

APPLICATION FOR

LAND USE
RESOURCE CONSENT

APPLICANT: Elizabeth Jolly

LOCATION: 2 St Just Place, Wanaka 9305

Date: 2nd April 2026

Location: 2 St Just Place, Wanaka 9305

Attention: QLDC – Wanaka Planning Department

Document Quality Assurance

Project Reference: Elizabeth Jolly - Dwelling

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2nd April 2026

Queenstown Lakes District Council
Wanaka Office
47 Ardmore Street
Wanaka 9305

Attention: Wanaka Planning Department

1.0 INTRODUCTION

Please find an application for Resource Consent to construct a residential unit at 2 St Just Place, Wanaka which breaches rules relating to site coverage, building within the road boundary setback, earthworks volume, retained earthworks proximity to a boundary, and vehicle crossing width.

It is relevant to this application to note that the original developer received an approved resource consent under RM200817 for the road boundary setbacks to be reduced from 10m to 5m for the one-way loop road which forms St Just Place.

The application includes a site description, description of the proposed activity and an assessment of how the proposal aligns with the relevant District Plan rules and assessment criteria.

2.0 APPLICATION DETAILS

APPLICANT	ELIZABETH JOLLY
SITE LOCATION	2 ST JUST PLACE, WANAKA 9305
LEGAL DESCRIPTION	LOT 8 DP 567306
APPLICATION SITE AREA	2071M^2
ZONING	LARGE LOT RESIDENTIAL A

3.0 APPENDICES

APPENDIX A	RECORD OF TITLE & ENCUMBRANCES
APPENDIX B	PLAN SET
APPENDIX C	ENVIRONMENTAL MANAGEMENT PLAN
APPENDIX D	LANDSCAPE PLAN

4.0 SITE DESCRIPTION AND PROPOSAL

4.1 SITE DESCRIPTION

The subject site is a located at the end of the Roses Saddle Rise cul-de-sac, the site has three road boundaries and one internal boundary.

The site has a generally flat topography which gently slopes towards the road on the northern and northeastern boundaries. The site is currently void of built form, however there is post and rail fencing along the northern and eastern boundaries, and a post and rail fence along the western boundary with a small section extending into the site along the southern boundary. The only vegetation on the site is small landscaping shrubs along the western boundary and eastern boundaries.



Figure 1: Aerial view of subject sites (outlined in yellow) and surrounds. Source: GRIP Map.

The loop road which is subject to a 5m road boundary setback rather than the Proposed District Plan Large Lot Residential A Zone standard 10m road boundary setback is depicted in Figure 2 below:



Figure 2: Depiction of the one-way loop road (shown with a yellow line) subject to a 5m road boundary setback.

4.2 PROPOSAL

The proposal is to construct a 328m^2 residential dwelling with associated earthworks and retaining, as well as provide for a future garage which breaches rules relating to site coverage, building within the road boundary setback, earthworks volume, retained earthworks proximity to a boundary, and vehicle crossing width.

SITE COVERAGE BREACH

The proposal includes 328m^2 of built form for the residential unit and an additional 94m^2 for a detached garage. Totalling 422m^2 of built form within the site. The maximum building coverage for the Large Lot Residential A zone is 15% of the site area, the proposal is for 20.37% building coverage over the site area. This results in a breach of 5.37%.

The applicant has not yet designed the detached garage, as this is a future project, in this respect the application seeks approval for the additional 94m^2 of built form within the site only. A detached garage is an otherwise permitted activity subject to complying with bulk and location standards. An advice note is proposed stating that any additional District Plan standard breaches would trigger an additional resource consent for the proposed garage building.

ROAD BOUNDARY SETBACK BREACH

The proposal includes a road boundary setback breach on the eastern road boundary. The area of the dwelling within the road boundary setback comprises an area of 40m^2. This area consists of the garage, laundry, and pantry. The

southeastern corner of the garage forms the part of the building closest to the road boundary, and is 5.046m from the southeastern road boundary. This road boundary fronts onto the Roses Saddle Rise cul-de-sac.

EARTHWORKS VOLUME BREACH

The proposal includes a breach of the maximum volume of earthworks, the permitted maximum volume of earthworks for the zone is 400m^3, the proposed volume of earthworks is 590m^3, as such the proposed earthworks volume is 190m^3 in breach of the zone standard. The earthworks are compliant with the rule dictating that no greater than 300m^3 of clean fill may be transported to the site as the proposed cut will be utilised for fill, requiring only 210m^3 of fill to be transported to the site.

The proposed earthworks details are as follows:

Proposed Fill Volume: 400m^3
Proposed Cut Volume: 190m^3
Maximum Fill Height: 1m
Maximum Cut Depth: 2m

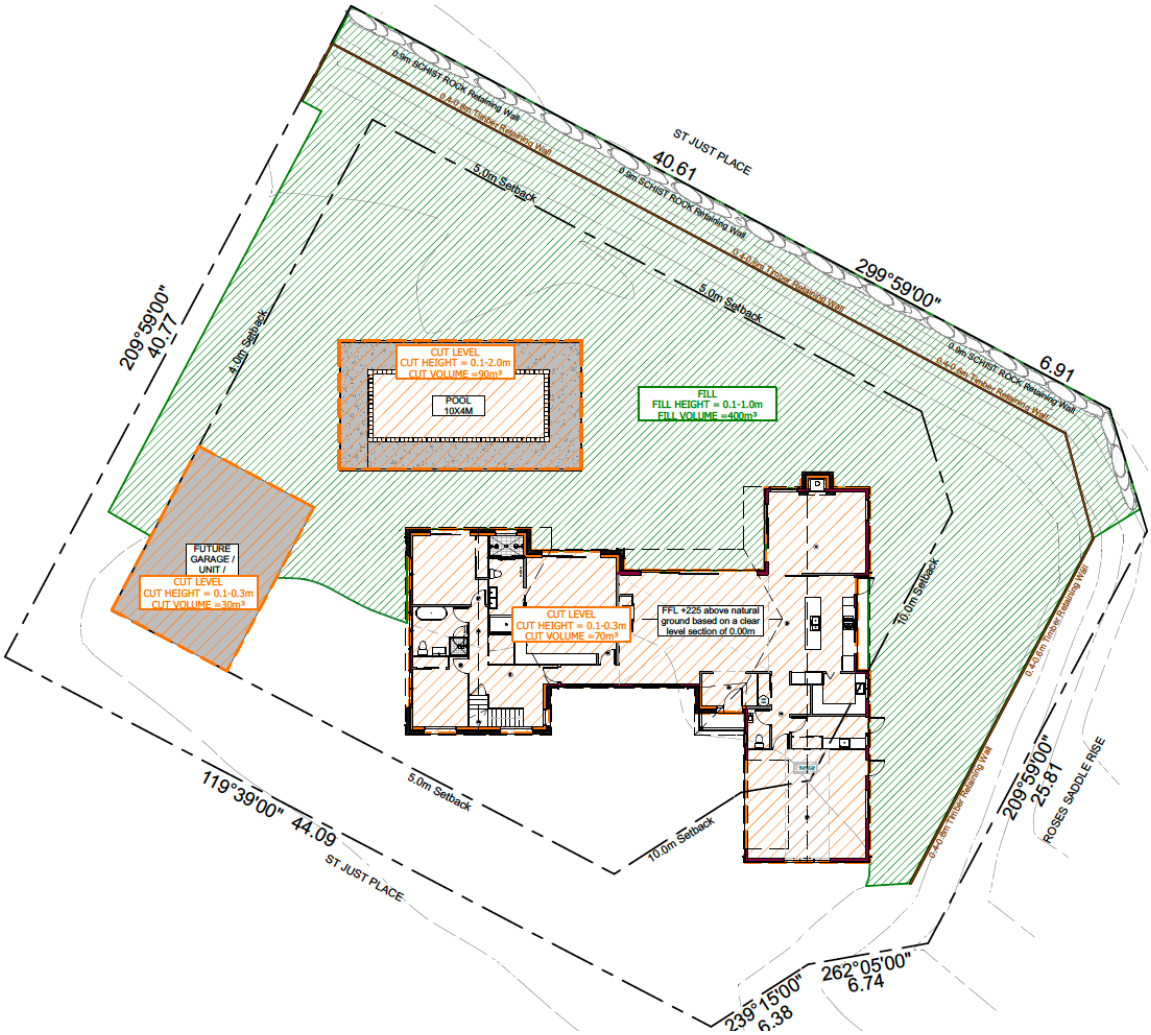


Figure 3: Earthworks Plan. See attached at **Appendix B**.

RETAINED EARTHWORKS BREACH

The proposal includes a breach for the proximity of retained earthworks to a boundary. The northern boundary includes a 53m schist stone wall running the length of the northern boundary and wrapping around the northeastern corner of the site. This stone retaining wall is essentially an extension of an identical schist stone retaining wall running along the length of the northern boundary of the neighbour to the west. A retaining wall is required here as the site slopes down to the road relatively steeply.

A secondary compliant timber retaining wall will be constructed behind the schist stone retaining wall with a maximum height of 0.6m, this timber retaining wall will run the length of the northern boundary and wrap around the northeastern corner of the site and down the majority of the length of the eastern road boundary.

The schist stone retaining wall details are as follows:
Length: 53m
Material: Schist Stone
Maximum Height: 0.9m
Drainage Method: 100mm drainage coil in a filter sock installed at the base of the retaining wall which feeds into the on-site stormwater soak pit.

VEHICLE CROSSING WIDTH BREACH

The proposal includes a breach in relation to the maximum width of the vehicle crossing. A new vehicle crossing constructed to Council standards for a residential vehicle crossing will be installed on the southern road boundary accessed from the St Just Place one-way road. The sealed vehicle crossing will be 7.5m wide at the road boundary providing access to the gravel driveway within the site.

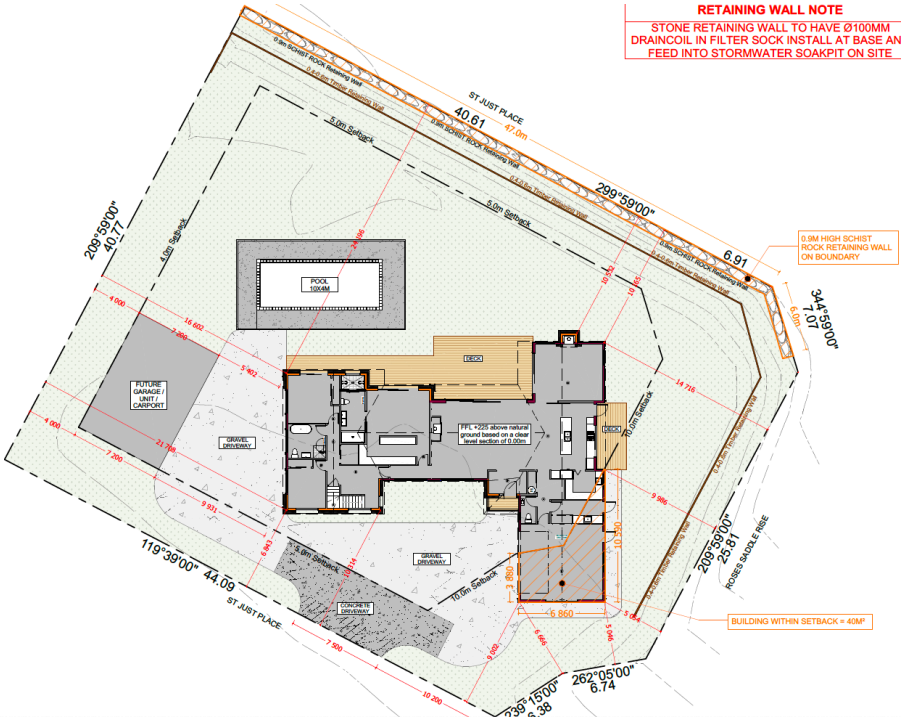


Figure 4: Proposed Site Plan, full plan set attached as **Appendix B**.



Figure 5: Residential Dwelling Rendering.

5.0 NES FOR ASSESSING CONTAMINANTS IN SOIL

With respect to a preliminary site investigation (PSI) of soil contaminants, consistent with the published guidelines for assessing and managing contaminants in soil to protect human health, an investigation of known land use associated with the site was undertaken. Both the Queenstown Lakes District Council's GIS hazard register and Otago Regional Council records have been searched and there is no evidence of any activity which requires consent under the national standard. Residential occupation of the site has been approved by the underlying subdivision which created the site.

6.0 SITE HISTORY

The following consents are relevant to this application:

- **RM200470** – Approved resource consent for a ten-lot subdivision which created the subject site.

- **RM200817** – Approved resource consent application to reduce the 'U-Road' maximum road boundary setbacks from 10m to 5m.

7.0 RELEVANT PROVISIONS OF THE DISTRICT PLAN

7.1 ACTIVITY STATUS

Proposed District Plan

The subject site is zoned Large Lot Residential A under the Proposed District Plan, and therefore the proposed building activity requires the following consents:

- A **Restricted Discretionary Activity** pursuant to **Rule 11.5.2.1** which provides for a maximum building coverage of 15% of the net site area. The proposal is for 20.37% building coverage. Council discretion is restricted to the following:

    a) The effect on openness and spaciousness;
    b) Effects on views and outlook from neighbouring properties;
    c) Visual dominance of buildings;
    d) Landscaping.

- A **Non-Complying Activity** pursuant to **Rule 11.5.4** which seeks a minimum road boundary setback of any building of 10m. The proposal seeks to

construct 40m^2 of the dwelling within the road boundary setback with a minimum distance from the boundary of 5.46m.

- A **Restricted Discretionary Activity** pursuant to **Rule 25.4.2 as**, the proposal seeks to breach this rule with a maximum earthworks volume of 490m^3 which exceeds the 400m^3 maximum.

- A **Restricted Discretionary Activity** pursuant to **Rule 25.5.18.2** which requires that earthworks supported by retaining walls are setback a distance equal to the height of the retaining wall. The proposal seeks to construct a 0.9m high schist retaining wall on the northern road boundary.

- A **Restricted Discretionary Activity** pursuant to **Rule 29.5.14** which requires that the maximum width for a vehicle crossing is 6m. The proposal seeks to construct a vehicle crossing with a maximum width of 7.5m. Council discretion is restricted to the following:

    a) Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.
    b) The location, design, and width of the vehicle crossing.

Overall, under the Proposed District Plan, the proposal qualifies as a **Non-Complying Activity**.

8.0 ASSESSMENT OF ADVERSE EFFECTS

8.1 PERMITTED BASELINE

Pursuant to Section 104(2) of the Act, when considering the actual and potential effects of an application for resource consent, a consent authority may disregard an adverse effect of an activity on the environment if the plan permits an activity with that effect (the permitted baseline).

In this instance, the permitted baseline on each site includes:

- Residential activities;
- Home occupation;
- Establishment of residential dwellings, including a residential flat, at a density of one per 2,000m^2 and a minimum allotment size of 1,500m^2;
- Fencing;
- Landscape planting;
- Internal setbacks of 4m;
- Road setbacks of 10m;
- Maximum building height of 8m;
- Maximum building coverage of 15% of the net site area;
- Earthworks up to 400m^3.

8.2 EXISTING ENVIRONMENT

The existing environment is of relevance to the consideration of the proposed development. The existing environment includes the existing fencing within the site; servicing provided to the site and the existing subdivision approval which created the site under RM200470.

8.3 RECEIVING ENVIRONMENT

In addition to the permitted baseline and the existing environment, it is important to consider the receiving environment. This includes established and consented Large Lot Residential A development on sites adjoining and in the vicinity of the application site.

Residential units are established on the adjacent properties to the north, south and west. There are other established residential units within the St Just Place loop road, as well as on Roses Saddle Rise. Directly opposite the subject site is an empty paddock, currently used for horse riding.

As previously described, the road boundary setbacks for properties fronting the St Just Place loop road, are subject to a 5m road boundary setback rather than the zone standard 10m setback, as approved under RM200817.

9.0 ASSESSMENT OF EFFECTS

SITE COVERAGE BREACH

The matters of discretion which Council can consider are as follows:

a) The effect on openness and spaciousness;
b) Effects on views and outlook from neighbouring properties;
c) Visual dominance of buildings;
d) Landscaping.

a) The effect on openness and spaciousness.

The subject site has a total area of 2071m², which is consistent with the intended low-density outcomes of the Large Lot Residential A Zone. The proposal results in a minor exceedance of the building coverage standard this being 20.37% compared to the permitted 15%, resulting in a 5.37% breach.

Despite this exceedance, the site remains predominantly open, with approximately 80% of the site retained as open space. The scale of the lot ensures that buildings remain appropriately separated, visually recessive, and subordinate to the surrounding open environment. The relatively minor increase in coverage does not result in a perception of crowding, site saturation, or reduced spaciousness. The majority of the northern half of the site is open outdoor space which in the context of the surrounding sites which have similar footprints, is appropriate and consistent with the neighbourhood's aesthetic.

Accordingly, the adverse effect on openness and spaciousness is less than minor.

b) Effects on views and outlook from neighbouring properties.

The combination of generous lot size (2071m²) and proposed perimeter landscaping ensures that views toward the proposed building from adjoining properties are either filtered or limited. Any visibility that does occur will be visually consistent with typical residential development within the zone, particularly relating to the 5m road boundary setbacks within St Just Place, and will not result in a material loss of outlook or amenity. The minor increase in building coverage

does not adversely alter viewshafts or create new adverse visual effects to a degree that is more than minor.

A number of properties within the subdivision have also received approval for breaching the building coverage standards, these are:

3 St Just Place – RM210859 – 5% breach
4 St Just Place – RM221138 – 4.05% breach
5 St Just Place – RM211001 – 7% breach

In respect of this, minor breaches of the 15% building coverage are now established and somewhat anticipated within the subdivision, and as such the proposed dwelling's building coverage will not be inappropriate within the surrounding environment. Additionally, the developer of the underlying 10 lot subdivision also sought to increase the permitted building coverage to 25%, however this was not approved as Council noted it would be better to assess on a case by case basis.

Effects on neighbouring views and outlook are considered to be less than minor.

c) Visual dominance of buildings.

The proposed dwelling is only 6.32m in height, significantly lower than the permitted 8m building height, as such the relatively low profile of the dwelling and compliance with recession planes and internal setbacks, mitigates and removes any significant dominance effects.

The building does not have any large unbroken domineering walls, utilising step-ins along with changes in building materials to break up the dominance of the buildings. The high-quality natural materials, these being stone and timber, soften the building and create a visually aesthetic built form.

The future garage is also separated from the residential unit, creating open space between the two buildings, avoiding a clustered built-up effect.

Adverse effects relating to the visual dominance of buildings are less than minor.

d) Landscaping.

The proposal includes a landscape plan attached at **Appendix D**, the proposed structural landscape planting is focused in a "swoop" around the southeastern corner of the site in the location of the road boundary setback breach and is intended to provide significant screening effects for external views into the site of the part of the dwelling within the setback.

The proposed structural landscape planting includes 38 individual plants at 1m spacing, setback approximately 600mm off the site boundary internal to the site. The proposed species is Cupressus x Ovensii which is a hedge species with a maximum height of 3m at maturity, this height can be maintained as required. The height of the proposed plants at time of planting is 1m high, which translates to a plant grade of PB28.

Additional, planting has already been undertaken in other areas of the site, however this planting is not structural and is not proposed to be conditioned.

Adverse effects relating to landscaping are less than minor.

Overall, on a 2071 m² Large Lot Residential A zoned site, the proposed building coverage exceedance of 5.37% is minor and does not give rise to any discernible adverse effects. When assessed against the relevant matters of discretion, the proposal results in less than minor effects on openness and spaciousness, neighbouring outlook, visual dominance, and landscaping, and remains fully consistent with the intended character and amenity outcomes of the zone.

ROAD BOUNDARY SETBACK BREACH

The proposed dwelling breaches the 10m road boundary setback, the closest point of the dwelling to the road boundary is 5.046m from the boundary. The area of the proposed dwelling within the setback comprises 40m², which includes part of the garage, laundry, and pantry.

It is important to note that the road boundaries to the north and south of the subject site have a minimum setback of 5m, as such despite the proposed unit fronting the 10m road setback on the eastern elevation, built form up to 5m from the road boundaries in the surrounding environment is anticipated. If the 5m road setback was implemented on the eastern boundary, the proposed dwelling would be compliant.

The dwelling on the property to the north of the subject site is also located approximately 5m into the 10m road setback from Roses Saddle Rise. This is a large two storey dwelling with a similar amount of footprint within the 10m setback as the proposed dwelling. As such, with the existing 5m setbacks imposed on the St Just Place Loop Road, and the adjacent neighbour also within the 10m road boundary setback, built form up to 5m from the roads in this neighbourhood is established and anticipated.

The relatively small 40m² within the road setback is located 5.046m from the road which creates a clear separation between the built form and the road. It is also only one-story in height and the road facing façade towards the cul-de-sac has two windows which serve to break up the dominance of the wall facing the road. The cladding material is also a natural timber weatherboard which aesthetically ties the building in with the surrounding environment, further reducing the level of dominance of the building.

The proposed road boundary setback breach is located on the southeastern boundary of the site, directed away from the majority of the surrounding residential units towards the road. The nearest residential unit to the breach is to the south-west at 1 St Just Place, and the residential unit within this site is located approximately 40m away from the proposed built form within the road boundary setback within the subject site: creating a significant separation distance from the proposed breach area and the neighbouring unit.

The applicant has also already planted along the eastern/southeastern boundary, once this planting reaches maturity, significant screening effects will be achieved in relation to external views into the site of the part of the dwelling located within the road boundary setback. This structural landscape planting shown in **Appendix D** demonstrates the location and planting details proposed.

Overall, the road boundary setback breach is considered to result in less than minor adverse effects.

EARTHWORKS VOLUME BREACH

The proposed earthworks volume is 590m^3, this is 190m^3 more than the permitted earthworks on the site.

Earthworks are required to level the section to create a flat area in the northern half of the property. Although the site appears relatively flat, it gently slopes to the north, before sloping down more sharply along the northern and eastern boundaries. To manage the levelling of the site and create appropriate slopes down to the road boundary, retaining is required to then be backfilled to allow it to step up to the levelled site, providing ongoing land stability.

400m^3 of fill earthworks is required to level the site, which is within the permitted earthworks volume. The additional 190m^3 of earthworks is due to the required cuts for the pool, residential dwelling, and future detached garage. These cuts are relatively minor and contained well within the boundaries of the site and will not result in adverse land stability or sedimentation effects.

The proposed additional 190m^3 of earthworks is a relatively small additional volume and will not be perceptible from external views into the site during the undertaking of the earthworks. Earthworks will be retained within the site and managed in compliance with the earthworks plan attached at **Appendix C**. The implementation of a silt fence and surface run-off detention pit will be utilised to prevent sedimentation from exiting the site. All earthworks will be completed as efficiently as possible to reduce the time that earthworks are exposed, the retaining required will be constructed as soon as possible with drainage coils at the base of the retaining prior to backfill.

Overall, it is considered that the relatively small earthworks volume breach will result in less than minor adverse effects.

RETAINED EARTHWORKS BREACH

The proposed retaining wall along the northern boundary is required to create land stability for the proposed earthworks. As such, a 53m long schist stone rock wall will be constructed essentially as a continuation of the adjoining neighbouring site's identical schist retaining to the west, which is also constructed on the northern boundary. The maximum height of the retaining wall is 0.9m and will be constructed on the northern road boundary.

Aesthetically, the schist stone retaining will be in keeping with the surrounding natural landscape and surrounding built form/retaining, in particular that of the adjoining site to the west which utilises schist stone for its northern boundary retaining wall.



Figure 6: View to the neighbouring site to the west showing their retaining wall on the northern boundary.

The retaining wall is less than 1m in height and as such does not require engineered design. The retaining wall will have sufficient drainage, a 100mm drainage coil within a filter sock feeding into the stormwater soak pit on site will be installed at the base of the retaining to prevent sediment laden water from exiting the site.

As per the Environmental Management Plan attached at **Appendix C**, the retained earthworks will be completed as expediently as possible and will not be undertaken during heavy rain. Additionally, during earthworks, a silt fence will be installed along the length of the northern boundary. The silt fence in conjunction with the other measures proposed by the EMP will serve to result in less than minor adverse effects regarding sedimentation and land stability in relation to the proposed retaining wall.

Overall, it is considered that adverse effects in relation to the proposed schist retaining wall will be less than minor.

VEHICLE CROSSING WIDTH BREACH

The proposed vehicle crossing is 7.5m in width, this breaches the maximum vehicle crossing width of 6m by 1.5m. As St Just Place is a one way loop road, extra width for the access allows a less acute turn angle from the relatively narrow one way road into the site, resulting in a more efficient and safe access and egress into the site.

The following are matters of which Council retains discretion.

a) *Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.*

b) *The location, design, and width of the vehicle crossing.*

The proposed vehicle crossing width will have no adverse effects on safety, efficiency, or amenity of the transport network. The vehicle crossing is onto a very low speed, one way loop road accessed by a broad turn via the Roses Saddle Rise cul-de-sac. Vehicle speed will be very slow and ample sight distance is achieved towards the cul-de-sac when taking into consideration that vehicles are slowing down for the turn, sight distance toward the west is irrelevant as the loop road is a one-way road. Overall, the minimum sight distances detailed under Standard 29.5.17 are not relevant to this site as the posted speed limit for Roses Saddle Rise is 40km/h, which is less than the lowest speed of 50km/h detailed within the table.

The slightly wider vehicle crossing is considered to be more efficient as it lessens the acuteness of the turn angle into the site. The loop road is relatively narrow and pulling to the site at a sharp 90-degree turn is less efficient, especially for vehicles towing trailers. The 1.5m additional width is not significantly wider than the permitted standard of 6m.

A number of vehicle crossings within St Just Place loop road have similarly sized vehicle crossings and as such the proposed vehicle crossing will not look inappropriate within the neighbourhood. The proposed vehicle crossing will be sealed and constructed to Council standards, maintaining the high-quality finish of nearby vehicle crossings. There are no adverse effects considered in relation to the amenity of the proposed vehicle crossing.

As a gravel/stone driveway is proposed within the site, the vehicle crossing is sealed from the road boundary into the site, this is to prevent the tracking of gravel from within the site out onto the road. This will maintain the safety and amenity of the vehicle crossing with St Just Place, mitigating and avoiding the possibility of gravel windscreen chips and maintaining the tidy amenity of the road adjoining the vehicle crossing.

Overall, adverse effects in relation to the proposed vehicle crossing width are considered to be less than minor.

10.0 EFFECTS ON PERSONS

There are no persons considered to be adversely affected by the proposal to a degree that is more than minor, having regard to the assessment undertaken in Section 9.0.

13 St Just Place, Wanaka (North)

The proposed development is setback approximately 10m from the road boundary fronting 13 St Just Place, this creates a significant separation distance from this neighbour, with a large open space between the two properties which preserves a sense of openness and reduces the dominance effects. The road boundary setback is also breached on this site and is visible from the subject site, whereas the proposed road boundary setback breach for the subject site is on the southeastern boundary and is therefore not within the dominant viewshaft from this neighbouring property. The vehicle crossing width breach is not visible from this neighbour as it is behind the proposed dwelling on the southern boundary. The aesthetic schist stone retaining on the northern boundary will be constructed in line with the EMP, mitigating and avoiding any adverse effects from the proposed earthworks. The earthworks volume breach will not be perceptible from outside views into the subject site.

Overall, adverse effects on this neighbour are considered to be less than minor.

1 St Just Place, Wanaka (South)

As previously described in Section 9.0 of the AEE, the minor building coverage breach will be largely imperceptible from outside views into the subject site, with multiple properties within the subdivision receiving approval for similar or greater building coverage breaches. The use of varying natural cladding materials create an aesthetically consistent built form within the neighbourhood and the building shape serves to soften the visible bulk of the proposed dwelling from this site. The proposed retaining is not visible and due to the northward slope of the site and location of earthworks, there are no adverse effects from the proposed earthworks considered to be relevant to this neighbour. As previously described, most road boundaries within this subdivision are 5m, of which the proposed road boundary setback breach would be compliant if the boundary onto Roses Saddle Rise was also 5m, as such buildings up to 5m of the road boundary is anticipated and established within the subdivision. It is considered that in this respect the road boundary setback breach is appropriate from viewshafts within 1 St Just Place.

Overall, adverse effects on this neighbour are considered to be less than minor.

27 Roses Saddle Rise, Wanaka (East)

The property to the east at 27 Roses Saddle Rise is located on the other side of Roses Saddle Rise, with a significant road reserve width of approximately 7m. This creates a significant separation distance from this property to the proposed development. The land directly opposite the subject site is vacant of built form and is currently an empty paddock, the dwelling on this site is approximately 90m away down a long driveway and has no direct views into the subject site. There will be less than minor adverse effects on this site as a result of the proposed breaches, largely due to the significant separation distance between the sites.

4 St Just Place, Wanaka (West)

The property to the west at 4 St Just Place breached a number of the same standards as the proposed dwelling on the subject site and was approved. The

proposal includes a similar building coverage breach as was approved on this site, in this respect the proposed dwelling is setback a significant distance from the dwelling within this site, and the future garage is a compliant setback distance from the boundary, the living spaces within this site do not face the proposed development and as such viewshafts into the site and of the proposed breaches are very limited. The EMP will ensure that the proposed earthworks breaches will mitigate and avoid any adverse land stability or erosion effects on this site, as previously described the earthworks volume breach will be imperceptible from external views into the site and the schist retaining wall is aesthetically consistent with the surrounding environment. The road boundary setback breach is not adjacent to the site and therefore views of this breach will be very limited, and only viewed briefly upon access into the subdivision, as previously described 5m road boundary setbacks are anticipated and established within this subdivision.

Overall, adverse effects on this neighbour are considered to be less than minor.

Summary

For the reasons outlined above, the adverse effects on neighbouring properties will be less than minor. Accordingly, no parties are considered to be adversely affected by the proposed development.

11.0 OBJECTIVES AND POLICIES OF THE PROPOSED DISTRICT PLAN

Proposed District Plan (PDP)

CHAPTER 3 - STRATEGIC DIRECTION

The relevant strategic objectives and policies in Chapter 3 (Strategic Direction) are addressed below.

Objective 3.2.2 – *Urban growth is managed in a strategic and integrated manner.*

Policy 3.2.2.1 *– Urban development occurs in a logical manner so as to:*

a. *promote a compact, well designed and integrated urban form;*
b. *build on historical urban settlement patterns;*
c. *achieve a built environment that provides desirable, healthy and safe places to live, work and play;*
d. *minimise the natural hazard risk, taking into account the predicted effects of climate change;*
e. *protect the District's rural landscapes from sporadic and sprawling urban development;*
f. *ensure a mix of housing opportunities including access to housing that is more affordable for residents to live in;*
g. *contain a high quality network of open spaces and community facilities; and*
h. *be integrated with existing, and proposed infrastructure and appropriately manage effects on that infrastructure.*

Objective 3.2.3 *– A quality built environment taking into account the character of individual communities.*

Policy 3.2.3.2 *– Built form integrates well with its surrounding urban environment.*

In regard to Objectives 3.2.2 and 3.2.3 and the associated relevant policies, the proposed development is consistent with appropriate urban growth within the urban growth boundary, and is in line with the anticipated Large Lot Residential outcomes. The proposal appropriately blends with the existing development in the immediate area to provide a well-designed residential dwelling that utilises the site effectively to create a residential living opportunity for the owners of the subject site. The proposal is consistent in regard to these objectives and policies.

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

Policy 3.2.4.1 *- Development and land uses that sustain or enhance the life-supporting capacity of air, water, soil and ecosystems, and maintain indigenous biodiversity.*

The proposal is consistent with the objective and policy above. The proposal will ensure that the life supporting capacity of air, water, soil and ecosystems will be maintained. All earthworks undertaken will be completed without significant adverse effects on air, water, soil and ecosystems.

CHAPTER 11 – LARGE LOT RESIDENTIAL

Objective 11.2.1 – A high quality of residential amenity values are maintained within the Large Lot Residential Zone.

Policy 11.2.1.1 - Maintain low density residential character and amenity through minimum allotment sizes that efficiently utilise the land resource and infrastructure (Area A).

Objective 11.2.2 - Predominant land uses are residential. Where appropriate, community and recreational activities also occur.

Policy 11.2.2.1 - Provide for residential and home occupation as permitted activities, and recognise that depending on the location, scale and type, community activities may be compatible with and enhance the zone's amenity values.

The proposal is consistent with the objectives and policies above. The proposed built form maintains the large lot character of the zone whilst achieving a high quality residential amenity that is appropriate in the context of the zone and surrounding sites. The land use is entirely residential and as such is consistent with the relevant objectives and policies.

CHAPTER 25 – EARTHWORKS

The relevant objectives and policies from Chapter 25 are addressed below.

Objective 25.2.1 *– Earthworks are undertaken in manner that minimises adverse effects on the environment, including through mitigation or remediation, and protect people and communities.*

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

Policy 25.2.1.4 *– Manage the scale and extent of earthworks to maintain the amenity values and quality of rural and urban areas.*

Policy 25.2.1.6 *– Ensure that earthworks are designed and undertaken in a manner that does not adversely affect infrastructure, buildings and the stability of adjoining sites.*

The proposed earthworks when undertaken in compliance with the Environmental Management Plan, will result in a degree of adverse effects on the environment or people that is less than minor, mitigating and avoiding adverse effects in relation to erosion, land stability, sedimentation, and off-site discharge. The proposed earthworks and retaining will not adversely affect infrastructure and the EMP will ensure the avoidance of adverse effects on buildings and land stability of adjoining sites. The proposed earthworks are consistent with the relevant objective and policies in Chapter 25 – Earthworks.

Chapter 29 – Transport

Objective 29.2.2 *- Parking, loading, access, and onsite manoeuvring that are consistent with the character, scale, intensity, and location of the zone and contributes toward:*

a. *providing a safe and efficient transport network;*
b. *compact urban growth;*
c. *economic development;*
d. *facilitating an increase in walking and cycling and the use of public transport; and*
e. *achieving the level of residential amenity and quality of urban design anticipated in the zone.*

The proposed vehicle crossing is consistent in this regard, despite the minor vehicle crossing width breach the parking, access and onsite manoeuvring provided for are consistent with the character of the zone and link safely and efficiently to the established transport network.

Overall, the proposed development is consistent with the objectives and policies of the relevant chapters of the Proposed District Plan.

12.0 PART II OF THE RESOURCE MANAGEMENT ACT 1991

In consideration of the relevant principles outlined in Sections 5, 6, 7 and 8 of the Act, it is considered that if approved, the proposed development will continue to achieve the purpose of the Act as presented in Section 5. The proposal will provide for the owners social well-being, which is appropriate for its residential purpose and the liveability of the site, while ensuring any adverse effects are avoided, remedied or mitigated.

13.0 GATEWAY TEST

Section 104D of the RMA requires that applications for a non-complying activity must pass the “gateway” test, which requires that the proposal be demonstrated to be either not contrary to relevant objectives and policies of any relevant plan or proposed plan or be shown to have an effect on the receiving environment that

can be deemed to be no more than minor. The assessment of the relevant objectives and policies in Section 11 determines that the proposal is not contrary to these objectives and policies. The assessment of effects in Section 9.0 determines that any adverse effects associated with the proposal would be no more than minor.

It is therefore considered that the proposal passes the "gateway" test in both respects.

14.0 CONCLUSION

This application seeks Resource Consent to construct a residential unit at 2 St Just Place, Wanaka which breaches rules relating to site coverage, building within the road boundary setback, earthworks volume, retained earthworks proximity to a boundary, and vehicle crossing width.

When aligned against the relevant assessment criteria of the District Plan, it is considered that the proposal will promote outcomes encouraged by the relevant rules, assessment criteria, objectives, and policies of the PDP. It is also considered that the application represents sustainable development as sought within Part 2 of the Act.

It is therefore respectfully requested that Council approve this proposal subject to appropriate conditions of consent.

Kind Regards,

Cameron Stobie
IP Solutions Ltd



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BRIDGING THE GAP BETWEEN PROCESS & YOUR OBJECTIVES

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