lot 3000 and drainage reserve Lot 3001 is proposed to be vested in council;[1]
- The subdivision proposes the creation of 39 car park lots for visitor parking;
- The subdivision will not be given effect to until building construction has commenced.

[1] The original application lodged with Council proposed that the internal road network remain in private ownership and be managed by the Residents' Society. During the processing of the application, Council advised that its preference was for the roads to be vested in Council as public roads. In response to this feedback, the applicant has amended the proposal such that all roads, with the exception of Road 4, are now proposed to vest in Council.

Easements

A condition is requested that any required easements will be duly granted or reserved at s223 of the RMA 1991. Schedule of easement is attached as **Appendix 10.**

Staging

The subdivision and associated civil works will be delivered in a staged manner, as illustrated on the staging plan attached as **Appendix 11**. The staging has been developed to:

- Prioritise the installation of essential northern headworks required to support servicing of the development;
- Enable progressive construction to generally align construction activities toward the designated site access point and facilitating eventual build-out from the state highway frontage; and
- Ensure each stage is progressively stabilised to minimise unnecessary exposure of earth worked areas.

The proposed staging is as follows:

- Stage 1: 53 units, including Road 02, Road 03, and Road 09 (in part)
- Stage 2: 86 units, including Road 01, Road 07, Road 08 (in part), and Road 13 (in part)
- Stage 3: 25 units, including Road 04 and Road 05
- Stage 4: 23 units, including Road 06 and Road 13 (in part)
- Stage 5: 45 units, including Road 09 (in part) and Road 10
- Stage 6: 25 units, including Road 11 and Road 08 (in part)Ownership

It is proposed that all subdivision roads and three-waters infrastructure will be vested in Council, except Road 4[2], which will remain in private ownership.

4.4 Earthworks

Earthworks made up of:

- Cut: 19,100m^3
- Fill: 25,800m^3
- Topsoil stripping: 18,300m^3
- Area: 6.1ha

These works ensure level building platforms, carparking, roading, access, pedestrian areas, infrastructure and landscaping as shown in the Engineering Drawings appended as a part of **Appendix 5**.

Retaining walls up to 2.8m in height are proposed, as shown on the Engineering Drawings. Walls are located along the eastern and western boundaries, with the retaining wall along the southern boundary set back 1.5m from the site boundary. A number of retaining walls are also proposed

[2] QLDC and the applicant will need to get a license for the infrastructure under the road.

internally within the development to ensure site stability. Specific engineered design (SED) retaining walls will be required on site in accordance with the Geotechnical Investigation Report included as Appendix 6.

Earthworks will be undertaken in accordance with the Geotechnical Investigation (Appendix 6) with this application and the Environmental Management Plan attached at Appendix 7.

Resource consent has been granted by the Otago Regional Council for residential earthworks associated with the proposed development under RM26.085, a copy of this is attached as Appendix 15. We note that there has been a change in the earthworks volumes, and the ORC consent will be varied accordingly.

4.5 Parking and Access

Vehicular access will be provided from Wānaka–Luggate Highway (SH84) to serve the development, with a left hand turn in and a left hand turn out. The Architectural Drawings contained within Appendix 2 detail the location of the proposed car parks and detailed in section 4.1 above.

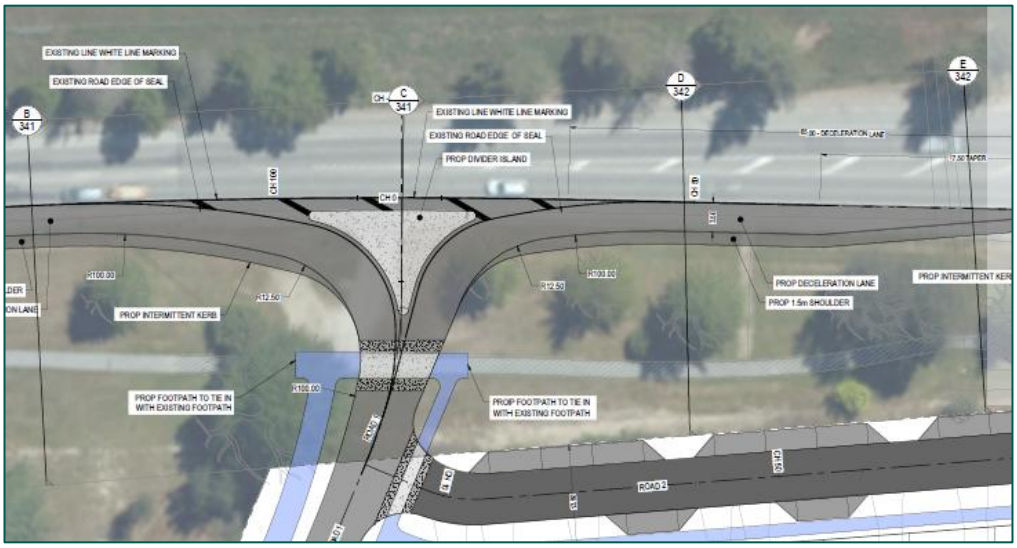


Figure 3: Proposed new accesses to the development from SH84. Source: Civil drawings, Appendix 5

In the short term, the residential development is to be served by one access point connected by 11 internal roads which are proposed to be constructed, forming connectivity throughout the site as shown in the Architectural and Civil Plans Appendix 2 and Appendix 4 respectively. There are several types of roads proposed:

- Road 01 has an 18.0m road reserve.
- Road 02 has a 13.6m road reserve.
- Road 03 has a 12.7m road reserve.
- Road 04 has a 7.m road reserve (road to remain private).
- Road 05 has been separated into three different road reserve widths to accommodate the park:
    - Road 05A has a 12.0m road reserve.

- Road 05B has a 13.5m road reserve.
- Road 05C has a 14.3m road reserve.

- Road 06 has a 12.0m road reserve.
- Road 07 has a 10.9m road reserve.
- Road 08 has a 12.6m road reserve.
- Road 09 (CH 0–70) has a 13.75m road reserve.
- Road 09 (CH 70–120) has a 12.0m road reserve.
- Road 09 (CH 120–180) has a 12.0m road reserve.
- Road 10 (CH 0–70) has a 12.0m road reserve.
- Road 10 (CH 70–110) has a 11.5m road reserve.
- Road 10 (CH 110–170) has a 12.0m road reserve.
- Road 11 has a 11.75m road reserve.
- Road 13 has a 12.6m road reserve.

Details regarding the road functionality are set out in the Road Functionality assessment prepared by Traffic Concepts Ltd., attached as Appendix 8. Provision for future connectivity to the Three Parks development has been designed for.

To ensure the internal road network functions as intended, a broken yellow no parking line is proposed along one side of all internal roads, including the turning head of Road 2, to maintain unobstructed vehicle movements and adequate manoeuvring space. In addition, parking on grass berms will be prohibited through the Residents' Society Constitution, ensuring vehicles are confined to designated parking areas and lawful on-street parking locations.

To ensure these occur the following conditions are offered:

x. The provision of a broken yellow no parking line down one side of all roads being created, including, but not limited to, the turning head area of Road 2.

x. Prior to the issue of the first section 224(c) certificate, the Consent Holder shall provide Council with a copy of the Residents' Society Constitution (or equivalent governance document). The Constitution shall include provisions prohibiting the parking or storage of motor vehicles on grass berms, landscaped areas and other common open spaces within the development, except in areas specifically designated for parking. These provisions shall be maintained for the life of the development.

x. Prior to the occupation of residential units within each stage, the Consent Holder shall install signage, pavement markings and any other traffic control devices necessary to prevent parking on grass berms and other prohibited areas within that stage.

4.6 Signage and Lighting

All signage and lighting including wayfinding within the site will be designed to comply with the permitted standards in the relevant chapters of QLDC Proposed District Plan.

4.7 Servicing

An Infrastructure Report attached at **Appendix 5** details how the development will be serviced in terms of wastewater, water supply, stormwater discharge, power and telecommunications. A summary of the proposed servicing is set out below.

Water supply

There is an existing DN300 PE100 PN12.5 trunk watermain located within the SH84 road corridor adjoining the northern boundary of the site. This main provides a suitable point of connection to the Wānaka reticulated water supply network to service the proposed development, and QLDC has confirmed that sufficient capacity is available via this connection as detailed in the infrastructure report **Appendix 5**. All water supply works, including the point of supply and internal reticulation, will be designed and constructed in accordance with the QLDC Land Development and Subdivision Code of Practice 2025. QLDC's Property and Infrastructure (**P&I**) team have confirmed that there is sufficient capacity within the existing network for the proposed development to connect into the three waters infrastructure.

Wastewater

Wastewater from the development is proposed to be serviced by a new on-site reticulated network discharging to a private wastewater pump station located at the low point of the site. The pump station will comprise duty and standby pumps, an underground wet well providing a minimum of 9 hours ADWF storage, SCADA telemetry, and a generator connection point, all designed to QLDC's Sewer Pump Station and WSA-04 standards. From the pump station, a rising main will convey flows to a connection point on the existing QLDC wastewater network, subject to final approval through Council's network modelling and engineering approval processes. QLDC's P&I team have confirmed that there is sufficient capacity within the existing network for the proposed development to connect into the three waters infrastructure.

Stormwater

Stormwater from the development is proposed to be managed by a new on-site network designed to maintain pre-development hydrology at each discharge point. The system, as detailed in the Infrastructure Assessment (**Appendix 4**), comprises primary conveyance for the 5% AEP event via a reticulated network of catchpits, manholes and pipelines within the road reserve, and secondary conveyance for the 1 % AEP event using overland flow paths and designated secondary flow routes. Detention and flow control devices are proposed to be incorporated as required to ensure that post-development peak discharges are less than or equal to pre-development flows at all outlets, consistent with the QLDC Land Development and Subdivision Code of Practice. QLDC's P&I team have confirmed that there is sufficient capacity within the existing network for the proposed development to connect into the three waters infrastructure.

Power and telecommunications

Aurora Energy Limited and Chorus New Zealand have confirmed that network capacity exists in the surrounding area and that connections can be made available to service the subdivision, subject to standard design approval and installation processes as outlined in the Infrastructure Report (**Appendix 4**). Internal reticulation for both power and telecommunications will be designed

and installed in accordance with provider standards and the QLDC Land Development and Subdivision Code of Practice 2025.

5.0 Reasons for Consent

5.1 Planning Context

The site is now zoned High Density Residential A Zone (HDRZ) under the Queenstown Lakes Proposed District Plan (QLPDP). However, at the time the application was lodged, the site was zoned Medium Density Residential Zone (MDRZ). Since lodgement, the UIV has been adopted by Council and the appeal period has closed, meaning the HDRZ provisions are now operative under s86F of the RMA (where they are not subject to appeal).

Accordingly, the application has been assessed against the relevant provisions of the MDRZ and the HDRAZ which is set out in full in **Appendix 9.**

5.2 Reasons for Resource Consent

A detailed rules assessment against the relevant provisions of the Queenstown Lakes Proposed District Plan (QLPDP) is provided in **Appendix 9**. The proposal requires resource consent for the following matters set out below.

5.2.1 Queenstown Lakes Proposed District Plan

High Density Residential A

- **Rule 9A.4.5** – Residential Unit comprising four (4) or more per site. Consent is sought for 257 residential units – **Restricted discretionary activity**.[3]
- **Rule 9A.5.6** – Minimum Boundary Setbacks – **Restricted Discretionary Activity**

Earthworks Chapter 25

- **Rule 25.4.2** – Earthworks exceeding the maximum permitted volume **of 300m³** within the Medium Density Residential Zone are a **Restricted Discretionary Activity**. A total of 62,200m³ of earthworks is proposed.
- **Rule 25.5.15** – Cut depths exceeding 2.4m are a **Restricted Discretionary Activity**.
- **Rule 25.5.16** – Fill heights exceeding 2m are a **Restricted Discretionary Activity**.
- **Rule 25.5.11.1** – Earthworks over an area exceeding 2,500m² on land with a slope of 10 degrees or greater are a **Restricted Discretionary Activity**.
- **Rule 25.5.18.2** – Earthworks supported by retaining walls where the setback is less than the height of the retaining wall are a **Restricted Discretionary Activity**.
- **Rule 25.5.21** – Transporting more than 300m³ of cleanfill by road to or from an area subject to earthworks is a **Restricted Discretionary Activity**.

[3] Note that subdivision is sought to enable each residential unit to be contained within an individual lot, with the subdivision occurring concurrently with construction. This is a technical infringement only, as once the subdivision has been completed and separate titles have been issued, each lot will contain a single residential unit and the infringement will cease.

Subdivision – Chapter 27

Rule 27.5.7 – All urban subdivision activities within the High Density Residential A Zone and Medium Density Zone are **restricted discretionary activities** pursuant to Rule 27.7.37 Subdivision where associated with residential development.

Transport – Chapter 29

- **Rule 29.5.13** – An access serving 257 residential units is a **Restricted Discretionary Activity**.
- **Rule 29.5.20** – An access located approximately 95m from the nearest existing vehicle crossing is a **Restricted Discretionary Activity**.

Noise – Chapter 36

- **Rule 36.5.13** – Construction activities occurring outside the permitted construction noise standards are a **Discretionary Activity.** The proposal seeks to undertake construction works between 7:00am and 7:00pm, seven days a week.

5.3 Activity Status

Overall, this application is for a **discretionary** activity.

6.0 Public Notification Assessment (Sections 95A, 95C and 95D)

6.1 Assessment of Steps 1 to 4 (Sections 95A)

Section 95A specifies the steps the council is to follow to determine whether an application is to be publicly notified. These are addressed in statutory order below.

6.1.1 Step 1: Mandatory public notification is required in certain circumstances

Step 1 requires public notification where this is requested by the applicant; or the application is made jointly with an application to exchange of recreation reserved land under section 15AA of the Reserves Act 1977.

The above does not apply to the proposal.

6.1.2 Step 2: If not required by step 1, public notification precluded in certain circumstances

Step 2 describes that public notification is precluded where all applicable rules and national environmental standards preclude public notification; or where the application is for a controlled activity; or a restricted discretionary, discretionary or non-complying boundary activity.

In this case, the applicable rules do not preclude public notification, and the proposal is not a controlled activity or boundary activity. Therefore, public notification is not precluded.

6.1.3 Step 3: If not required by step 2, public notification required in certain circumstances

Step 3 describes that where public notification is not precluded by step 2, it is required if the applicable rules or national environmental standards require public notification, or if the activity is likely to have adverse effects on the environment that are more than minor.

As noted under step 2 above, public notification is not precluded, and an assessment in accordance with section 95A is required, which is set out in the sections below. As described below, it is considered that any adverse effects will be no more than minor.

6.1.4 Step 4: Public notification in special circumstances

If an application is not required to be publicly notified as a result of any of the previous steps, then the council is required to determine whether special circumstances exist that warrant it being publicly notified.

Special circumstances are those that are:

- Exceptional or unusual, but something less than extraordinary; or
- Outside of the common run of applications of this nature; or
- Circumstances which make notification desirable, notwithstanding the conclusion that the adverse effects will be no more than minor.

The proposal is for the establishment of a comprehensive development including the subdivision of residential lots and the establishment of residential units, the installation of associated servicing, enabling works and landscaping. As discussed further in Section 6.3 below, it is considered that the development is anticipated within the zoning of the site and that any adverse effects beyond the boundary of the site are no more than minor. There is not considered to be anything about the proposed intensity of the development, nor its scale, form and appearance, that is considered to give rise to special circumstances.

It is considered that there is nothing noteworthy about the proposal. It is therefore considered that the application cannot be described as being out of the ordinary or giving rise to special circumstances.

6.2 Section 95D Statutory Matters

In determining whether to publicly notify an application, section 95D specifies a council must decide whether an activity will have, or is likely to have, adverse effects on the environment that are more than minor.

In determining whether adverse effects are more than minor:

- Adverse effects on persons who own or occupy the land within which the activity will occur, or any land adjacent to that land, must be disregarded.

  No land is to be excluded from the assessment for public notification.

- Adverse effects permitted by a rule in a plan or national environmental standard (the 'permitted baseline') may be disregarded.

In this case the following may be undertaken as a permitted activity on the site:

- The establishment of up to three residential units on a site;
- The establishment of a 50m^2 residential flat associated with each residential unit on site;
- A maximum of 300m^3 of earthworks within any 12-month period, up to 0.5m in height/ depth (provided retaining is installed), or alternatively a setback of 1:1 ratio from the boundary.
- Construction noise that complies with:
  - Weekdays (7:30am - 6pm): Up to 70 dB LAeq, 85 dB Lmax.
  - Saturdays (7:30am - 6pm): Up to 70 dB LAeq, 85 dB Lmax.
  - Sundays/Holidays (7:30am - 6pm): Up to 55 dB LAeq, 85 dB Lmax.
- Removal of trees and vegetation within the site is a permitted activity.

It is considered that the above, and the effects associated with the existing lawfully established buildings, form a baseline that can be usefully applied to the proposal.

- Trade competition must be disregarded.

This is not considered to be a relevant matter in this case.

- The adverse effects on those persons who have provided their written approval must be disregarded.

No persons have provided their written approval for this proposal.

The sections below set out an assessment in accordance with section 95D, including identification of adjacent properties and an assessment of adverse effects.

6.3 Assessment of Effects on the Wider Environment

The following sections set out an assessment of wider effects of the proposal, and it is considered that effects in relation to the following matters are relevant:

- Residential and Streetscape Amenity;
  - Landscaping
  - Residential Character
- Building Intensity and Development Density
- Subdivision Design effects
- Construction effects;
  - Earthworks
  - Noise
- Geotechnical stability and natural hazards;

- Infrastructure;
  - Water supply
  - Wastewater
  - Stormwater
  - Roading and Access
  - Power and Telecommunications
- Transportation; and
- Refuse Management.

These matters are set out and discussed below.

6.3.1 Residential and Streetscape Amenity

6.3.1.1 Landscaping

A Landscape Masterplan prepared by RMM is attached at **Appendix 4**. The Landscape Drawings (**Appendix 4**) demonstrate a planting palette incorporating a range of native and exotic species consistent with other residential development across the District. This includes the use of deciduous specimen trees, native trees and grasses, and low-to-mid-height hedging.

The proposed comprehensive development enables a large portion of the site to be landscaped, ensuring appropriate and well-integrated landscaping outcomes as shown in the landscape master plan attached as **Appendix 4**. Landscaping is proposed for both on-lot and communal outcomes across the Site. The proposed amenity planting includes:

- Individual lots utilise a limited planting palette, including groundcovers and hedging, together with hardscaped patios and gravel chip areas to support a low-maintenance lifestyle;
- Extensive street trees are proposed along each of the proposed roads, with specimen tree planting largely confined to the street network;
- A centrally located parks (approximately 2000m²) is proposed, incorporating a playground, recreation area, various other park amenities and a mix of trees, shrubs and grasses;
- A 6.5 m-deep landscaping strip is provided along the northern boundary adjacent to the state highway, and boundary planting is proposed along the eastern boundary; and
- Varied hard surface treatments are proposed to reinforce pedestrian routes and signal thresholds at street intersections and key movement corridors through the development.

These can be seen Figure 2 above, and are detailed in Landscape Drawings attached as **Appendix 4.**

The proposed landscaping approach is appropriate to the scale of development and supports a cohesive streetscape and pedestrian-focused public realm, with deciduous planting assisting winter sunlight access.

As set out above, an approximate 6.5m deep landscape buffer is proposed along the SH84 boundary to be planted with regularly spaced deciduous specimen trees, concentrations of native tree planting, and low-level groundcovers to create a layered and varied boundary treatment. As site is located to the south of the SH84, the proposed planting is not expected to result in any

adverse shading or ice formation effects on the State Highway. The buffer will provide a strong boundary interface, deliver visual mitigation from SH84, and support privacy for future residents, consistent with the Three Parks Structure Plan outcomes and the established no-build setback along this boundary.

The proposed park includes flat grassed areas, seating and deciduous tree planting, with a playground also proposed. The park will act as an additional amenity and recreation space for future residents. In addition, the street tree network throughout the development will assist in softening the built form, breaking up building mass, and providing a consistent level of visual and environmental amenity within the streetscape.

It is considered that the development will result in no adverse effects on landscape amenity and will be generally consistent with the provisions and expected outcomes sought by the PDP.

6.3.1.2 Residential Character

The proposal involves the construction of 257 residential units in standalone and duplex typologies. The subject site is located within a site where both the MDRZ and HDRAZ are required to be considered. Both zones seek to accommodate residential growth through more intensive forms of housing while promoting the efficient use of serviced urban land and the consolidation of development within existing urban areas.

The proposed range of residential unit typologies will deliver a well-balanced mix and the ability for inclusive housing supply. The development provides a broad mix of homes, ranging from two-bedroom units to larger three- and four-bedroom units with garages. This mix caters to a wide spectrum of household types and is intended to meet a range of needs, including those of individuals, couples, downsizers, and growing families. Importantly, the proposal seeks to provide more housing options. It is anticipated that an increase in housing stock will help respond to rising demand associated with the district's expanding transient and seasonal workforce.

The proposal is considered to be consistent with QLDC Residential Design Guide for the reasons described below, with the design elements explained in Urban Design Assessments attached at Appendix 3.The proposal responds to the site's strategic location through a comprehensively designed greenfield development that delivers an integrated residential neighbourhood. Key aspects relating to residential character are summarised below:

- Footpaths are proposed along wider roads and link the site with the proposed shared user pedestrian laneways providing links across the site to the proposed internal road. The design prioritises pedestrian infrastructure with clear pathways and designated pedestrian zones facilitating movement and;
- Individual lots feature a limited palette of vegetation including groundcover and hedging along with hardscaped patios and gravel chip to provide for low-maintenance properties;
- The centrally located park includes a children's playground, a 25m x 25m flat grassed area, additional informal recreation space, seating areas, footpaths, bike parking, amenity planting, and nearby car parking to support a range of passive and active recreational activities.
- The park is positioned centrally within the development and is readily accessible via the surrounding pedestrian network, providing a convenient and attractive communal open space for future residents.

- The proposed park will contribute to the overall amenity and liveability of the development by providing opportunities for recreation, social interaction, and passive surveillance, while also enhancing the visual character of the neighbourhood through integrated landscaping and planting.;



Figure 4 - Local Park concept plans. Source: RMM drawings Appendix 3

- An approximately 6.5m deep landscape buffer is proposed along the State Highway boundary, planted with regularly spaced deciduous specimen trees, clusters of native trees, and low groundcovers to create a layered boundary treatment. This aligns with the Three Parks Structure Plan and is additional to the existing substantially landscaped setback within the State Highway corridor;
- The proposal provides eight architecturally designed typologies across a range of lot sizes and internal floor areas, including an attached duplex. Further variety is achieved through 2–4 bedroom layouts, differing garage and on-site parking provision, variations in bathroom numbers, inclusion of dedicated laundry/utility spaces, and differing unit orientations on site. The range of lot orientations across the development further increases overall housing diversity;
- Material selection and façade treatment reinforce neighbourhood character. Buildings use a mix of vertically and horizontally profiled cedar weatherboards, board-and-batten, and fibre-cement cladding in a neutral, earthy palette. Façades are modulated through ground and upper-level setbacks, material changes, and articulated entries, consistent with the Guidelines' emphasis on visual interest, human scale, and avoiding long, uninterrupted elevations;
- Passive surveillance is provided across the development, with upper levels of all housing typologies incorporating habitable room windows overlooking the streets;
- Residential amenity is supported through open-plan ground-floor living, enabling daylight penetration from multiple orientations throughout the day;

- The detached building forms allow sunlight to pass around and over buildings at various times, improving access to sunlight for adjoining lots and streets. Most south-facing lots also include secondary outdoor spaces with a northern orientation, providing access to direct sunlight; and
- When viewed as a comprehensive development, the subdivision pattern of small blocks, frequent road corridors, and a centrally located park provides breaks between building forms and further increases opportunities for sunlight to reach streets and adjacent lots.
- As confirmed by the updated Urban Design Memorandums (Appendix 3), the revised building envelopes remain well below the HDRAZ height and recession plane controls along the external site boundaries, such that any additional dominance or shading effects on neighbouring properties are low and less than what could otherwise occur under the operative HDRAZ provisions.
- The proposed built form avoids visual dominance through its fine-grained residential character, comprising relatively narrow detached dwellings with articulated building forms, varied roof forms, façade modulation, building separation, varied material palettes and integrated street tree planting. Together, these design measures break up the perceived scale and continuity of the development, ensuring the buildings are read as individual dwellings rather than a continuous building mass and achieving the built form outcomes anticipated by the PDP.



Figure 5: 3D perspective looking north-west from the intersection of Road 8 and Road 11. Source Appendix 3

The proposal is an architecturally designed, comprehensive greenfield development. A range of design measures, including upper-floor setbacks, articulated building forms and open-plan living layouts, mitigate potential adverse effects and support a high-quality residential environment. When assessed against the relevant provisions of the HDRAZ, the proposed building bulk is compliant with the anticipated built form envelope and is considered to form an integrated and considered design response and will sit appropriately in the urban context of Wanaka.

6.3.2 Building Intensity and Development Density

The HDRAZ does not prescribe a maximum residential density when a comprehensive land use and subdivision consent is proposed. Instead, development intensity is managed through built form controls.

The proposed density arising from 257 residential units equates to one unit per 233 m² of net site area (6.1 ha). With regard to HDRAZ, the zone has a set of built form controls, which the proposal

complies with. Accordingly, the building intensity and development density is appropriate with the outcomes the PDP sets out for the site and the adverse effects of building intensity and development density will be less than minor. The built form, being two-storey detached and semi-attached dwellings, will sit seamlessly into the urban context of Wanaka.

Accordingly, the proposed density and resulting built form are considered to be consistent with the outcomes anticipated by the PDP.

When assessed as a comprehensive development, building coverage is 28% with approximately 31% permeable surface area. Both comfortably within HDRAZ standards of a maximum 70% building coverage and a minimum 20% landscaped permeable surface a. The resulting built form is therefore materially less-intensive than the maximum anticipated by the zones, providing inherent mitigation of potential amenity and visual effects and achieving consistency with District Plan outcomes.

Where units are located within the State Highway setback, they will be constructed to ensure compliance with the relevant sound insulation standards. An assessment of the dwellings located within the State Highway setback has been undertaken by Acoustic Engineering Services. The assessment recommends that the following condition be imposed:

xx) *A report prepared by a suitably qualified acoustic engineer shall be provided during the Building Consent process confirming that compliance with Rule 8.5.2 Sound Insulation and Mechanical Ventilation of the Queenstown Lakes Proposed District Plan is achieved*.

The applicant offers this condition to ensure that all dwellings within the State Highway setback are designed and constructed to comply with the relevant acoustic insulation and ventilation standards. The Urban Design Assessment attached at Appendix 3 discusses building and development intensity in relation to QLDC's Urban Design Guide. Key aspects are set out below:

- The comprehensive design of the development means that the proposed block structure is a logical layout given the size and shape of the Site;
- The proposal introduces a relatively fine-grained block structure, this supports a pedestrian friendly, avoiding long, monotonous frontages. The smaller block structure enables greater variation in building orientation and increases opportunities for sunlight penetration, views between buildings, and passive surveillance of streets and public spaces;
- Variation in building footprints, street setbacks, heights, roof variation and orientations ensures the development reads as a fine-grained residential neighbourhood rather than a single homogenous complex;



Figure 6: Renders of architectural character of the development. Source: Architectural drawings Appendix 2

- There are no height or HIRB infringements under the HDRAZ. In the context of a comprehensively designed greenfield development, the internal building relationships are not considered to give rise to adverse visual dominance effects, noting that future residents will choose to live within the development with an understanding of its built form and urban character.

As discussed above, the unit placement and orientation ensure adequate privacy, outlook, and usable yard space as part of an integrated design response. Shading effects have been assessed as part of the design process, with shading diagrams included in the Architectural package attached as Appendix 2 confirming that all units receive reasonable daylight throughout the year and that effects on neighbouring units are appropriately managed. While shading is more pronounced during the winter solstice, the use of gabled roof forms, detached buildings, and upper-floor setbacks allows for sunlight penetration, including to the adjoining site to the south (discussed above and in the urban design report attached as Appendix 3).

Notwithstanding exceedances of internal setbacks in some locations, the overall housing layout has been comprehensively designed to maintain a high level of residential amenity across the site. When considered in the context of the comprehensive development and the size of adjoining lots, are not expected to result in adverse visual dominance or amenity effects.

To further soften the interface with adjoining properties, the Urban Design Assessment (Appendix 3) recommends additional boundary landscaping along the eastern boundary of proposed Lots 210–219. While the available planting width is constrained by the proposed retaining and building locations, the reorientation of the internal floor plans provides sufficient space to accommodate meaningful planting. A combination of hedging and specimen trees will provide a screening function, introduce a vertical green element and further soften the built form when viewed from adjoining land. In response to this recommendation, the applicant offers the following condition of consent:

XX) Prior to the commencement of development on Lots 210–219*, a detailed Landscape Plan shall be submitted to, and certified by, the Manager Resource Consents (or their delegate). The Landscape Plan shall, as a minimum:*

a. Identify the location and species of all proposed planting;

b. Provide a combination of hedging and small specimen trees capable of attaining a mature height of at least 3 metres; and

c. Demonstrate that the proposed landscaping is consistent with the shading assessment prepared by Novak + Middleton.

The approved landscaping shall be implemented prior to the occupation of the relevant dwelling(s) and thereafter maintained in a healthy condition. Any plants that die within five years of planting shall be replaced with the same species, or an alternative approved by the Manager Resource Consents (or their delegate), during the next planting season.

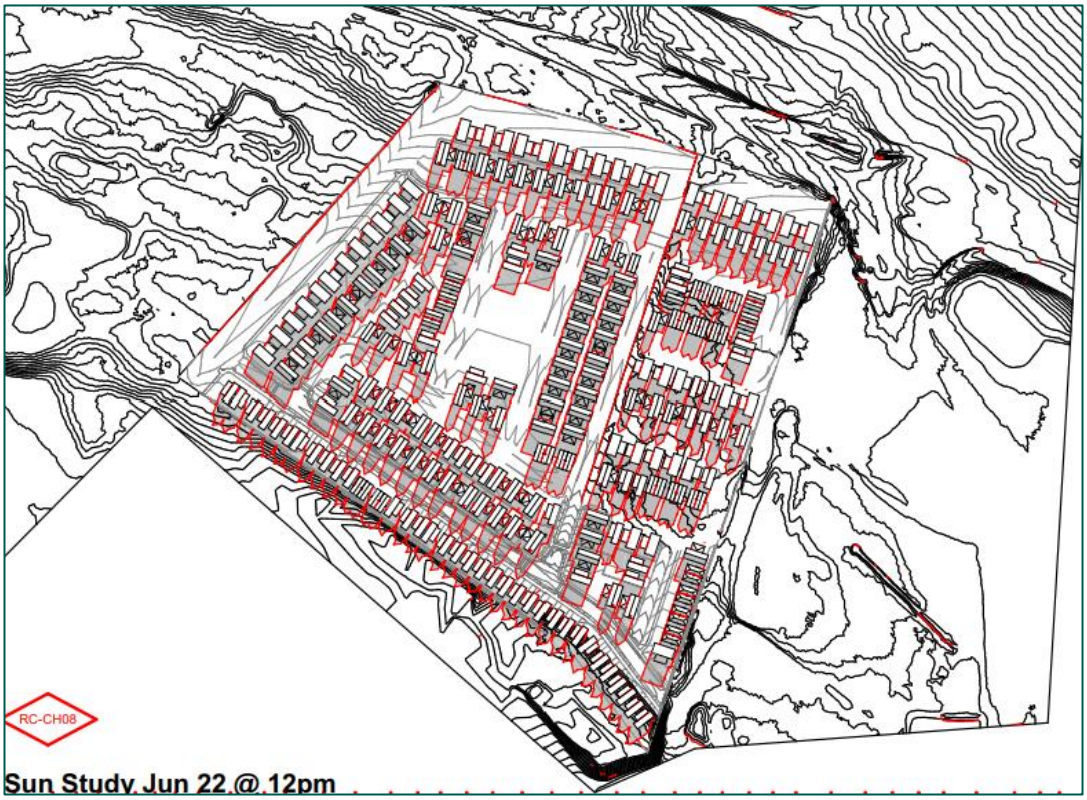


Figure 7: Winter Shading at 12pm. Source: Architectural Drawings attached as Appendix 2

Overall, the proposal has been designed to manage the effects typically associated with increased density the proposed building intensity, as discussed above. The resulting effects are considered to be less than minor and acceptable in the context of the HDRAZ and the greenfield setting.

6.3.3 Subdivision Design Effects

The overall site design has been directly influenced by the requirements of the open space setback (no-build) areas along the northern and western boundaries, which has influenced the placement of buildings, access, and landscape areas within the development. The subdivision has been designed to ensure that the site can be appropriately serviced, with infrastructure layout and capacity confirming that no adverse effects will arise from stormwater runoff.

As set out above in Section 6.3.2 above, the proposed density at the site sits within the limits anticipated by the PDP for the site. It is therefore considered to be consistent with the anticipated intensity of development. Lot sizes range from ~77.0m² to ~250m², providing a compact but appropriate pattern of development that efficiently utilises the zoned land while remaining aligned with the planned urban form for the area through a comprehensive site development approach.

The size of the units and their underlying lots, provision of private open space, daylight access, and opportunities for natural ventilation collectively provide suitable living environments for future residents and visitors.

The subdivision has been designed as a comprehensive, site-wide development that responds cohesively to its physical context and the planning framework and existing environment surrounding the site. Consideration has been given to the integration of amenity features, including the relationship of the development to nearby areas of open space including the Mt Iron Reserve, and the golf course which enhance recreational opportunities for future residents. The placement and orientation of units have been carefully considered to provide appropriate outlook, privacy, and access to natural light, collectively contributing to a high-amenity neighbourhood that is consistent with a well-designed, integrated residential environment, which are discussed in sections 6.3.1 and 6.3.2 above.

The roading layout has been arranged to provide logical and efficient internal circulation while supporting safe and convenient connections to the wider transport network (discussed in Section 6.3.6 below). Infrastructure has been planned and coordinated at a whole-of-site scale to ensure that servicing is efficient, resilient, and capable of meeting the needs of the proposed residential units. The infrastructure associated with the development is detailed in **Appendix 5**. Overall, the integrated roading and infrastructure framework ensures that the subdivision is well connected, appropriately serviced, and capable of being developed in an orderly and efficient manner.

6.3.4 Construction effects

6.3.4.1 Earthworks

The proposal includes a draft Environmental Management Plan (EMP) attached as **Appendix 7.** As detailed in that Plan, appropriate erosion and sediment controls will be established around all areas of earthworks to mitigate any adverse effects on nearby waterways. It is confirmed that the recommendations detailed in the EMP form part of the proposal and it is envisaged that these will form conditions of consent. A final EMP will be submitted to council for approval prior to works being undertaken.

The development has taken advantage of the site's natural contour; therefore, the finished topography of the site will not appear out of keeping with the surrounding landform, with large areas of cut/retaining walls being visually screened by the proposed built form. Earthworked areas will be either covered by sealed or impermeable surfaces, buildings, or be re-vegetated so as to avoid adverse effects.

In addition, any spoil removed from the site and any cleanfill imported will be managed in accordance with an approved Construction Management Plan, including a Construction Traffic Management Plan, to ensure construction movements are appropriately controlled.

For these reasons, it is considered that earthworks effects will be less than minor.

6.3.4.2 Noise

Acoustic Engineering Services has been engaged to prepare an assessment of the construction noise associated with the development, attached as **Appendix 13**. Construction noise will be managed in accordance with NZS 6803:1999 Acoustics – Construction Noise, with construction hours proposed between 7:00 am and 7:00 pm, up to seven days per week.

In accordance with the recommendations of the Construction Noise Assessment, the Construction Management Plan has been updated to ensure all identified mitigation measures are implemented on site during construction activities. The applicant offers a condition requiring construction noise to be managed in accordance with NZS 6803:1999, and the recommendations of the acoustic assessment, through the Construction Management Plan (**Appendix 12**). As such, construction noise effects are considered to be less than minor.

6.3.4.3 Geotechnical Stability & Natural Hazards

A Geotechnical Investigation prepared by Initia (attached as **Appendix 6**) provides recommendations in relation to geotechnical stability. The report provides recommendations for foundation design, retaining and earthworks. Based on the advice from Initia, and subject to their recommendations being followed, it is considered that any adverse effects in relation to geotechnical stability will be less than minor.

The geotechnical investigation confirms that there are no active faults mapped within the site, and it is unlikely to be at risk from potential slope instability, liquefaction hazards, or flooding. It is not considered that there will be any adverse effects from natural hazards with respect to this development.

6.3.5 Infrastructure

The provision of infrastructure to service the development has been assessed by Double Cones Ltd in the Infrastructure Report attached as **Appendix 5.** The assessment confirms that the proposed development can be adequately serviced in respect of water supply, stormwater, wastewater, roading and access and power and telecommunications.

6.3.5.1 Water supply

As detailed in Infrastructure Report (**Appendix 5**) a new internal water supply network will be installed throughout the site. This will comprise underground water mains laid within the internal road corridors, with individual service connections provided to each lot. Fire hydrants will be installed throughout the site to meet firefighting requirements.

The internal network will connect to the existing DN300 (300 mm diameter) trunk water main located within the State Highway 84 corridor along the northern boundary of the site. This trunk main forms part of the Wānaka reticulated water supply network and has been confirmed through council modelling to have sufficient capacity to supply the development.

The infrastructure report (**Appendix 5**) estimates water demands are approximately:

- average daily demand of 158 cubic metres per day
- peak day demand of 285 cubic metres per day
- peak hour demand of approximately 712 cubic metres per day

The internal reticulation will be looped for resilience and sized to maintain minimum residual pressures of 350 kPa at peak day demand and 200 kPa at peak hour demand, in accordance with QLDC standards. Firefighting supply will meet FW2 requirements, providing a minimum flow of 25 litres per second for 30 minutes, with hydrants spaced no more than 135 metres apart.

6.3.5.2 Wastewater

A new internal wastewater network will be installed to collect wastewater from each unit, as detailed in the Infrastructure Assessment (**Appendix 5**). Wastewater will flow by gravity through underground pipes to a central wastewater pump station located within the development.

A full gravity connection to the public network is not feasible due to insufficient fall to nearby public manholes. As a result, a pump station is required. The pump station will collect wastewater and pump it into the existing public pressure wastewater main located along State Highway 84.

As set out in the Infrastructure Assessment (**Appendix 5**) the wastewater pump station will be designed with:

- dual duty and standby pumps sized to handle the full peak wet weather flow;
- a wet well providing at least 48 cubic metres of effective storage, equivalent to a minimum of 9 hours of average dry weather flow, in line with council requirements; and
- telemetry and alarm systems, backup power provisions, and a generator plug-in point.

A new pressure rising main, conceptually sized at approximately 90 mm diameter PE100 pipe, will convey wastewater from the pump station to the existing SH84 pressure main.

6.3.5.3 Stormwater

It is proposed in the Infrastructure assessment attached as **Appendix 5** a new stormwater system will be installed to manage runoff from roofs, roads, and other impervious areas. This will include underground stormwater pipes that collect runoff and convey it toward the low points of the site.

Stormwater will be managed entirely within the development through two large below-ground attenuation and soakage systems located within landscaped pedestrian corridors. These systems are designed to temporarily store stormwater and then discharge it into the ground via infiltration into the underlying gravel soils.

- Two internal stormwater catchments are proposed:
  - a northern catchment of approximately 20,485 square metres; and
  - a southern catchment of approximately 40,498 square metres.

The infrastructure report details (**Appendix 5**) northern soakage system is designed to provide approximately 400 cubic metres of attenuation storage to manage the 1% annual exceedance (100-year) storm event. The southern system requires approximately 1,700 cubic metres of attenuation storage, reflecting its larger contributing area.

Soakage has been conservatively designed using base-area infiltration only, with a capped design infiltration rate of 2,000 millimetres per hour before safety factors are applied. The systems are designed to fully drain down within approximately 24 hours following a design storm event. During extreme rainfall events, overland flow will be safely conveyed along internal road corridors toward these soakage areas.

6.3.5.4 Roads and access

New internal roads will be constructed to serve the subdivision. These will include carriageways, footpaths, and landscaped corridors. Design details are set out in the infrastructure Assessment and associated Civil Drawing attached as **Appendix 5**. Vehicle access to the site will be provided

from SH84 under an approved access arrangement.[4] Transport and access is discussed in Section 6.3.6 below and in the Transport assessment attached at **Appendix 8.**

6.3.5.5 Power and Telecommunications

The provision for power and telecommunications is set out in Infrastructure Report attached as **Appendix 5.** Aurora and Chorus have confirmed their ability to service the proposed subdivision (**Appendix 5**).

6.3.5.6 Summary

All servicing matters can be addressed through the proposed internal reticulation systems described above, including water supply, wastewater, stormwater, roading, power, and telecommunications. Therefore, the effects of the proposed servicing are less than minor.

6.3.6 Transportation

Trip generation, parking, loading, and access have been considered in the assessment provided by Gary Clark of Traffic Concepts Limited, included as **Appendix 8**. It is not proposed to repeat the assessment, rather the following key conclusions are noted:

- The access to the development is from Wānaka Luggate Highway (SH84) Road which connects with State Highway 6. A new intersection will need to be formed with SH84. It is proposed that there is a left in left out arrangement (Figure 3 above). There are acceleration and deceleration lanes associated with the intersection, which have been designed to the operating speed of the highway;
- A clear road hierarchy is applied through varying legal road widths, landscaping and surface treatments, including wider roads (with footpaths on both sides) where more direct access to SH84 is provided, and shared-use streets where vehicle movements are lower;
- The Development site is very well located to take advantage of different of walking and cycling paths;
- Residential parking is designed to Class 2 User dimensions, providing wider and more usable spaces than the minimum Class 1 User standard required by the PDP. Car parks and internal garages meet or exceed the relevant dimensional requirements, and the layout complies with PDP provisions;
- The transport network can accommodate waste collection. An eight-metre truck can access all units and enter and exit the site in a forward direction, with some centreline crossing at intersections anticipated for this type of development; and
- The proposed vehicle crossings are able to provide safe and efficient accesses to the residential and commercial activities on the site. Any effects resulting from sight distance non-compliances can be mitigated through design.

It should be noted that the applicant has obtained written approval from New Zealand Waka Kotahi, this is attached as **Appendix 14**.

Provision has been made for future connections to Three Parks and, consequently, in the longer term the pressure on the Wānaka Luggate Highway access to the site will be reduced, along with

[4] NZTA have provided their written approval, attached as **Appendix 14**Error! Reference source not found.

the reliance on the two existing roundabouts. The site is also located in close proximity to Three Parks, and a high level of pedestrian and cycling infrastructure is proposed to support walkability and cyclability to Three Parks and the Wānaka town centre beyond.

Additionally, an assessment has been undertaken for the Sir Tim Wallace Drive / SH84 roundabout and the Anderson Road / SH84 roundabout, attached as **Appendix 8**. This assessment concludes that the effects on the local road network associated with additional vehicle movements would be negligible at these roundabouts.

Overall, the report considers that the development can be accommodated within the surrounding network with any traffic related effects are less than minor.

6.3.7 Refuse management

It is proposed that the development will be serviced via private bin collection will be organised through All Waste. Details regarding the arrangements for commercial waste management for the development will be confirmed with All Waste via a private agreement. It is confirmed in the Transport Assessment (**Appendix 8**) that all proposed lots can be serviced by the refuse trucks.

Bin storage areas are provided for in the rear yard of the proposed unit and where units have garages, there is sufficient space in the garage for bins to be stored internally. Storage areas are shown on the Architectural Drawings attached at **Appendix 2.**

6.4 Summary of Effects

Overall, it is considered that any adverse effects on the environment relating to this proposal will be no more than minor.

6.5 Public Notification Conclusion

Having undertaken the section 95A public notification tests, the following conclusions are reached:

- Under step 1, public notification is not mandatory;
- Under step 2, public notification is not precluded;
- Under step 3, public notification is not required as it is considered that the activity will result in less than minor adverse effects; and
- Under step 4, there are no special circumstances.

Therefore, based on the conclusions reached under steps 3 and 4, it is recommended that this application be processed without public notification.

7.0 Limited Notification Assessment (Sections 95B, 95E to 95G)

7.1 Assessment of Steps 1 to 4 (Sections 95B)

If the application is not publicly notified under section 95A, the council must follow the steps set out in section 95B to determine whether to limited notify the application. These steps are addressed in the statutory order below.

7.1.1 Step 1: Certain affected protected customary rights groups must be notified

Step 1 requires limited notification where there are any affected protected customary rights groups or customary marine title groups; or affected persons under a statutory acknowledgement affecting the land (being on land, or adjacent to land, that is subject to a statutory acknowledgement area).

The above does not apply to this proposal.

7.1.2 Step 2: If not required by step 1, limited notification precluded in certain circumstances

Step 2 describes that limited notification is precluded where all applicable rules and national environmental standards preclude limited notification; or the application is for a controlled activity (other than the subdivision of land).

In this case, the applicable rules do not preclude limited notification and the proposal is not a controlled activity. Therefore, limited notification is not precluded.

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

Step 3 requires that, where limited notification is not precluded under step 2 above, a determination must be made as to whether any of the following persons are affected persons:

- In the case of a boundary activity, an owner of an allotment with an infringed boundary;
- In the case of any other activity, a person affected in accordance with s95E.

The application is not for a boundary activity, and therefore an assessment in accordance with section 95E is required and is set out below.

Overall, it is considered that any adverse effects on persons will be less than minor, and accordingly, that no persons are adversely affected.

7.1.4 Step 4: Further notification in special circumstances

In addition to the findings of the previous steps, the council is also required to determine whether special circumstances exist in relation to the application that warrant notification of the application to any other persons not already determined as eligible for limited notification.

In this instance, having regard to the assessment in section 6.1.4 above, it is considered that special circumstances do not apply.

7.2 Section 95E Statutory Matters

If the application is not publicly notified, a council must decide if there are any affected persons and give limited notification to those persons. A person is affected if the effects of the activity on that person are minor or more than minor (but not less than minor).

In deciding who is an affected person under section 95E:

- Adverse effects permitted by a rule in a plan or national environmental standard (the 'permitted baseline') may be disregarded;
- Only those effects that relate to a matter of control or discretion can be considered (in the case of controlled or restricted discretionary activities); and
- The adverse effects on those persons who have provided their written approval must be disregarded.

These matters were addressed in section 6.2 above.

Having regard to the above provisions, an assessment is provided below.

7.3 Assessment of Effects on Persons

Adverse effects in relation to visual dominance, overlooking, shading and amenity on persons are considered below.

Having regard to the above provisions, the following comments are made:



Figure 8: Adjacent properties in relation to subject site. Source: Emap.

- The development complies with all external boundary setbacks to adjoining sites; any boundary setback internal to the development do not affect neighbouring properties.
- The proposal complies with the applicable Height and HIRB standards under the HDRAZ and, accordingly, no adverse visual dominance or amenity effects are anticipated in relation to these matters. For completeness the following comments are made:
    - Additional boundary landscaping is proposed along the eastern boundary of Lots 210–219. As recommended in the Urban Design Assessment (Appendix 3), this landscaping will provide a screening function and introduce a vertical green element, helping to

soften the built form, improve the interface with adjoining land, and promote a high-quality urban design outcome.[5]

- In terms of overlooking and privacy, effects are managed through the orientation of units on their lots and the design of upper-level openings. Upper-floor habitable room windows have been designed with appropriate proportions and sill heights, and in some cases limited window lengths, to reduce direct overlooking and improve privacy outcomes for both future residents and adjoining properties.

- Given the greenfield context and the absence of established sensitive receivers at key interfaces, the proposal is note considered to generate adverse external privacy or visual dominance effects for existing residents.
- Landscaping is concentrated along the site boundaries, including a 6.5 m buffer along the State Highway frontage, which softens views of the built form, provides visual mitigation and privacy, and creates a pleasant green edge where the development interfaces with the golf course and SH84, consistent with no-build and interface outcomes.
- Waka Kotahi NZ Transport Agency have provided their written approval, a copy of which is attached as **Appendix 14.**
- All infrastructure and servicing requirements (water, wastewater, stormwater, roading, and utilities) are to be provided through on-site internal reticulation, with stormwater managed entirely within the site, confirmed in the Infrastructure Assessment (**Appendix 5**). Accordingly, no adverse infrastructure or servicing effects are anticipated beyond the site boundary.
- Earthworks are not expected to adversely affect any persons, and will be managed in accordance with the Environmental Management Plan (**Appendix 7**) and the Geotechnical Investigation Report (**Appendix 6**), providing controls for construction-related effects.
- Retaining walls are proposed where necessary to manage changes in ground level and achieve suitable building platforms across the site. The retaining walls will be designed and constructed in accordance with appropriate engineering standards and geotechnical advice **(Appendix 6**). The retaining walls will be appropriately engineered and constructed to support surrounding land and avoid any instability or adverse effects on adjoining properties.

Taking the above into account, it is considered that any adverse effects on persons at the aforementioned properties will be less than minor in relation to visual dominance, overlooking, shading and amenity effects. Wider effects were assessed in Section 6.3 above and are considered to be less than minor.

It is considered, therefore, that there are no adversely affected persons in relation to this proposal.

7.4 Limited Notification Conclusion

Having undertaken the section 95B limited notification tests, the following conclusions are reached:

- Under step 1, limited notification is not mandatory;
- Under step 2, limited notification is not precluded;

[5] Note this has been offered as a condition of consent.

- Under step 3, limited notification is not required as it is considered that the activity will not result in any adversely affected persons; and
- Under step 4, there are no special circumstances.

Therefore, it is recommended that this application be processed without limited notification.

8.0 Consideration of Applications (Section 104)

8.1 Statutory Matters

Subject to Part 2 of the Act, when considering an application for resource consent and any submissions received, a council must, in accordance with section 104(1) of the Act have regard to:

- Any actual and potential effects on the environment of allowing the activity;
- Any relevant provisions of a national environmental standard, other regulations, national policy statement, a New Zealand coastal policy statement, a regional policy statement or proposed regional policy statement; a plan or proposed plan; and
- Any other matter a council considers relevant and reasonably necessary to determine the application.

As a non-complying activity, section 104D of the Act states that a council may only grant the application if:

(a) adverse effects will be no more than minor; or

(b) the activity is not contrary to the objectives and policies of the relevant plans.

8.2 Weighting of Proposed Plan Changes

8.2.1 Queenstown Lakes Proposed District Plan

Since lodgement of the application, the UIV has progressed substantially through the plan change process. The UIV has been approved by Council and the appeal period has closed. While a limited number of appeals remain, none seek to amend the zoning of the application site or the bulk and location standards applying to the subject site within the HDRZ. The remaining appeals for the site are confined to:

- the activity status for subdivision of commercially and business-zoned land within the Three Parks Structure Plan area;
- the introduction of a 600m² minimum lot size within the HDRAZ in Three Parks;
- the increase in the minimum lot size for subdivision within the HDRZ outside Three Parks from 450m² to 600m²;
- site-specific amendments to the HDRAZ applying to land at 27 Ballantyne Road[6] and adjoining land, Wānaka; and

[6] 27 Ballantyne Road does not adjoin the subject site.

- site-specific amendments to the HDRAZ and MDRAZ applying to land at Panorama Terrace and Suburb Street, Queenstown.

None of these appeal matters relates to the subject site or would alter the zoning, development outcomes or relevant bulk and location standards applying to the proposal. Furthermore, those provisions of the UIV that were not appealed are now treated as operative under section 86F of the Act. Accordingly, it is considered that significant weight can be afforded to the HDRZ objectives and policies in the assessment under section 104 of the Act. The relevant objectives and policies of both the MDRZ and HDRZ are assessed below.

9.0 Effects on the Environment (Section 104(1)(A))

Having regard to the actual and potential effects on the environment of the activity resulting from the proposal, it was concluded in the assessment above that any wider adverse effects relating to the proposal will be less than minor and that no persons would be adversely affected by the proposal.

Further, it is considered that the proposal will also result in positive effects including:

- The proposal enables the development of 257 high-quality architecturally built residential units, which will be visually integrated within the environment;
- The delivery of a diverse and inclusive housing mix (including smaller two-bedroom homes through to larger three- and four-bedroom dwellings, and duplex typologies), improving housing choice for a wide range of households and supporting more attainable ownership and rental options;
- The efficient use of appropriately serviced, zoned land to provide a meaningful contribution to the local housing supply within an urban zone area, thereby supporting compact urban form and reducing pressure for greenfield expansion;
- The provision of a comprehensively designed built form and landscape framework, including communal outdoor spaces, which will enhance on-site residential amenity and contribute positively to the character and visual quality of the surrounding neighbourhood.

Overall, it is considered that the proposal will have positive effects, and any actual and potential adverse effects on the environment of allowing the activity are appropriate.

10.0 District Plan and Statutory Documents (Section 104(1)(B))

10.1 Objectives and Policies of the QLDC PDP

10.1.1 Strategic Direction – Chapter 3

The particularly relevant strategic objectives (SO) and the associated relevant policies that relate to this proposal are detailed as follows with the key parts underlined:

- SO 3.2.1: The development of a prosperous, resilient and equitable economy in the District.
- SO 3.2.1.1: The significant socioeconomic benefits of well and appropriately located visitor industry places, facilities and services are realised across the District.

- SO 3.2.1.6: Diversification of the District's economic base and creation of employment opportunities through the development of innovative and sustainable enterprises.
- Policy 3.3.2 In rural areas, provide for commercial recreation and tourism related activities that enable people to access and appreciate the District's landscapes provided that those activities are located and are of a nature that:

  a. *protects the landscape values of Outstanding Natural Features and Outstanding Natural Landscapes; and*

  b. *maintains the landscape character and maintains or enhances the visual amenity values of Rural Character Landscapes.*

The proposal contributes to the district's social and economic wellbeing by delivering a comprehensively planned residential development that increases the supply of housing at a more affordable price point. Providing additional, well-designed housing stock within an existing urban area, the proposal supports compact urban form, enables more residents to live close to employment, services and public transport, and helps to relieve pressure on the local housing market.

The construction and occupation of the development will support employment in the local building and service sectors and contribute to ongoing local expenditure by future residents. In this way, the proposal underpins a resilient local economy supported by an appropriate supply of residential accommodation.

Overall, the activity is anticipated to support community wellbeing by improving access to housing in a suitable location and strengthening local economic opportunities. It is therefore considered that the proposal will contribute to a prosperous, resilient and equitable economy and is consistent with Objectives 3.2.1, 3.2.1.6, 3.2.1.1 and Policy 3.3.2.

- *SO 3.2.4: The distinctive natural environments and ecosystems of the District are protected.*

The proposal has been positioned away from streams and wetland areas and, therefore, the natural character of these areas will be retained.

For the above reasons, the proposal is considered to be consistent with the objectives and policies located in Chapter 3 of the PDP.

10.1.2 Urban Development – Chapter 4

The particularly relevant urban design objectives are set out as follows:

- Objective 4.2.2 A: A compact, integrated and well-designed urban form within the Urban Growth Boundaries that:

  i. is coordinated with the efficient provision, use and operation of infrastructure and services; and

  ii. is managed to ensure that the Queenstown Airport is not significantly compromised by the adverse effects of incompatible activities.

- Objective 4.2.2.3: Enable an increased density of well-designed residential development in close proximity to town centres, public transport routes, community and education facilities, while ensuring development is consistent with any structure plan for the area and responds to the character of its site, the street, open space and surrounding area.

- **Objective 4.2.2.5:** Require larger scale development to be comprehensively designed with an integrated and sustainable approach to infrastructure, buildings, street, trail and open space design.

The proposal is considered to be consistent with Policy 4.2.2A, which seeks to ensure compact, integrated and well-designed urban form. As outlined in the Infrastructure Report attached at **Appendix 5**, the development will utilise existing infrastructure where practicable and has been designed to integrate efficiently with the surrounding urban environment.

The development provides for a compact, comprehensively designed residential neighbourhood that makes efficient use of appropriately zoned land. The proposal intends to deliver a residential development, providing additional housing stock in the area at a more affordable price point. The scale, form and appearance of the buildings are considered appropriate and reflective of the anticipated residential character.

The design has been informed by the QLDC Residential Design Guidelines and is considered to achieve a high-quality and high-amenity built environment for future residents and when viewed from outside the site. Building orientation, façade articulation, variation in materials and colours, and an integrated landscape framework all contribute to visual interest, soften built form and enhance on-site amenity across the development, as discussed in the Urban Design Statement attached as **Appendix 3**.

The site benefits from its proximity to Wānaka town centre and the Three Parks commercial area, as well as access to alt nearby walking and cycling networks. The master-planned layout supports active modes of transport and reduces reliance on private vehicles, contributing to a compact and sustainable urban form.

For these reasons, the proposal is considered consistent with Objective 4.2.2.3 and Objective 4.2.2.5, and overall aligns with the relevant objectives and policies in Chapter 4 of the Proposed District Plan.

10.1.3 Medium Density Residential Zone – Chapter 8

The site is located within the Medium Density Residential Zone. The relevant objectives and policies are assessed below:

- **Objective 8.2.1:** Medium density development occurs close to employment centres which encourage travel via non-vehicular modes of transport or via public transport.
- **Policy 8.2.1.1:** Provide opportunities for medium density housing close to town centres, local shopping zones, activity centres and public transport routes.
- **Policy 8.2.1.2:** Provide for compact development forms that encourage a diverse housing supply and contribute toward containing the outward spread of residential growth away from employment centres.
- **Policy 8.2.1.3:** Enable increased densities where they are located within easy walking distance of employment centres and public transport routes, subject to environmental constraints including local topography, stability and waterways, that may justify a limitation in density or the extent of development.
- **Policy 8.2.1.4**: Enable medium density development through a variety of different housing forms including terrace, semi- detached, duplex, townhouse, or small lot detached housing.

Objective 8.2.1 and its associated policies seek to focus medium density housing in locations that are well connected to employment centres, town and local centres, and public transport, and to achieve this through compact, diverse housing forms. The subject site is located within the MDRZ, within a varied and evolving environment that is already zoned and anticipated for urban development, including adjoining land zoned for high and MDRZ. The site sits adjacent to the Three Parks development, a growing mixed-use area with established retail and service businesses and the Wānaka Recreation Centre, alongside several consented but yet-to-be-developed commercial and visitor accommodation developments. This location enables future residents to access employment, retail, community facilities and recreation opportunities by walking and cycling, and via the wider transport network (with the site accessed from SH84), supporting an efficient and sustainable urban form.

The proposal delivers a comprehensively designed medium density neighbourhood in a compact layout that makes efficient use of zoned land while remaining within the built form and intensity anticipated by the MDRZ. The development provides 257 residential units in standalone and duplex typologies across eight architecturally designed housing types, with variation in layouts, orientation, parking provision and roof forms, supporting a fine-grained residential neighbourhood rather than a homogenous complex.

The proposal will deliver a well-balanced and inclusive housing supply through a broad mix of two, three, and four bedroom homes (including garage-enabled options), improving housing choice for individuals, couples, seasonal and transient workers, first-home buyers, downsizers and families.

Overall, this proposal is considered to be consistent with Objective 8.2.1 and Policies 8.2.1.1, 8.2.1.2, 8.2.1.3 and 8.2.1.4.

- Objective 8.2.2: Development contributes to the creation of a new, high quality built character within the zone through quality urban design solutions which positively respond to the site, neighbourhood and wider context.
- Policy 8.2.2.1: Ensure buildings address streets and other adjacent public space with limited presentation of unarticulated blank walls or facades to the street(s) or public space(s).
- Policy 8.2.2.2: Require visual connection with the street through the inclusion of windows, outdoor living areas, low profile fencing or landscaping.
- Policy 8.2.2.3: Ensure street frontages are not dominated by garaging through consideration of their width, design and proximity to the street boundary.
- Policy 8.2.2.4: Ensure developments reduce visual dominance effects through variation in facades and materials, roof form, building separation and recessions or other techniques.
- Policy 8.2.2.5: Ensure landscaped areas are well designed and integrated into the design of developments, providing high amenity spaces for residents, and to soften the visual impact of development, with particular regard to any street frontage(s).
- Policy 8.2.2.6: Require consideration of the relevant design elements identified in the Residential Zone Design Guide 2021.

The proposal contributes to a new, high-quality built character through a comprehensively planned urban design response that reflects the site's size, shape and key interfaces, including the State Highway corridor and the evolving Three Parks mixed-use area, this is assessed in the urban design guide attached as Appendix 3. A fine-grained block structure, frequent street connections and two

centrally located park establish a legible, pedestrian-oriented neighbourhood form consistent with MDRZ expectations.

Buildings are oriented to streets and public spaces, including the park, with articulated façades and varied setbacks to avoid long, blank or monotonous frontages. Visual connection to the street is achieved through habitable room windows overlooking streets and public spaces, supporting passive surveillance and street vitality, with low-profile landscaping reinforcing permeability at the street edge.

Garaging is managed so it does not dominate street frontages, through varied typologies, garage placement and setbacks that maintain a pedestrian-focused streetscape. Visual dominance effects are reduced through variation in typologies, roof forms, building footprints and materials, with façade modulation and upper-level setbacks providing visual interest at a human scale. Any minor height and recession plane infringements are generally confined to roof forms and are mitigated through separation, orientation and design articulation.

Landscaping is integrated at both lot and neighbourhood scales, with low-maintenance on-lot planting, specimen trees along streets, and park providing usable amenity (including seating, recreation areas and a playground). An approximately 6.5m deep landscape buffer along SH84 provides a layered boundary treatment that softens visual effects and supports privacy, this is shown in the landscape plans attached as Appendix 4. The proposal reflects the Residential Zone Design Guide 2021 design elements through its logical layout, pedestrian prioritisation, articulated built form and integrated open space and landscaping, as confirmed in the Urban Design Assessment (Appendix 3).

Given this, this proposal is considered to be consistent with Objective 8.2.2 and its associated policies.

- Objective 8.2.3 - Development provides high quality living environments for residents and provides reasonable maintenance of amenity values enjoyed on adjoining sites taking into account the changed future character intended within the zone.
- Policy 8.2.3.1: Apply permitted activity and resource consent requirements based on recession plane, building height, setbacks and site coverage controls as the primary means of ensuring reasonable maintenance of neighbours' privacy and amenity values.
- Policy 8.2.3.2: Where a resource consent is required for new development, reasonably minimise the adverse effects of the new development on the amenity values enjoyed by occupants of adjoining sites, and have particular regard to the maintenance of privacy for occupants of the development site and neighbouring sites through the application of setbacks, offsetting of habitable room windows from one another, screening or other means.

The proposal is considered to provide a high-quality living environment for future residents while maintaining reasonable amenity for adjoining sites, recognising the MDRZ is intended to transition to a more intensive urban character over time. The development is comprehensively master planned, with a layout that balances increased density with amenity through building placement, separation and integrated open space.

Amenity for residents is supported through private outdoor spaces, open-plan living areas and building arrangements that allow reasonable access to daylight and sunlight. A fine-grained block structure, frequent road corridors and park create breaks in built form, improving outlook and providing separation between units.

While some minor height and recession plane infringements occur, these are generally limited in scale and largely associated with roof forms and internal boundaries within the development. In that context, they are not expected to result in significant privacy or visual dominance effects, and external boundary effects are further moderated by separation, road alignments and the nature of adjoining zoned land.

Privacy and amenity effects on adjoining sites are considered to be reasonably minimised through setbacks, building orientation and the offsetting of habitable room windows. Shading has been assessed through the design process and indicates units receive reasonable daylight across the year, with effects appropriately managed in the context of the MDRZ's anticipated future built character.

As such, the proposal is considered to be consistent with Objective 8.2.3 and its associated policies.

- Objective 8.2.5 - Development efficiently utilises existing infrastructure and minimises impacts on infrastructure networks.
- Policy 8.2.5.1 - Ensure access and vehicle parking is located and designed to optimise safety and efficiency of the road network and minimise adverse effects on on-street vehicle parking.
- Policy 8.2.5.2 - Ensure development is designed consistent with the capacity of existing infrastructure networks and where practicable incorporates low impact approaches to stormwater management and efficient use of potable water.
- Policy 8.2.5.3 - Integrate development with all transport networks and in particular, and where practicable, improve connections to public transport services and active transport networks (tracks, trails, walkways and cycleways).

The proposal efficiently utilises existing infrastructure and has been designed to avoid adverse effects on servicing networks. The Infrastructure Assessment (Appendix 5) confirms the development can be serviced for water supply, wastewater, stormwater, roading, power and telecommunications, with internal reticulation planned at a whole-of-site scale to support resilience and efficient long-term operation.

Access and parking are designed to optimise safety and network efficiency and to avoid reliance on on-street parking. Vehicle access is from SH84 via a new intersection designed to highway standards (left-in/left-out with acceleration and deceleration lanes) as set out in the civil drawings Appendix 5. A clear internal road hierarchy supports safe circulation, and on-site parking/garaging meets or exceeds required dimensions, with the layout also accommodating service and waste collection vehicles, as determined in the Transport Assessment Appendix 8.

The Infrastructure Assessment (Appendix 5) sets out the servicing design aligns with network capacity and incorporates low-impact stormwater management. Water supply connects to the existing main network, with looping and hydrants for resilience and firefighting. Wastewater is managed via an on-site pump station and rising main to the public pressure main, designed to QLDC standards. Stormwater is managed entirely within the site through attenuation and soakage systems sized for the 1% AEP event, with permeable paving used where appropriate to support the integrated stormwater approach.

The development integrates with transport networks and supports active modes through internal footpaths, shared-use streets and pedestrian links across the site, with the location adjacent to Three Parks and is a walkable distance from Wānaka Town Centre (1.5 km), enabling convenient

access to shops, services, recreation and existing walking and cycling connections. Additionally, the open space areas that are maintained are anticipated to be utilised as connections to adjoin onto the adjacent cycle network adjacent to the site.

Therefore, the proposal is considered to be consistent with Objective 8.2.5 and its associated policies.

- Objective 8.2.10: Manage the development of land within noise affected environments to ensure mitigation of noise and reverse sensitivity effects.
- Policy 8.2.10.1: Require as necessary all new and altered buildings for Activities Sensitive to Road Noise located close to any State Highway to be designed to provide protection from sleep disturbance and to otherwise maintain reasonable amenity values for occupants.

With respect to Objective 8.2.10, the proposal provides an appropriate level of acoustic mitigation to manage road noise and avoid reverse sensitivity effects. The site is located within the State Highway noise-affected environment and the units have been designed to comply with the relevant setback and acoustic performance requirements of the PDP. Houses will be constructed to modern building standards, including appropriate glazing and insulation, ensuring suitable internal amenity for occupants and maintaining reasonable protection from road noise and other external noise sources.

For the reasons outlined above, it is considered that the proposal is consistent with the above objectives and policy.

10.1.4 High Density Residential – Chapter 9A

- Objective 9A.2.1 – High density development occurs in urban areas close to town centres, to provide greater housing diversity and respond to expected population growth.
- Policy 9A.2.1.1 – Provide sufficient high density zoned land that enables diverse housing supply and visitor accommodation close to town centres.
- Policy 9A.2.1.2 – Promote high density development close to town centres to reduce private vehicle movements, maximise walking, cycling and public transport patronage and reduce the need for capital expenditure on infrastructure.
- Policy 9A.2.1.3 – Require development to achieve the highest densities practicable at the time of development.

The proposal is considered to be consistent with Objective 9A.2.1 and the associated policies. The site is located within the High Density Residential A Zone at Three Parks, immediately adjoining the established commercial, employment and community facilities within the Three Parks Structure Plan area and in close proximity to the Wānaka Town Centre. The proposal will deliver a comprehensive residential development comprising 257 residential units across a range of housing typologies, increasing housing supply and diversity in a location specifically identified to accommodate higher density urban growth.

The proposal supports the efficient use of urban land by locating a significant number of dwellings within walking and cycling distance of employment opportunities, retail activities, recreation facilities and public transport connections as detailed in the Transport Assessment (Appendix 8) and the Engineering Drawings (Appendix 5). The subdivision has been designed with an interconnected street network, footpaths, shared streets and pedestrian links that encourage

active transport and reduce reliance on private vehicles. Furthermore, the proposal utilises existing reticulated infrastructure, with servicing designed comprehensively across the site, thereby minimising the need for additional capital expenditure on infrastructure.

Policy 9A.2.1.3 seeks development that achieves the highest densities practicable at the time of development. Similarly, Rule 9A.4.5.2(a) requires consideration of whether the proposal achieves the highest density that is practicable, where "practicable" means both technically achievable and financially viable. At the time the application was lodged, the site was zoned Medium Density Residential Zone. The proposal represented the highest density development that was technically achievable and financially viable under the planning framework applying at that time, while delivering a comprehensively designed residential neighbourhood supported by appropriate infrastructure, transport, open space and landscaping. Since lodgement, the site has been rezoned High Density Residential A Zone. The proposal remains consistent with the strategic intent of the HDRAZ by delivering an efficient, high-density residential development that optimises the use of urban land while maintaining a high standard of urban design and residential amenity.

Accordingly, the proposal is considered to be consistent with Objective 9A.2.1 and Policies 9A.2.1.1 to 9A.2.1.3.

- Objective 9A.2.2 – Development provides a positive contribution to the environment through quality urban design.
- Policy 9A.2.2.1 – Require that development within the zone responds to its context, with a particular emphasis on:
  a) achieving high levels of visual interest and avoiding blank or unarticulated walls or facades;
  b) achieving well-overlooked, activated streets and public open spaces, including by not visually or spatially dominating street edges with garaging, parking or access ways;
  c) achieving variation and modulation in building mass, including roof forms;
  d) using landscaped areas to provide permeable surface areas for stormwater disposal and to add to the visual amenity values of the development for on-site residents or visitors, neighbours and the wider public; and
  e) providing a high level of amenity that meets the day-to-day needs of occupants.
- Policy 9A.2.2.2 – Support greater building height than the zone rule where development is designed to achieve an exemplary standard of quality, including its environmental sustainability.
- Objective 9A.2.3 – Development maintains an appropriate level of amenity for neighbouring sites as part of positively contributing to the urban amenity values sought within the zone.
- Policy 9A.2.3.1 – Apply recession plane, building height, height setback at upper floors, yard setback and site coverage controls as the primary means of ensuring an appropriate level of neighbours' outlook space, sunshine and light access, and privacy is provided for, while acknowledging that through an application for land use consent an outcome superior to that likely to result from strict compliance with the controls may well be identified.
- Policy 9A.2.3.2 – Ensure built form achieves privacy for occupants of the subject site and neighbouring residential sites and units, including through the use of building setbacks, offsetting habitable windows from one another, screening, or other means.

The proposal is considered to be consistent with Objectives 9A.2.2 and 9A.2.3 and the associated policies. As detailed in the Urban Design Statement (Appendix 3), Architectural Drawings (Appendix 2) and Landscape Plans (Appendix 4), the proposal has been comprehensively designed to deliver a high-quality residential environment that responds positively to the Three Parks context and the anticipated character of the High Density Residential A Zone.

The development achieves a high level of visual interest through the use of eight complementary housing typologies incorporating variation in building form, roof profiles, façade articulation, materials and setbacks. This avoids repetitive building forms and long, blank elevations while creating a coherent yet varied residential neighbourhood. Buildings are orientated towards streets and public spaces, with habitable room windows providing passive surveillance and activation of the public realm. Garaging and parking have been carefully integrated into the development through varied garage locations, setbacks and building orientations to ensure they do not dominate the streetscape.

Building mass has been appropriately modulated through a combination of detached and duplex housing forms, varied roof forms, upper-level articulation and changes in building orientation. Extensive landscaping, including street tree planting, the central neighbourhood park, boundary planting and private landscaping, has been integrated throughout the development to soften the built form, contribute to visual amenity and provide permeable surfaces that form part of the site's comprehensive stormwater management approach, as detailed in the Landscape Plans (Appendix 4) and Infrastructure Assessment (Appendix 5).

The proposal provides a high level of residential amenity for future occupants through private outdoor living areas, a centrally located neighbourhood park, high-quality pedestrian connections, strong passive surveillance, and convenient access to surrounding commercial, employment and recreational facilities. As demonstrated in the Urban Design Statement (Appendix 3), the overall design achieves an outcome that delivers a cohesive, well-connected and highly liveable residential neighbourhood.

Appropriate residential amenity is maintained for neighbouring sites through the use of building setbacks, landscaping, building orientation, modulation of built form and the offsetting of habitable room windows where appropriate. The proposal also incorporates a substantial landscaped Building Restriction Area adjoining State Highway 84, maintaining an attractive entranceway to Wānaka while providing additional separation from adjoining land uses.

As the proposal complies with the permitted building height & HIRB standards within the HDRAZ, it does not give rise to adverse dominance, shading or privacy effects associated with excessive building height. The resulting built form provides visual interest and supports a high-quality urban design outcome, consistent with the intent of Policy 9A.2.2.2.

Accordingly, the proposal is considered to be consistent with Objectives 9A.2.2 and 9A.2.3 and Policies 9A.2.2.1, 9A.2.2.2, 9A.2.3.1 and 9A.2.3.2.

- Objective 9A.2.6 – High-density residential development will efficiently utilise existing infrastructure and minimise impacts on infrastructure and roading networks.
- Policy 9A.2.6.1 – Require development to provide or enhance connections to public places, public transport and active transport networks (walkways, trails and cycleways) where appropriate.

- Policy 9A.2.6.2 – Require development to provide facilities to encourage walking and cycling where appropriate.
- Policy 9A.2.6.3 – Ensure access and parking is located and designed to optimise the connectivity, efficiency and safety of the district's transport networks, including encouraging a reduction in car parking provision to help facilitate modal shift.
- Policy 9A.2.6.4 – Require the site layout and design of development provides low impact approaches to stormwater management through providing permeable surface areas on site and the use of a variety of stormwater management measures.
- Policy 9A.2.6.5 – A reduction in parking provision is encouraged where a site is located within 800m of a bus stop or the edge of a Town Centre Zone, including to help facilitate modal shift.
- Policy 9A.2.6.6 – Ensure development is designed consistent with the capacity of existing and/or planned infrastructure networks or upgrades for potable water, stormwater and wastewater services, and where practicable, incorporates low impact approaches to stormwater management and efficient use of potable water.

The proposal is considered to be consistent with Objective 9A.2.6 and the associated policies. As detailed in the Infrastructure Assessment (Appendix 5) and Transport Assessment (Appendix 8), the development has been comprehensively designed to efficiently utilise existing infrastructure while minimising adverse effects on the transport network.

The subdivision provides a highly connected street network incorporating footpaths, shared streets and pedestrian links that connect directly to the surrounding Three Parks development and wider active transport network. A centrally located neighbourhood park interconnected pedestrian routes and attractive streetscape design encourage walking and cycling as practical transport choices for future residents while providing convenient access to employment, commercial services, recreation facilities and public open space. Accordingly, the proposal is consistent with Policies 9A.2.6.1 and 9A.2.6.2.

Vehicle access has been designed to optimise the safety and efficiency of the transport network through a single intersection with State Highway 84 and an internal road hierarchy that provides safe access for all users. Parking is integrated throughout the development by way of garages, on-site parking, private parking lots and visitor parking, ensuring that parking demand is appropriately accommodated without dominating the public realm. The proposal also provides a reduced level of parking for a limited number of dwellings, reflecting the site's accessibility to employment, commercial services and active transport opportunities, and supporting the modal shift outcomes anticipated by Policies 9A.2.6.3 and 9A.2.6.5. The Transport Assessment (Appendix 8) concludes that the surrounding transport network has sufficient capacity to accommodate the development and that the proposal will operate safely and efficiently.

The Infrastructure Assessment (Appendix 5) confirms that the development can be serviced by the existing reticulated water supply, wastewater and power networks, with all internal infrastructure designed in accordance with QLDC standards. Stormwater will be managed through an integrated, low-impact design approach that incorporates permeable landscaped areas, attenuation and flow control measures to ensure post-development runoff does not exceed pre-development levels. This approach both supports visual amenity and provides an efficient and sustainable method of stormwater management consistent with Policies 9A.2.6.4 and 9A.2.6.6.

Overall, the proposal represents an efficient use of existing urban infrastructure and transport networks while providing a highly connected residential environment that encourages active transport and reduces reliance on private vehicle travel. Accordingly, the proposal is considered to be consistent with Objective 9A.2.6 and Policies 9A.2.6.1 to 9A.2.6.6.

- Objective 9A.2.7 – Manage the development of land within noise affected environments to ensure mitigation of noise and reverse sensitivity effects.
- Policy 9A.2.7.1 – Require as necessary all new and altered buildings for Activities Sensitive to Road Noise located close to any State Highway to be designed to provide protection from sleep disturbance and to otherwise maintain reasonable amenity values for occupants.

The proposal is considered to be consistent with Objective 9A.2.7 and Policy 9A.2.7.1. The site adjoins State Highway 84 and has therefore been designed to appropriately manage potential road traffic noise effects on future residents. As detailed in the Acoustic Assessment (Appendix 13), the development incorporates appropriate acoustic mitigation measures to ensure compliance with the relevant internal noise standards for activities sensitive to road noise. This includes building design, glazing and construction specifications where required to provide appropriate internal amenity and protect future occupants from sleep disturbance.

The Building Restriction Area (BRA) adjoining State Highway 84 further contributes to maintaining residential amenity by providing physical separation between the highway and residential development. Collectively, these measures ensure reverse sensitivity effects are appropriately managed while maintaining a high standard of residential amenity for future occupants.

Accordingly, the proposal is considered to be consistent with Objective 9A.2.7 and Policy 9A.2.7.1.

- Objective 9A.2.9 – The High Density Residential A Zone at Three Parks Wānaka contributes to a quality environment at the entranceway to Wānaka.
- Policy 9A.2.9.1 – Avoid buildings within the Building Restriction Area so as to:
    a) minimise adverse effects of road noise on residential amenity; and
    b) ensure the land adjacent to State Highway 84 is landscaped so as to provide a high amenity sense of arrival into Wānaka.

The proposal is considered to be consistent with this objective. The Three Parks Structure Plan 27.13.12 identifies both an Open Space Overlay and a BRA adjoining SH84 to maintain the quality of the entranceway into Wānaka. The proposal has been designed consistently with these requirements.

No buildings are proposed within the BRA, ensuring the open character of the SH84 frontage is maintained. Between the edge of the SH84 carriageway and the site boundary, there is approximately 18 m of road reserve containing established amenity planting. Within the site, a further 28 trees are proposed along Road 2, interspersed with landscaped areas to break up car parking and roading. The establishment and ongoing maintenance of these 28 trees and landscaped areas will be secured by way of a condition of consent, ensuring the intended landscape treatment is implemented as part of the development. Collectively, the existing and proposed landscaping will provide a well-planted interface with SH84, soften views of the development, and maintain a high-quality entranceway into Wānaka. The proposed site layout, building placement, and landscaping treatment will support a high-quality edge to the Three Parks and the HDRZA.

With regard to Policy 9A.2.9.1 the proposal is considered to be consistent with this policy. No buildings are proposed within the BRA, ensuring this area remains free of built development in accordance with the intent of the Three Parks Structure Plan, and site overlays. Maintaining the BRA free of buildings assists in managing potential reverse sensitivity and residential amenity effects associated with traffic noise from SH84. It is also noted that all proposed buildings will comply with the applicable District Plan internal noise standards for residential buildings set back from State Highway. The existing amenity planting within the SH84 road reserve, together with the proposed landscaping within the site, including 28 trees and associated planting along Road 2, will provide a visually attractive interface with SH84, soften views of the development, and establish a high-quality landscaped frontage that contributes positively to the entranceway into Wānaka, while recognising the urban character of the HDRZA of the site. Accordingly, the proposal is considered to be consistent with Objective 9A.2.9 and Policy 9A.2.9.1.

10.1.5 Earthworks – Chapter 25

The objectives and policies relating to earthworks are set out in Chapter 25 of the PDP, and the key relevant objective (Objective 25.2.1) requires that earthworks are undertaken in a manner that protects the safety of people and avoids, remedies and mitigates adverse effects on the environment.

The proposed earthworks have been assessed in Section 6.3.4.1 above, and it was concluded that any adverse effects will be less than minor, as appropriate erosion and sediment controls will be in place to minimise sediment run-off, and dust suppressants will be in place to minimise nuisance effects as required by the EMP approved under the original application.

The EMP will ensure that earthworks are undertaken in a manner that avoids adverse effects on the environment, and that inappropriate effects are avoided within the landscape. Māori cultural values, including wāhi tūpuna will be protected through the implementation of the management plan and Accidental Discovery Protocol.

10.1.6 Subdivision & Development – Chapter 27

The subdivision-related objectives and policies are set out in Chapter 27 of the Proposed District Plan.

- Objective 27.2.1 - Subdivision that will enable quality environments to ensure the District is a desirable place to live, visit, work and play.
- Policy 27.2.1.1 - Require subdivision infrastructure to be constructed and designed so that it is fit for purpose, while recognising opportunities for innovative design.
- Policy 27.2.1.2 - 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.
- Policy 27.2.1.3 - 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. The proposed subdivision enables a high-quality residential environment that supports the District as a desirable place to live, work and visit. The subdivision forms part of a comprehensive greenfield development and has been designed to integrate built form, infrastructure, landscaping and movement networks in a coordinated manner that supports amenity, legibility and long-term functionality.

Subdivision infrastructure has been designed to be fit for purpose for water supply, wastewater, stormwater, roading, power and telecommunications, as confirmed in the infrastructure assessment (Appendix 5). Servicing is planned at a whole-of-site scale, incorporating resilient network design, on-site stormwater attenuation and soakage. This approach ensures the subdivision can be efficiently serviced while responding to site-specific constraints and opportunities.

The subdivision layout is consistent with the intent of the QLDC Subdivision Design Guidelines 2015. The design responds to the neighbourhood context and the site's physical characteristics through a fine-grained block structure, logical road hierarchy, pedestrian-prioritised streets and integration of open space, including a centrally located park. The layout supports connectivity, walkability and a coherent urban form aligned with the planned MDRZ character, this is confirmed in the urban design assessment (Appendix 3).

Allotments are of a size and shape suitable for the anticipated medium density residential use. While individual allotments are compact, they are regular in form, fully serviceable and capable of accommodating the proposed building typologies in compliance with the overall development framework. When assessed as part of the comprehensive subdivision design, the allotments enable efficient development while maintaining appropriate amenity outcomes.

The proposal is therefore considered to be consistent with Objective 27.2.1 and Policy 27.2.1.1, 27.2.1.2, and 27.2.1.3

- Policy 27.2.1.4 - 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:
    a) desirable urban design outcomes;
    b) greater efficiency in the development and use of the land resource;
    c) affordable or community housing; and
    d) greater diversity in housing typologies

The proposal includes allotments below the minimum size anticipated by the MDRZ, however, this is mitigated through a comprehensive development that delivers positive urban design, efficient land use and improved housing outcomes.

The Urban Design Statement (Appendix 3) sets out that urban design quality is achieved through a fine-grained layout, articulated building forms, varied typologies and integrated open space, including a park that provide amenity and separation between units. Buildings are oriented to streets and public spaces, supporting an attractive and legible residential environment consistent with the intended urban character.

The compact allotment pattern enables efficient use of land already zoned for medium density residential development, supporting a walkable neighbourhood structure and efficient provision of infrastructure, while remaining within the overall built form and scale anticipated by the MDRZ when assessed as a whole.

Smaller unit sizes and a mix of standalone and duplex units contribute to more attainable housing options for a range of households, including first-home buyers, seasonal workers and downsizers. The proposal also delivers greater diversity in housing typologies through eight distinct dwelling types incorporating a mix of standalone and duplex units with varying sizes, layouts and parking

arrangements, providing increased housing choice for a broad range of household types. Overall, the effects of reduced allotment sizes are appropriately mitigated by the quality, efficiency and housing outcomes achieved and the proposal is not contrary to Policy 27.2.1.4.

- Policy 27.2.1.5 - 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.
- Policy 27.2.1.6 - Ensure the requirements of other relevant agencies are fully integrated into the subdivision development process.

The subdivision has been designed on the basis that the key effects of, and resources required by, the anticipated residential development are addressed at the subdivision stage. Infrastructure capacity, access, stormwater management, servicing layouts, transport effects and amenity considerations have all been comprehensively assessed and resolved through the overall development framework as confirmed in the Infrastructure Assessment (Appendix 5). This provides certainty for future landowners that the subdivision is capable of supporting the intended land uses without reliance on further significant infrastructure upgrades or unresolved effects.

Access design responds to State Highway requirements, while water, wastewater, stormwater, power and telecommunications infrastructure has been planned in consideration of council standards and service providers. This integrated approach ensures that statutory and technical requirements are embedded in the subdivision design and can be delivered efficiently through conditions of consent.

The proposal is therefore considered to be consistent with Objective 27.2.1 and Policies 27.2.1.1, 27.2.1.2, and 27.2.1.3.

- Objective 27.2.2 - Subdivision design achieves benefits for the subdivider, future residents and the community.
- Policy 27.2.2.1 - Ensure subdivision design in urban areas provides a high level of amenity for future residents by aligning roads and allotments to maximise sunlight access.
- Policy 27.2.2.2 - Ensure subdivision design maximises the opportunity for buildings in urban areas to front the road.
- Policy 27.2.2.3 - 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.
- Policy 27.2.2.4 - Urban subdivision shall seek to provide for good and integrated connections and accessibility to:
  a) existing and planned areas of employment;
  b) community facilities;
  c) services;
  d) trails;
  e) public transport; and
  f) existing and planned adjoining neighbourhoods, both within and adjoining the subdivision area.

- Policy 27.2.2.5 - 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.
- Policy 27.2.2.6 - Encourage innovative subdivision design that responds to the local context, climate, landforms, and opportunities for views or shelter.
- Policy 27.2.2.7 - Promote informal surveillance for safety in urban areas through overlooking of open spaces and transport corridors from adjacent sites and units and by effective lighting.

The subdivision design delivers benefits for the subdivider, future residents and the community through a comprehensive layout that combines development efficiency with amenity, safety and strong connections to the wider area.

Roads and allotments are arranged to support reasonable sunlight access, with varied orientations and frequent streets and open space breaks improving daylight to units and the public realm. The subdivision layout maximises opportunities for buildings to front roads and public spaces. Most units are oriented to streets or park, reinforcing legibility, passive surveillance and a strong neighbourhood identity.

Open space is provided through a centrally located park that is flat, accessible and sized for its intended amenity and recreation functions. Their location support ease of maintenance and are overlooked by surrounding units, enhancing safety.

Connectivity has been well considered as part of the master planning. The proposal includes a linked internal street network, footpaths and shared-use streets/laneways that support walking and cycling and reduce vehicle dependence. The site's location adjacent to Three Parks, and a walkable distance from Wānaka town centre (1.5 km), provides convenient access to employment, services, community facilities, recreation and wider active transport connections.

As such, it is considered that the proposal is consistent with Objective 27.2.2 and Policies 27.2.2.1–27.2.2.7

- Policy 27.2.3.2 - While acknowledging potential limitations, encourage small scale and infill subdivision in urban areas to:
    a) ensure lots are shaped and sized to allow adequate sunlight to living and outdoor spaces, and provide adequate on-site amenity and privacy;
    b) where possible, locate lots so that they over-look and front road and open spaces;
    c) avoid the creation of multiple rear sites, except where avoidance is not practicable
    d) where buildings are constructed with the intent of a future subdivision, encourage site and development design to maintain, create and enhance positive visual coherence of the development with the surrounding neighbourhood and the anticipated future character intended for the respective zones;
    e) identify and create opportunities for connections to services and facilities in the neighbourhood.

Policy 27.2.3.2 recognises the design constraints associated with smaller urban allotments while encouraging subdivision layouts that achieve good residential amenity, positive streetscape outcomes, visual coherence and connections to surrounding services and facilities.

While the proposal is not a small-scale or infill subdivision, it has been comprehensively master planned in a manner that is consistent with the intent of this policy. The design responds to the site's physical constraints while recognising that the land is identified for urban intensification under both the MDRZ and HDRAZ, resulting in a coordinated and efficient development pattern. The proposed allotments are capable of accommodating the anticipated residential development while providing appropriate sunlight access, private open space and residential amenity. Buildings are generally oriented toward public roads and the central neighbourhood park, providing active frontages, passive surveillance and avoiding rear sites. The coordinated use of complementary housing typologies, integrated landscaping and a connected street network creates a visually coherent neighbourhood, while variation in building form, materials and orientation provides visual interest. The subdivision also provides strong pedestrian, cycle and vehicle connections both internally and to the wider Three Parks area. Accordingly, the proposal is considered to be consistent with the intent of Policy 27.2.3.2.

- Objective 27.2.5 - Infrastructure and services are provided to new subdivisions and developments.
- Policy 27.2.5.1 - 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.

  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.
- Policy 27.2.5.2 - Ensure safe and efficient pedestrian, cycle and vehicular access is provided to all lots created by subdivision and to all developments.
- Policy 27.2.5.3 - Provide linkages to public transport networks, and to trail, walking and cycling networks, where useful linkages can be developed.
- Policy 27.2.5.4 - Ensure the physical and visual effects of subdivision and roading are minimised by utilising existing topographical features.
- Policy 27.2.5.5 - 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:

  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;

  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;

  c) the standard of construction and formation of roads, private access ways, vehicle crossings, service lanes, walkways, cycle ways and trails;

  d) the provision and vesting of corner splays or rounding at road intersections;

  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;

  f) the provision of appropriate tree planting within roads in urban areas;

  g) any requirements for widening, formation or upgrading of existing roads;

h) any provisions relating to access for future subdivision on adjoining land;

i) the provision and location of public transport routes and bus shelters in urban areas.

Infrastructure and services are provided to support the subdivision and anticipated development, with roading, access and servicing designed to operate safely, efficiently. The subdivision roading network is integrated with the existing road system through a new access from SH84, designed to highway standards and reflective of traffic levels anticipated by the zoning. A clear internal road hierarchy supports efficient vehicle movement while prioritising pedestrian and cycle safety through appropriate road widths, traffic calming, landscaping and footpath provision. This is assessed in detail in the Transport Assessment attached as Appendix 8.

Safe and efficient access is provided to all lots for pedestrians, cyclists and vehicles via internal roads, shared-use streets and pedestrian laneways. The layout allows for service and emergency vehicle access and accommodates waste collection movements, with all lots fully accessible for their intended residential use, as confirmed in the Transport Assessment attached as Appendix 8 .

The subdivision supports connections to active transport networks through its location adjacent to the Three Parks mixed-use area and proximity to existing and planned walking and cycling routes. Internal pedestrian and cycle connections link to the wider network, enabling access to employment, services, recreation and public transport without reliance on private vehicles.

Subdivision and roading design responds to the site's natural contours, minimising physical and visual effects by working with existing topography and avoiding unnecessary earthworks. Road alignments and gradients are designed to be safe, legible and efficient while maintaining amenity.

Street lighting is designed to support public safety while minimising upward light spill, and tree planting within road corridors contributes to amenity and streetscape quality. Provision is made for intersection design, future connections to adjoining land as the wider area develops.

Overall, the subdivision provides well-integrated, safe and efficient infrastructure and access arrangements consistent with Objective 27.2.5 and Policies 27.2.5.1–27.2.5.5.

- Policy 27.2.5.6 - All new lots shall be provided with connections to a reticulated water supply, stormwater disposal and/or sewage treatment and disposal system, where such systems are available or should be provided for.
- Policy 27.2.5.7 - Ensure water supplies are of a sufficient capacity, including firefighting requirements, and of a potable standard, for the anticipated land uses on each lot or development.
- Policy 27.2.5.8 - 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.
- Policy 27.2.5.9 - Encourage initiatives to reduce water demand and water use, such as roof rainwater capture and use and greywater recycling.
- Policy 27.2.5.10 - Ensure appropriate water supply, design and installation by having regard to:
  a) he availability, quantity, quality and security of the supply of water to the lots being created;
  b) water supplies for fire fighting purposes

c) the standard of water supply systems installed in subdivisions, and the adequacy of existing supply systems outside the subdivision;

d) any initiatives proposed to reduce water demand and water use.

All new lots will be fully serviced with connections to reticulated water supply, as detailed in Section 6.3.5.1 above and set out in the Infrastructure report (Appendix 5). Internal reticulation networks are proposed across the site, with individual service connections provided to each lot, ensuring all lots are capable of being developed and occupied without reliance on interim or private servicing solutions.

The proposed water supply has sufficient capacity to service the development and meet firefighting requirements. The internal network connects to the existing trunk water main within the SH84 corridor, which has been confirmed to have adequate capacity. The system is designed to meet QLDC residual pressure standards at peak demand and provides fire hydrants spaced to ensuring potable supply and emergency resilience.

The development acknowledges the efficient and sustainable use of potable water. The servicing strategy is based on the reticulated potable supply primarily meeting domestic living and sanitation needs, with landscape design favouring low-maintenance planting that reduces irrigation demand. This approach aligns with expectations around prudent use of potable water resources. The applicant has confirmed with QLDC that there is sufficient capacity within Wānaka reticulated network to service the development.

When assessed as a comprehensive development the proposal is considered to be consistent with Policies 27.2.5.6–27.2.5.10.

- Policy 27.2.5.11 – Ensure appropriate stormwater design and management by having regard to:

  a) any viable alternative designs for stormwater management that minimise run-off and recognise stormwater as a resource through re-use in open space and landscape areas;

  b) the capacity of existing and proposed stormwater systems;

  c) the method, design and construction of the stormwater collection, reticulation and disposal systems, including connections to public reticulated stormwater systems;

  d) the location, scale and construction of stormwater infrastructure;

  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.

- Policy 27.2.5.12 – Encourage subdivision design that includes the joint use of stormwater and flood 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.

Stormwater design is detailed in Section 6.3.5.3 above and the Infrastructure Assessment attached as (Appendix 5). Stormwater is integrated into the subdivision layout and managed entirely within the site through attenuation and soakage systems, avoiding reliance on external reticulated

networks. The approach minimises runoff and applies low-impact principles, recognising stormwater as a resource through infiltration into underlying gravel soils.

Two below-ground attenuation and soakage systems are located within landscaped pedestrian corridors, enabling stormwater infrastructure to be efficiently integrated with open space and movement networks. The systems are sized to manage the 1% AEP event, with conservative infiltration rates and full drain-down within approximately 24 hours, demonstrating adequate capacity and effectiveness.

Runoff from roofs, roads and impervious areas is collected via underground reticulation, with overland flow safely conveyed along internal road corridors during extreme events. Water quality is supported through attenuation, infiltration, permeable paving and construction-phase erosion and sediment controls.

Overall, the stormwater design is considered to achieve functional, low-impact and integrated outcomes consistent with the intent of Policies 27.2.5.11 and 27.2.5.12.

- Policy 27.2.5.13 – Treat and dispose of sewage in a manner that:
    a) maintains public health;
    b) avoids adverse effects on the environment in the first instance; and
    c) where adverse effects on the environment cannot be reasonably avoided, mitigates those effects to the extent practicable.
- Policy 27.2.5.14 – Ensure appropriate sewage treatment and disposal by having regard to:
    a) the method of sewage treatment and disposal;
    b) the capacity of, and impacts on, the existing reticulated sewage treatment and disposal system;
    c) the location, capacity, construction and environmental effects of the proposed sewage treatment and disposal system.

Wastewater and sewage will be collected, treated and disposed of via a reticulated wastewater system designed detailed in Section 6.3.5.2 above and in the Infrastructure Assessment attached as Appendix 5. A new internal wastewater network will service all lots and convey flows by gravity to a central pump station, with wastewater then pumped to the existing public pressure main along SH84. This provides a controlled, contained system consistent with urban servicing expectations and avoids the risks associated with on-site wastewater disposal.

The method and design have been developed to align with QLDC standards and to manage peak flows reliably. The location and servicing approach have been selected because a full gravity connection is not feasible due to insufficient fall, and the pump station solution enables efficient connection to the public network without unnecessary earthworks or infrastructure duplication.

Capacity and network effects have been assessed through the Infrastructure Assessment (Appendix 5), confirming the development can be adequately serviced without adverse impacts on the existing reticulated system.

It is considered that the proposal is consistent with Policies 27.2.5.13 and 27.2.5.14.

- Policy 27.2.5.15 – 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.
- Policy 27.2.5.17 – Ensure that services, shared access and public access are identified and managed by the appropriate easement provisions.
- Policy 27.2.5.18 – Ensure that easements are of an appropriate size, location and length for the intended use of both the land and the easement.

The subdivision infrastructure has been designed at a whole of site scale with regard to the requirements of future development on surrounding land. The proposed staging of the development further supports this approach by ensuring servicing is established and extended in a logical sequence, so infrastructure is delivered in step with development and is available to support each stage as it comes online. Infrastructure is proposed to be vested in Council. This approach supports coordinated operation and maintenance across all stages and ensures infrastructure is delivered and extended in a logical sequence as the development progresses.

All services, shared access routes and public access requirements will be clearly identified and protected through appropriate easement provisions. This ensures that infrastructure can be accessed, operated and maintained without adverse effects on individual lots and provides long-term certainty for future landowners and service providers.

Easements will be located and sized to match their intended function, whether for underground services, access or drainage, and will be of sufficient width and duration to ensure effective operation and maintenance over time. This approach ensures that easements support both the subdivision layout and future development needs without unnecessarily constraining land use.

As such, it is considered that the proposal is consistent with Policies 27.2.5.15, 27.2.5.17 and 27.2.5.18.

- Objective 27.3.18 – Subdivision of Three Parks Wānaka is consistent with the Three Parks Structure Plan and achieves integrated development.
- Policy 27.3.18.1 – Ensure the provision of open spaces that are suitable for the whole community and that are located in safe and accessible areas.
- Policy 27.3.18.2 – Protect the character and amenity of the entrance to Wānaka through a Building Restriction Area along SH84.
- Policy 27.3.18.3 – Require integration of the Building Restriction Areas for developments within the HDRAZ in Three Parks Wānaka and require high quality landscaping as part of development.
- Policy 27.3.18.4 – Develop an interconnected network of streets, footpaths, walkways and open space linkages that facilitate a safe, attractive and pleasant walking, cycling and driving environment.

The proposal has been designed as a comprehensive, master-planned residential subdivision that is consistent with the Three Parks Structure Plan and achieves an integrated pattern of development. In accordance with Policy 27.3.18.1, the proposal provides a centrally located neighbourhood park that is readily accessible via the proposed pedestrian network and internal road hierarchy. The park includes a children's playground, a 25 m × 25 m flat grassed area, informal recreation space, seating, bike parking and amenity landscaping. The park is overlooked by

surrounding residential development, promoting passive surveillance, and is located so it can be safely and conveniently accessed by future residents throughout the development.

The proposal also responds to Policies 27.3.18.2 and 27.3.18.3 through the retention and integration of the Building Restriction Area adjoining SH84. Development has been designed to maintain the open character of this important gateway into Wānaka, with generous setbacks, integrated landscaping and building placement ensuring the visual amenity of the entrance corridor is maintained.

Consistent with Policy 27.3.18.4, the subdivision provides an interconnected movement network comprising public roads, pedestrian footpaths, and shared-user paths that encourage walking and cycling while maintaining safe and efficient vehicle access. The proposed street network integrates with the surrounding transport system and provides strong connections to the wider Three Parks area, supporting a highly connected and legible neighbourhood.

Accordingly, the proposal is considered to be consistent with Objective 27.3.18 and Policies 27.3.18.1–27.3.18.4.

10.1.7 Natural Hazards – Chapter 28

The key provisions in the natural hazards section of the PDP are as follows:

- Objective 28.3.1A The risk to people and the built environment posed by natural hazards is managed to a level tolerable to the community.
- Objective 28.3.1 B - Development on land subject to natural hazards only occurs where the risks to the community and the built environment are appropriately managed.

The site is not identified as being at risk from natural hazards as detailed in the Geotechnical Report attached as Appendix 5. As such, the risk of damage to human life, property and the environment from natural hazards can be adequately avoided or mitigated. In overall terms, the proposal is considered to be consistent with the proposed objectives and associated policies in Chapter 28 which seek to manage, determine and understand hazard risk.

10.1.8 Transport– Chapter 29

The transport related objectives and policies are set out in Chapter 29 of the Proposed District Plan.

- Objective 29.2.1 seeks to achieve an integrated, safe and efficient approach to land use and transportation, that will support alternative transport modes, reduce traffic generation and manage the effects of land uses on the transport network.
- Objective 29.2.2 ensures that parking, loading, access, and onsite manoeuvring are consistent with the character, scale, intensity, and location of the zone and contribute toward providing a safe and efficient transport network and economic development.
- Policy 29.2.1.6 facilitates private coach transport as a form of largescale shared transport, through providing for off-site or non-accessory coach parking outside of specified zones where the site location and design measures mitigate adverse effects on the transport network, amenity of neighbouring sites, and the quality of the streetscape and pedestrian environment.

Based on the assessment of Gary Clark of Traffic Concepts Limited, included as Appendix 8, it is considered that the proposed car parking, access, and manoeuvring areas within the site will be

adequate to meet the likely demand associated with the development and that the anticipated vehicle movements will be able to be accommodated within the capacity of the surrounding road network. Further, the proposed access arrangements will ensure the safety of pedestrians and other vehicle users is maintained.

Overall, based on Mr Clark's advice in the Transport Assessment, it is considered that the proposal will accord with Objectives 29.2.1, and 29.2.2 and Policy 29.2.1.6.

10.1.9 Noise – Chapter 36

The noise related objective its associated policies are set out in Chapter 6 of the Proposed District Plan.

- Objective 36.2.1 and its associated Policies 36.2.1.1 and 36.2.1.2 seek to ensure that adverse noise effects are controlled to a reasonable level by avoiding, remedying or mitigating unreasonable noise and managing potential reverse sensitivity effects between land use activities.

Construction noise will be temporary and confined to the construction phase. Hours of work are sought between 7:00 am and 7:00 pm, for up to seven days per week. These hours provide practical flexibility to programme works efficiently, make best use of daylight hours, and avoid unnecessary extension of the overall construction period (which would prolong disruption). In this greenfield context, the requested hours are also appropriate given the absence of adjacent sensitive receivers and the nature of surrounding site boundaries.

The site is bounded by undeveloped land, the State Highway corridor and reserve/open space areas, which substantially reduces the potential for noise effects on residential activities. The nearest sensitive receiver is located more than 250 m from the site boundary, providing significant separation from construction activities. Construction noise will be managed in accordance with NZS 6803:1999 (Acoustics – Construction Noise), and any effects will cease once works are completed.

In combination, the separation distances, boundary context, temporary duration and compliance framework mean construction noise is not expected to result in unreasonable adverse effects, notwithstanding the requested construction hours. Overall, the proposal is consistent with Objective 36.2.1 its associated Policies 36.2.1.1 and 36.2.1.2.

10.2 Summary

The site is now zoned HDRZA under the Queenstown Lakes Proposed District Plan. At the time the application was lodged, the site was zoned MDRZ. Since lodgement, the UIV has been adopted by Council and the appeal period has closed. Accordingly, the HDRZA provisions are now operative under section 86F of the Act , except where subject to appeal. As the site is not affected by any site-specific appeals relating to the HDRZA, greater weight can now be given to the objectives and policies of the operative HDRZA. These provisions recognise the site's suitability for more intensive residential development and provide the primary strategic planning framework for assessing the appropriateness of the proposed development.

Overall, it is considered that the proposed development is consistent with the objectives and policies of the QLDC PDP and the UIV.

11.0 Part 2 Matters

While it is not necessary to take recourse to Part 2 given that it has already been incorporated into the QLPDP, we do so for completeness.

Section 5 of Part 2 identifies the purpose of the RMA as being the sustainable management of natural and physical resources. This means managing the use, development and protection of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being and health and safety while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

Section 6 of the Act sets out a number of matters of national importance including (but not limited to) the protection of outstanding natural features and landscapes and historic heritage from inappropriate subdivision, use and development.

Section 7 identifies a number of "other matters" to be given particular regard by Council and includes (but is not limited to) Kaitiakitanga, the efficient use of natural and physical resources, the maintenance and enhancement of amenity values, and maintenance and enhancement of the quality of the environment.

Section 8 requires Council to take into account the principles of the Treaty of Waitangi.

Overall, as the effects of the proposal are considered to be less than minor, and the proposal accords with the relevant QLPDP objectives and policies, it is considered that the proposal will not offend against the general resource management principles set out in Part 2 of the Act.

12.0 Conclusion

The proposal involves the construction of 257 residential units with associated construction of infrastructure and earthworks at 110 and 124 Wānaka – Luggate Highway, Wānaka.

Based on the above report it is considered that:

- Public notification is not required as adverse effects in relation to residential and streetscape amenity, building intensity and development density, subdivision design, construction effects, geotechnical stability, infrastructure, transportation and refuse management are considered to be no more than minor. There are also positive effects including 257 high-quality architecturally built residential units providing for the Wānaka housing market;
- Limited notification is not required as no persons are considered to be adversely affected by the proposal when taking into account the site layout and specific interfaces between properties, architectural design, and landscaping;
- The proposal accords with the relevant QLPDP objectives and policies; and
- The proposal is considered to be consistent with Part 2 of the Act.

It is therefore concluded that the proposal satisfies all matters the consent authority is required to assess, and that it can be granted on a non-notified basis.