Assessment of Environmental Effects

Resource Consent Application to Construct a comprehensive residential development

Wolfbrook Procurement Limited

Ironside Drive, Wanaka

April 2025

SPG SOUTHERN PLANNING GROUP

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1 The Applicant and Property Details

To:	Queenstown Lakes District Council
Applicant:	Wolfbrook Procurement Limited
Site Address:	Ironside Drive, Wanaka
Address for Service:	Wolfbrook Procurement Limited C/- Southern Planning Group PO Box 1081 Queenstown, 9348 **scott@southernplanning.co.nz** Attention: Scott Freeman
Legal Description:	Lot 2 Deposited Plan 340530
Site Area:	1.8040 hectares
Operative District Plan Zone:	Low Density Residential Zone
Proposed District Plan Zone:	Medium Density Residential Zone
Brief Description of Proposal:	Resource consent is sought to construct a comprehensive residential development

Appendices

Appendix [A]	Record of Title
Appendix [B]	Legal Instruments
Appendix [C]	Architectural Package
Appendix [D]	Subdivision Plan
Appendix [E]	Landscape Concept Package
Appendix [F]	Infrastructure Report
Appendix [G]	Three Waters Plan
Appendix [H]	Earthworks Package
Appendix [I]	Environmental Management Plan
Appendix [J]	Geotechnical Report
Appendix [K]	Integrated Transport Assessment
Appendix [L]	Vehicle Tracking Diagrams
Appendix [M]	Construction Noise & Vibration Assessment
Appendix [N]	Urban Design Assessment
Appendix [O]	Waste Management Plan
Appendix [P]	Construction Management Plan



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Scott Freeman

26 April 2026

2 Executive Summary

The applicant applies for a land use consent in order to develop a comprehensive residential development on the site. The development will provide 104 residential units within 22 blocks of building.

A subdivision consent is sought to create individual lots for the residential units, together with a balance lot that will accommodate access, communal space and activity associated with residential living.

The site is contained in the Low Density Residential Zone under the Operative District Plan (ODP). The site is contained in the Medium Density Residential Zone under the Proposed District Plan (PDP).

Overall, the status of the application is that of a **non-complying** activity.

This Assessment of Effects has been prepared in accordance with the requirements of Section 88 and Schedule 4 of the Resource Management Act 1991 (the Act) and is intended to provide the information necessary for a full understanding of the activity for which consent is sought, and any actual or potential effects of the proposal may have on the environment.

The Assessment of Effects considers the effects of the proposal and determines that the proposal will have less than minor adverse effects on the environment. Public notification is not requested, and nor are any persons considered to be adversely affected by the proposal.

The proposal is consistent with, and therefore not contrary to, the objectives and policies of the PDP. Overall, the proposal is consistent with the purpose and principles of the Act and accords with the definition of sustainable management under Part 2 of the Act.

3 Site Description and Receiving Environment

3.1 Site Description

The vacant site is located off Ironside Drive, Wanaka. The site does not have a physical address.

The irregular shaped site has an area of 1.8040 hectares. The site is legally described as Lot 2 DP 340530. The Record of Title is contained within **Appendix [A]**.

Legal access to the site is obtained from Ironside Drive, which is a cul-de-sac that gains access from Kings Drive. The site is located to the north of the central business area within Wanaka.

The site is indicated in the aerial photograph below:



3.2 Legal Documents

A number of legal encumbrances are registered against the subject Record of Title, with such documents being contained within **Appendix [B].** The legal encumbrances are addressed below:

Land Covenant in Deed 861480

Land Covenant in Deed 861480 deal with a private agreement in terms of the maintenance of a number of properties.

Land Covenant in Deed 928773.6

Land Covenant in Deed 928773.6 deal with a private agreement in terms of the maintenance of a number of properties.

Consent Notice 6187270.4

Consent Notice 6187270.4 was created as a result of the subdivision resource consent RM040425. This document has one conditions which states that no reserve contribution was taken for the site as part of RM040425.

Easement Instrument 8377799.1

Easement Instrument 8377799.1 deal with a right (in gross) to drain sewage and stormwater over part marked D and E on DP 425171 in favour of the Council.

3.3 Receiving Environment

As stated above, the site is located to the north of the central business district in Wanaka.

Adjoining the site to the west and south is Wanaka Primary School, which also derives access from Ironside Drive. The adjoining property to the north is the Kellys Flat Recreation Reserve, with this property being primarily used sporting activities (football).

Between the site and Kings Drive are fifteen residential properties that are occupied with residential units.

The surrounding urban environment displays a mixed residential character, comprising predominantly single-storey and two-storey residential units on properties generally ranging in size from 450m² to 1,000m². The residential built form includes a combination of single detached units, two-storey duplexes, and three-storey visitor housing, reflecting an evolving pattern of low to medium-density residential development.

Lake Wanaka is located to the west of the site

4 Resource Management Planning Background

There are no recent resource consents issued that relate to the site.

5 Description of the Proposal

5.1 Overview

Land use consent is sought to construct a comprehensive development that will consist of 104 residential units. Of the 104 residential units, there will be 45 three-bedroom units and 59 two-bedroom units.

The goal of the overall development is to provide a high quality residential outcome that provides a mixture living arrangements through the 104 residential units.

Subdivision consent is sought in terms of creating individual lots for the residential units and balance land.

The overall details of the proposal are addressed below.

5.2 Residential Built Form

Figure & Ground have prepared the Architectural Package for the overall development. The Architectural Package is contained within **Appendix [C]**.

As stated above, the development will provide a variability of housing typologies in order to cater for a wide range of future purchasers. The 104 residential units will be contained within 22 individual blocks, labelled A to V. The development will include five housing typology types as detailed below:

Typology	**Total Number of Units**	**Number of bedrooms, bathrooms, garaging, levels, gross floor area**
Type A	8	2 bedroom, 2 bathrooms, single garage, 2 level, 100m²
Type B	7	3 bedroom, 2 bathroom, single garage, 1 level, 120m²
Type C & C1	31	3 bedroom, 2 bathroom, single garage, 2 level, 119m²
Type D	51	2 bedroom, 2 bathroom, 2 levels, 75m²
Type E	7	3 bedroom, 2 bathroom, 3 level, single garage, 130m²

The Architectural Package provides the necessary supporting information in terms of elevations, floor plans, external materials and building height and coverage calculations.

The Architectural Package indicates the external building materials to be utilised throughout the development. Such materials consist of corrugated cladding, shiplap fibre cement (with cover battens), brick, weatherboard and stone veneer cladding. The selected materials have been chosen in terms of providing a high quality finish and long term durability.

The Architectural Package provides various building coverage calculations. Based on the current gross area of the site, the building coverage is 33.48%, while the net building coverage across the site is 46.105%. The building coverage for each residential unit within the proposed subject lot has also been calculated, together with the impervious surface coverage per proposed lot.

The applicable PDP building height limits have been graphically illustrated within the Architectural Package. The building height limits will be further discussed below.

5.3 Subdivision

Clark Fortune McDonald have compiled the Subdivision Plan for the development. The Subdivision Plan is contained within **Appendix [D]**.

The Subdivision Plan illustrates the 104 lots that will each contain a residential unit. The residential unit numbers align with the proposed lot numbers, as indicated on the Subdivision Plan.

Lot 1000 (6675m²) will be a common privately owned lot. Lot 1000 will provide access, parking, bike storage and servicing areas. Lot 1000 will be amalgamated with the residential lots such that each lot will hold a 1/104 undivided share.

A large number of dedicated parking spaces will be provided within Lot 1000. These parking spaces will be allocated to certain residential units.

The Subdivision Plan indicates the existing and proposed easements. The proposed easements deal with right of ways, services, bike parks and bin storage.

5.4 Landscape Plan

DCM Urban Design have compiled a Landscape Concept Package for the proposed development. The Landscape Concept Package is contained within **Appendix [E]**.

The Landscape Concept Package illustrates the following to be established on the site:

- Landscaping within Lot 1000 and the residential lots.

- Fencing, decking and seating
- Bin storage
- Hard landscaping
- Hard surfacing materials

The goal of the soft and hard landscaping approach for the development is to provide a high quality amenity finish with durable products.

The soft and hard landscaping will be implemented in stages in accordance with the development of each block.

5.5 Infrastructure, Servicing & Earthworks

Holmes have provided an Infrastructure Report that addresses the servicing components of the development. The Infrastructure Report is contained within **Appendix [F]**. Contained within **Appendix [G]** is a Three Waters Plan that has been compiled by Holmes.

The Infrastructure Report has addressed the following civil engineering considerations:

- Water Supply
- Fire-Fighting
- Stormwater
- Wastewater

Holmes have compiled an Earthworks Package which is contained within **Appendix [H].** The estimated earthworks quantities are as follows:

Site	Earthwork Area (m^2)	Cut volume (m^3)	Fill volume (m^3)	Net volume-Fill (m^3)
Topsoil removal	18,039	3,600	-	3,600
Site scrape to Subgrade level	17457	2989	8845	5856
Site scrape to Finished surface level	17457	1112	13801	12689

Enviroscope have compiled an Environmental Management Plan (EMP) for the earthworks component of the development. The EMP is contained in **Appendix [I]**. In accordance with the Council Guidelines for Environmental Management Plans, the proposed earthworks is classified in the 'high risk' category.

5.6 Geotechnical Report

Geosolve have compiled a Geotechnical Report that addresses the geotechnical suitability of developing the site for residential purposes. The Geotechnical Report is contained within **Appendix [J]**.

Subject to various recommendations, Geosolve consider that it is feasible from a geotechnical perspective to develop the site as proposed.

5.7 Integrated Transport Assessment

Novo Group have prepared an Integrated Transport Assessment (ITA) that is contained within **Appendix [K].** Novo Group have also compiled Vehicle Tracking Curves which are contained in **Appendix [L]**.

The ITA addresses the transport environment in the vicinity of the site, describes the transport related components of the proposal and identifies compliance issues with the transport provisions in the Proposed District Plan.

The ITA states that the proposed development is expected to generate approximately 707 daily vehicle trips and 83 peak hour movements.

The ITA outlines that each of the 104 residential units is provided with at least one dedicated car parking space. In terms of the parking arrangement on site, 53 units include single internal-access garages, while the remaining 51 units are served by 66 parking spaces provided around the site, ensuring at least one space per dwelling and space for some additional residential demand and or visitor parking. The overall parking supply of 119 spaces across the site will be provided.

Refuse collection is proposed to occur on-site via private collection services, with five designated collection points distributed throughout the development to ensure convenient access for residents and service vehicles.

While no dedicated loading spaces are provided, the ITA states that this is typical for developments of this nature. Small-scale loading and servicing can be accommodated within internal driveways or turning areas, including in front of garages, without adversely affecting site operation.

The ITA outlines the transportation related consents that are required under the PDP, and then provides a transportation effects assessment.

5.8 Construction & Vibration Assessment

Altissimo Consulting have prepared a Construction Noise and Vibration Assessment (CNVA), with this document being contained within **Appendix [M]**.

The CNVA outlines that noise and vibration levels have been assessed against the PDP, and appropriate controls are recommended and documented in a draft Construction Noise and Vibration Management Plan (CNVMP) which the appointed contractor / builder will be required to implement.

The CNVA outlines the sources of construction noise, which includes bulk earthworks, building construction and sealing of roading.

The CNVA has compiled the predicted noise levels for all constructions activities when received at adjoining or nearby properties, with and without mitigation measures being put in place (primarily acoustic fencing barriers).

The CNVA outlines that management and mitigation measures to control noise and vibration will be documented in a Construction Noise and Vibration Management Plan (CNVMP), which the appointed contractor / builder will be required to implement. This CNVMP includes physical controls specific to the site and general best practice measures to reduce noise and vibration levels, and communication requirements to keep neighbours informed with the works on site.

The CNVA also outlines the recommended conditions of consent that will deal with construction noise.

5.9 Urban Design Assessment

DCM Urban Design have compiled an Urban Design Assessment (UDA) that addresses the proposed development. The UDA is contained within **Appendix [N]**.

The UDA provides a useful description of the surrounding urban environment of the site. Aside from Wanaka Primary School and the Kelly's Fat Recreation Reserve, the UDA notes that the surrounding residential built form includes a combination of single detached units, two-storey duplexes, and three-storey visitor housing, reflecting an evolving pattern of low to medium-density residential development.

The UDA outlines the distance of the site to multiple schools, several commercial activities, supermarkets, restaurants, and open space areas.

The UDA provides a comprehensive assessment of the proposed development versus the requirements of the MDRZ and the Council Residential Design Guidelines 2021.

5.10 Waste Management

WM Sustainability Services have provided an Operational Waste Management Plan (OWMP), which is contained in **Appendix [0].**

The OWMP details the following from a waste management perspective:

- Building details, including site boundaries and expected waste streams.

- The estimated volume of refuse and recycling.

- Details of the recommended services to be provided to meet the estimated volumes.

- Recommended waste area layout and access requirements.

- Relevant roles and responsibilities relating to the delivery and review of this OWMP.

- Additional waste streams and services.

The OWMP details the holistic and communal approach to waste management from the proposed residential units.

5.11 Construction Management Plan

A Construction Management Plan (CMP) have been compiled for the proposed development. The CMP is contained within **Appendix [P].**

The CMP details the key stages of the overall development, which consist of the following:

- Site Establishment

- Bulk Earthworks

- Civil Infrastructure Installation

- Roading and Access Formation

- Building Construction

- External Works and Landscaping

- Completion.

The CMP details the various mitigation measures that will be utilised in terms of erosion/sediment control, stormwater management, traffic management, noise/vibration, dust management, contamination/spill management, waste management, health and safety, communication/complaints management and monitoring and management.

The CMP details the overall construction programme, together with the sub-components of the programme.

5.12 Affected Persons Approval

The site is still presently owned by the Queenstown Lakes District Council. The applicant has entered into a Sale and Purchase Agreement to purchase the site from the Council. The applicant is in the process of obtaining an affected persons approval from the Council (as landowner), and this will be formally submitted once received.

6 Statutory Considerations

7.1 Operative District Plan

The site is contained within the Low Density Residential Zone in terms of the ODP. This zone is now deemed inoperative, and as such, no resource consents are required under the ODP.

7.2 Proposed District Plan

The following resource consents are required under the various chapters of the PDP.

7.2.1 Chapter 8 - Medium Density Residential Zone

The site is contained in the Medium Density Residential Zone (MDRZ) under the PDP.

The MDRZ was subject to the PDP Urban Intensification Variation (UIV). The Council decisions for the UIV were released in February 2026, with the appeal period finishing in early April 2026. At the time of lodgement of this application, the period for potential 'Section 274' parties to join the appeals is still running.

Based on the UIV decisions version on the MDRZ, the following resource consents are required:

- **Restricted Discretionary Activity** resource consent pursuant to Rule 8.4.10.3 for the construction of more than four residential units.

- **Non-Complying Activity** resource consent pursuant to Rule 8.5.1.2 as a number of residential units/blocks will exceed the maximum permitted building height of 8m.

- **Restricted Discretionary Activity** resource consent pursuant to Rule 8.5.4.1 as the building coverage will be exceeded for the net area of the overall existing site and within the new residential lots to be created.

- **Restricted Discretionary Activity** resource consent pursuant to Rule 8.5.7 as the recession plane requirements will not be adhered to from the relevant existing site boundaries and from the proposed residential lot boundaries.

- **Restricted Discretionary Activity** resource consent pursuant to Rule 8.5.8 as the minimum landscaped permeable surface of 25% is not adhered for the full site and for a number of new residential lots.

- **Restricted Discretionary Activity** resource consent pursuant to Rule 8.5.9(a) as the 3m road setback from Ironside Drive is not adhered to.

- **Restricted Discretionary Activity** resource consent pursuant to Rule 8.5.9(b) as the minimum setback of 1.5m will not be adhered to for the residential units within the new lots.

- **Restricted Discretionary Activity** resource consent pursuant to Rule 8.5.10 as the length of building facades above ground floor area will exceed 24m.

It is understood that one appeal to the UIV (ENV-2026-CHCH-012) has challenged the maximum permitted height of 8m (specifically Rule 8.5.1.2) in the UIV decisions version of the MDRZ. As such, under the pre-UIV provisions for the MDRZ, the proposal required the following resource consent:

- **Non-Complying Activity** resource consent pursuant to Rule 8.5.1.1 as a number of residential units/blocks will exceed the maximum permitted building height of 7m.

7.2.2 Chapter 25 - Earthworks

It is noted that provision 25.3.2.5 (interpreting and Applying the Rules) within Chapter 25 states that certain earthworks rules do not apply subdivision under Chapter 27 within the PDP, with these rules consisting of the following:

a. Table 25.2 Maximum Volume;

b. Rule 25.5.15 Cut Standard; and

c. Rule 25.5.16 Fill Standard; and

d. Rule 25.5.21.

Despite the above, the proposed subdivision requires the following resources via Chapter 25 of the PDP:

– **Restricted Discretionary Activity** resource consent pursuant to Rule 25.5.11.1 as more than 2500m² of earthworks will occur over a contiguous area of land where the slope exceeds 10° or greater.

- **Restricted Discretionary Activity** resource consent pursuant to Rule 25.5.11.2 as more than 10,000m² of earthworks will occur over a contiguous area of land where the slope is less 10°.

- **Restricted Discretionary Activity** resource consent pursuant to Rule 25.5.18.1 as earthworks greater than 0.5m in depth will occur on the site boundary.

- **Restricted Discretionary Activity** resource consent pursuant to Rule25.5.21 as more than 300m³ will be removed from the site.

7.2.3 Chapter 27 – Subdivision & Development

- **Restricted Discretionary Activity** resource consent pursuant to Rule 27.5.7 for an urban subdivision.

- **Non-Complying Activity** resource consent pursuant to Rule 27.5.22 as the minimum lot size is 250m² is not adhered to.

7.2.4 Chapter 29 – Transport

- **Restricted Discretionary Activity** resource consent pursuant to Rule 29.4.11 as the proposal meets the definition of a high traffic generating activity.

- **Restricted Discretionary Activity** resource consent pursuant to Rule 29.5.8 as the internal queuing space does not meet the 24m requirement.

- **Restricted Discretionary Activity** resource consent pursuant to Rule 29.5.13 as the access is proposed to be shared by the 104 residential units (exceeding the 12 unit threshold).

7.2.5 Chapter 36 – Noise

- **Discretionary Activity** resource consent pursuant to Rule 36.5.13 as the construction noise limits will be breached.

7.3 NES Contaminated Soils

A review of the District and Regional Council's records for the subject site does not indicate the existence of HAIL activities on the site or having been undertaken from the subject site.

7.4 Overall Status

The overall status of the proposal is that of a **non-complying** activity.

7 Assessment of Effects

In accordance with Section 88 and Schedule 4 of the Act an assessment is made of any actual and potential effects on the environment that may arise from the proposal is required with any details of how any adverse effects may be avoided, remedied or mitigated. Accordingly, below is an assessment of effects relative to the scale and significance of the proposed activity.

The assessment of effects has addressed the following categories.

8.1 Permitted Baseline

Sections 95D(b), 95E(2)(a) and 104(2) of the Act provide discretion to Council (for the purposes of forming an opinion as to the actual or potential effects) to disregard any adverse effects of the proposal on the environment (or on a person) if a District Plan or National Environmental Standard permits an activity with that effect.

8.1.1 Built Form

Multi-unit development for up to 3 units is permitted provided the development achieves compliance with all other site and zoning standards. This is considered to be of limited relevance to the application.

8.1.2 Earthworks

In this case the permitted baseline for earthworks includes a maximum volume of 300m^3, maximum depth of cut not exceeding 2.4 metres and maximum height of fill not exceeding 2 metres. This is considered to be of limited relevance to the application.

8.1.3 Transport

Vehicle access and parking on site is permitted, subject to compliance with site and zoning standards. This is considered to be of limited relevance to the application.

8.1.4 Subdivision

All subdivision activities require resource consent, and there is no permitted baseline relevant to the proposal.

8.2 Alternative locations or methods

The proposed activity will not result in any significant adverse effects on the environment. Alternative locations are therefore not considered necessary.

8.3 Assessment of the actual and potential effects

The following areas of consideration apply in terms of assessing the actual and potential effects on the environment.

8.3.1 Positive Effects

The development of the site will provide a number of benefits as detailed below.

Due to the large size of the site, the opportunity exists to develop a comprehensive quality residential development in terms built form, landscaping, access and amenities within the overall site. This outcome will provide a co-ordinated approach that will benefits future occupants and the wider environment within which the development will be situated.

Due the number and different residential unit typologies proposed, the proposed development will increase the availability of housing choice within central Wanaka. The various housing typologies will cater for various demographics and housing affordability within Wanaka.

As outlined in the UDA, the site is ideally located to multiple schools, several commercial activities, supermarkets, restaurants, and open space areas/reserves. Many of these facilities are within walking distance. Future occupants within the proposed residential units will have ease of access to these facilities and/or amenities.

Overall, the proposed development promotes a compact multi-unit development that makes efficient use of a large serviced urban site. As the UDA states, by consolidating medium density housing within an established neighbourhood already anticipated for residential development, the proposal contributes to containing residential growth within proximity to employment centres. The UDA also states that the mix of six unit typologies and two and three bedroom units supports a range of household types and encourages a diverse housing supply within the Wānaka locality.

Overall, the proposed development will provide numerous benefits during the construction phase (employment) and once completed.

8.3.2 Building Scale, Location & Form

Purpose of the MDRZ

In summary, the zone purpose for the MDRZ is as follows:

> *The Medium Density Residential Zone has the purpose of providing land for residential development at greater density than the Suburban Residential Zone. In conjunction with the other residential zones, this zone will play a key role in minimising urban sprawl and increasing housing supply.*

The zone will enable a greater supply of diverse housing options for the District. The main forms of residential development anticipated are terrace housing, semi-detached housing and detached townhouses with permitted activities limited to a net area per residential unit of 250 square metres. The zone will undergo changes to existing densities and built form characteristics over time to provide for the social, economic, cultural and environmental wellbeing of the District's community. In particular, the zone will provide a greater diversity of housing options for smaller households including single persons, couples, small young families and older people seeking to downsize. It will also enable more rental accommodation for the growing population of transient workers in the District.

While the overall development breaches a number of development standards and density within the MDRZ, the development provides the opportunity to provide an appropriate level of residential density and housing choice in an appropriate location within Wanaka.

Locality & Housing Options

The development will increase the availability of housing options within Wanaka, with typologies catering to various demographics and housing affordability in the district. The proposal will provide for residential growth sufficient to meet the district's needs.

The size of the site and its location is appropriate for the proposed development. Future occupants within the residential units will have ease of access to a variety of facilities and amenities.

Urban Design Outcomes

The proposal is supported by an UDA. The key findings of the UDA are summarised below:

- The development is consistent with the Queenstown Lakes District Council Residential Design Guide 2021 and the PDP Medium Density Residential subject to UIV.

- The site is well positioned in Wānaka, enabling future residents to have walkable access to public green spaces, multiple schools, community facilities, retail, supermarkets, and eateries.

- The development will increase the availability of housing choice in Wānaka, with both three-bedroom, two-bathroom units across six typologies catering to various demographics and housing needs.

- The visual bulk of the built form will be broken up by varied roof forms, material changes and articulated facades. The individual units will be well modulated, and as supported by the proposed landscaping, is expected to relate

positively to Ironside Drive, the surrounding green spaces and neighbouring properties.

- Any visual dominance and shading effects due to height and recession plane breaches are considered to result in a low level of adverse effects;

- The development avoids extensive blank façades and incorporates a high level of glazing, supporting passive surveillance over internal pedestrian paths and communal open spaces.

- The proposed building materials and landscape planting, including tree planting, are appropriate and will facilitate a visually engaging development, while softening built form and enhancing on-site and surrounding amenity.

- Each unit will be provided with a private outdoor living space directly connected to indoor living spaces in the form of outdoor decks or upper storey balconies, that predominately orient to the north to maximize solar gain and views.

- The shared driveway, internal road network and carpark areas are well-designed for pedestrian, bicycle and vehicle access, while the development will also be provided with bike storage, and a screened communal rubbish bin area to support operational needs.

Overall, the proposal is appropriate in terms of urban design and will respond positively to the surrounding area. Effects in this regard are less than minor.

Land Use Breaches

The proposed development will breach a number of MDRZ development standards. However, a number of these breaches relate to application of the development standards against the proposed residential lots (i.e. coverage, setbacks, recession planes).

The UDA has provided an assessment against the key development standard breaches, and such will be summarised below.

In terms of the height encroachments, the UDA states as follows:

- All units except for those along Ironside Drive are two storeys, while seven three storey terrace units along Ironside Drive appear as two storeys from the street and contain a bottom storey with an entrance and garage to the rear along an internal street.

- Height and recession plane encroachments along boundaries are considered low while units with greater height encroachments are generally located internally of the site where the topography slopes down and the ground level

has been adjusted the greatest. Due to their location in the interior of the development and with the sloping site the encroachments are not deemed readily perceptible from surrounding properties.

- Where exceedances occur, they are confined to roof elements and are considered relatively minor,

- The western boundary, adjacent to Wānaka Primary School, is the longest site perimeter and accommodates the greatest number of units along the boundary. These encroachments are considered low and are largely screened by existing planting and the topography that rises to the west. There are no residential neighbours to the west of the site.

- Where party walls are shared between adjoining units, internal setback requirements per individual lot title are not met, a characteristic of duplex and terrace house typologies explicitly anticipated within the Medium Density Residential zone. From an urban design perspective the effects of this are considered low.

- Natural material finishes and recessive colour palettes ensure buildings read as visually subordinate from external vantage points. Boundary landscaping throughout the development provides additional buffering, further softening visual presence and integrating the development into the surrounding context.

With regard to exceeding the permitted building coverage for the site as whole and for the proposed residential lots, the UDA states:

- The adverse effects of this exceedance are considered low given the development's strong performance against the permeable surface standard and the overall quality of the landscaping and open space provisions throughout the site.

- While the majority of individual lots record a technical breach, this is an anticipated consequence of the attached duplex and terrace house typologies delivered across the site. Assessed in the context of the overall development, the coverage levels are considered appropriate and consistent with the density and built form anticipated within the Medium Density Residential zone.

In terms of breaching the minimum landscaped permeable surface requirement, the UDA states as follows:

- While 29.8% of individual lots record a technical shortfall in permeable surface coverage, this is a consequence of the attached duplex and terrace house typologies across the site, where building footprints and impervious surfaces occupy a greater proportion of individual lot areas. The adverse effects of this

breach are considered low given the overall quality of the landscaping and open space provisions throughout the site.

With regard to beaching the minimum building setbacks, the UDA states:

- The proposal is predominantly compliant with the boundary setback requirements. Only one unit, Unit 7 fronting Ironside Drive, encroaches on the 3m road boundary setback, achieving a minimum setback of 2.7m as a result of the site boundary alignment at this corner of the site. The encroachment is considered to have minor effects given the sloping topography in this location and noting that the pedestrian path and carriageway are situated more than 3m from the unit, such that the functional and visual separation from the street is maintained in practice.

- Where party walls are shared between adjoining units, internal setback requirements per individual lot title are not met, a characteristic of duplex and terrace house typologies explicitly anticipated within the Medium Density Residential zone. From an urban design perspective the effects of this are considered low.

In terms of exceeding the maximum building length requirement, the UDA states:

- Terrace unit blocks do not exceed 7 units per block. Individual units are visually articulated through strategic façade modulation, including material changes, vertical and horizontal geometries, projecting balconies, varied roof forms, and the six distinct housing typologies. Together these create visual breaks that substantially reduce perceived building length and dominance when viewed from street frontages and adjacent properties. This multi-layered articulation strategy ensures terrace blocks read as a series of distinct dwellings rather than continuous, monolithic forms, maintaining visual interest and scale compatibility with surrounding residential character.

Summary

Overall, it is considered that the proposed development is appropriate in terms of building scale, form and location, and will have less than minor effects on the wider environment. Residential amenity values in the surrounding environment will be maintained.

8.3.3 Subdivision Design & Density

Rule 8.4.6.1 states that three or less residential units per site are a permitted activity, provided that the net area per residential units is no less than 250m². Rule 8.4.10.4 states that four or more residential units on a site (outside of Arrowtown) are a restricted discretionary activity if the requirements of Rule 8.4.6 and all the requirements of Rule 8.4.10.4 are adhered. As the requirements of Rule 8.4.10.4 are not adhered to, then the overall density proposed for the development does not meet the restricted discretionary criteria within the MDRZ. However, there appears to be a

drafting issue with the UIV decisions version of the MDRZ, in that there is no further density 'rule' that elevates the breach to a higher level (i.e. non-complying activity status). Irrespective of this, a first principles approach has been adopted in terms of the density of development proposed for the site.

In terms of the density proposed, the UDA states as follows:

- The proposed development includes 104 units. With a total gross site area of approximately 18,039m², the site does not meet the minimum net area requirement of 250m² per residential unit. However, the development is strategically located adjacent to Wānaka Primary School and within walking and biking distance of Wānaka's town centre amenities and services. This proximity to schools, retail, and civic facilities supports the zone's medium-density residential objectives and responds to identified housing demand in the Wānaka locality. The increased density is supported by the site's accessibility and integration with established community infrastructure, delivering efficient use of land in a well-serviced location.

- The proposal responds to the site's topographical constraints through strategic massing and layout. Terrace units frame the street frontage, while internally located typologies are broken into smaller blocks along pedestrian lanes, creating a structured, human-scaled development that avoids visual monotony and excessive building bulk. This approach maximises site efficiency while maintaining visual and physical separation between dwellings, integrating thoughtfully with the surrounding residential context. Landscaping elements such as 1m post and rail fences, hedging and context appropriate trees and planting contribute positively to the character of the area.

- External appearance and façade articulation are addressed through unit-aligned materiality changes, alternating vertical and horizontal timber cladding, and projecting balconies, which collectively reduce the perceived mass of the development relative to neighbouring properties and the street.

- Privacy for residents and adjoining occupants is maintained through considered balcony placement, window offsetting, and boundary planting. Native landscaping is integrated throughout the site, continuing the established planting palette of the wider area and reinforcing visual coherence between the proposal and its immediate context.

- Vehicle access is consolidated to a single entry point off Ironside Drive, with all parking accommodated on-site, minimising impacts on on-street parking and maintaining safe and efficient access. The proposal delivers a mix of two and three bedroom units, a typology underrepresented in Wānaka, making efficient use of well-serviced urban land and broadening housing choice within the locality.

Overall, it is considered that the proposed density and subdivision is appropriate in terms of lot sizes, dimensions, future residential use. The overall density proposed will have less than minor effects on the wider environment.

8.3.4 Landscaping

The proposal is supported by a comprehensive landscape plan, which includes landscaping within individual lots, communal areas and landscaping along road boundaries to ensure that the development is well integrated with the surrounding environment.

The landscaping includes tree, shrub and hedge planting. As confirmed in the UDA, the selected species are hardy, drought-tolerant and appropriate to the climate conditions of Central Otago, while the plant selection has also been designed with consideration for future maintenance issues with the buildings. The proposed landscape planting is considered appropriate and will provide a high level of amenity for future residents.

Additional landscape plantings are proposed along the driveway and entrance feature wall which will enhance and assist in clearly identifying the access/egress crossings.

The proposed landscaping integrates well with the development and will soften the visual effects of the built form. It is considered that the proposed landscape planting will add to visual amenity providing visual interest to both the units and the frontages of the wider site

For these reasons outlined above, the landscaping is considered to be appropriate and will ensure successfully integration of the development in the surrounding area which softening the visibility of built form and hard surface areas.

8.3.5 Infrastructure & Servicing

The Infrastructure Report has addressed the servicing requirements of the proposed development.

The Infrastructure Report concludes that the development can be appropriately serviced, and new connections will be installed to achieve compliance with QLDC standards, such that effects relating to infrastructure and services are considered to have less than minor adverse effects on the wider environment.

8.3.6 Earthworks

The earthworks proposed are associated with establishing suitably level buildable areas for the overall development, extension of servicing, as well as the formation of access within the site.

Soil erosion, generation and run-off of sediment

In this instance it is anticipated that the earthworks will be able to take place with minimal effects on soil erosion and generation of run-off or sediment. It is anticipated that the standard environmental management conditions will be placed on the consent to ensure the earthworks do not result in any uncontrolled run-off of sediment. These conditions require appropriate safeguards to be put in place through the use and implementation of Erosion and Sediment Control Plans.

In addition, the earthworks will be undertaken in accordance with the EMP and associated Erosion and Sediment Control Plan (ESCP).

Erosion and sediment control measures are to be installed and maintained in accordance with the 'Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region (GD05)'.

The earthworks will be undertaken with erosion and sediment control devices installed, maintained and decommissioned in accordance with the following principles:

a) Erosion and sediment controls are integrated with construction planning.
b) Construction is staged to minimise the duration and area of exposed soil open at any one time.
c) A 'treatment train' approach so that the sediment retention devices operate as efficiently and effectively as possible.
d) Separation of 'clean' and 'dirty' water with clean water to be diverted around the site to minimise the volume of dirty water needing management onsite.
e) The extent and duration of soil exposure is minimised.
f) Controls are always maintained in proper working order.
g) Progressively stabilise and revegetate disturbed or completed areas.
h) The site is monitored, and erosion and sediment control practices are adjusted to maintain the required performance standard.
i) Soil erosion is minimised as far as reasonable and practical.
j) Avoidance of sediment discharge off-site and protection of receiving environments.

The proposed measures to be implemented are industry best practice measures.

It is considered that adherence with the EMP and standard conditions of consent based on QLDC Guidelines for Environmental Management Plans will result in less than minor adverse effects with respect to soil erosion, generation, and run-off sediment.

Landscape and visual amenity

The subject site is not a rural site and does not have significant landscape or visual amenity values. The earthworks are required to establish suitably level buildable areas for the development, as well as the formation of the access. These works are not out of character in the wider residential environment associated with multi-unit development.

The earthworks will not be visually obtrusive or detract from landscape or visual amenity values. As such, it is considered the potential adverse effects relating to these matters is less than minor.

Effects on infrastructure, adjacent sites and public roads

No adverse effects on infrastructure or public roads are anticipated as a result of the proposed earthworks, and it is therefore considered that any potential adverse effects relating to these matters are less than minor.

Effects on water bodies

There are no waterbodies in close proximity to the subject site, such that any potential adverse effects relating to this matter are less than minor.

Cultural, heritage and archaeological sites

The subject site is not known to contain any elements of particular cultural significance and is not located within a Wāhi Tūpuna area. There are no known heritage or archaeological factors relevant to this application, however Council's standard conditions of consent to ensure that appropriate protocols are followed in the unlikely event that any archaeological sites/finds are discovered during the works is anticipated. As such, it is considered that the potential adverse effects relating to these matters are less than minor.

Nuisance effects

Aside from the dust and sedimentation effects addressed above, the only other potential nuisance effect anticipated is construction noise. The proposed works will be completed in compliance with the relevant construction noise standards. The effects in this regard are therefore less than minor.

8.3.7 Natural Hazards

The Geotechnical Report compiled by Geosolve has considered the subsoil conditions and identified any geotechnical risks of hazards that could affect the feasibility of developing the proposed building. Following this assessment, Geosolve consider that it is technically feasible to develop the site as proposed, subject to compliance with a range of geotechnical parameters and recommendations (which are anticipated to form conditions of consent).

8.3.8 Construction Noise & Vibration Effects

Noise associated from construction activities is an expected occurrence, however, the key issue is adopting methods so as to either mitigate or reduce such noise effects.

The CNVA has predicted the noise effects associated with the bulk earthworks, building construction and pavement sealing. Without mitigation measured being used, there are multiple properties where noise breaches will occur. However, the CNVA that construction noise throughout all phases will be mitigated by erecting a permanent fence or using temporary noise barriers along the eastern boundary of the site, and along the western boundary near school buildings. With the use of construction noise barriers, it is predicted that only two properties (102 and 108B Kings Drive) will experience minor levels of noise breaches.

The CNVA states that with the implementation of mitigation measures, the construction noise and vibration from the proposed works are generally consistent with construction works in residential zoned areas. The CNVA states that the small noise exceeds are follows:

Site preparation

- 108B Kings Drive: Less than 1 day (While excavator is operating within 8 m of the building)

- 102 Kings Drive: Less than 1 day (While excavator is operating within 8 m of the building)

Earthworks

- 108B Kings Drive: Approximately 2 days (while roller and excavator are operating within 12 m of the building)

- 102 Kings Drive: Approximately 2 days (while roller and excavator are operating within 12 m of the building)

Building construction

- 108B Kings Drive: 1 day (near side façade of unit 50)

- 102 Kings Drive: 2-3 days (end façade of Units 38-41)

The CNVZ states that vibration during use of the vibratory roller is expected to be noticeable to a level that may cause annoyance for some people when works are within 40m of a residential unit. The CNVZ further states that is common in construction and is usually sufficiently managed by notifying people of the works in advance and advising them to expect some vibration. This mitigates the surprise and concern for building integrity which is a common reaction to unexpected vibration.

Overall, it is considered that construction noise and vibration effects on the surrounding environment will be less than minor.

8.3.9 Transport, Access & Parking

The ITA addresses the key transportation effects in terms of trip generation effects, vehicle access, queuing effects.

Trip Generation Effects

The proposal is expected to generate approximately 707 vehicle trips per day, with up to 83 vehicle movements in the weekday peak hour. As the proposed development is a high generating activity, the PDP provides criteria to be assessed in terms of trip generation and accessibility for all modes, transport effects and any mitigation, integration with the transport network and active and public transport or other measures to reduce traffic generation.

In terms of the effects of the trip generation effects, the ITA states the following:

- The development is estimated to increase traffic volumes on Ironside Drive by approximately 25% and on Kings Drive by approximately 17%. While these increases are noticeable in percentage terms, they occur from a relatively low to moderate base and are not considered to materially alter the operation of the surrounding road network.

- Ironside Drive currently functions as a low-speed, low-volume cul-de-sac environment with no through traffic. The additional traffic generated by the proposal will not change the fundamental function or character of the road, and existing carriageway widths are considered sufficient to accommodate two-way movements alongside on-street parking under current operating conditions.

- Due to the cul-de-sac nature of Ironside Drive, all vehicle movements will predominantly comprise left turn egress and right-turn ingress movements. This simplifies traffic operations and reduces the potential for delay associated with competing turning movements.

- The adjacent Wanaka Primary School generates short-duration peaks associated with pick-up and dropoff activity concentrated around school start and finish times, which are generally offset from commuter peak periods for travel to work. School bus-related movements are typically inbound during school peak periods, while residential peak movements are predominantly outbound in the morning peak hour, resulting in a complementary flow pattern that reduces the potential for conflict. Evening peak hours associated with residential uses are typically after 16:00 and not conflicting with school buses.

Overall, the ITA considers that the traffic generated by the proposal can be accommodated within the surrounding road network without resulting in adverse effects on safety or efficiency. The effects are considered to be less than minor.

The ITA states that the level of parking provided is considered appropriate for the nature and scale of the development, and to avoid noticeable adverse effects on road network capacity that could otherwise arise from high on-street demand.

The ITA states that site can be easily accessed by means of active transport.

Vehicle Access

The ITA states that while the proposal does not strictly align with the Code of Practice road classifications, the access design is considered appropriate for the scale and nature of the development. The low-speed environment, moderate traffic volumes, and internal layout support safe and efficient operation, and effects on the surrounding transport network are considered to be less than minor.

Queuing Effects

In terms of the reduced queuing length, the ITA considers that such is acceptable given the characteristics of the site and surrounding network, and the likelihood of queues extending onto Ironside Drive is low. The effects are considered to be less than minor.

8.4 Hazardous substances

The proposed activity does not involve the use of hazardous substances and installations.

8.5 Discharge of contaminants

The proposal does not include the discharge of any contaminant.

8.6 Mitigation measures

Aside from the imposition of standard conditions of consent, it is considered that no further mitigation measures are required for the proposal.

8.7 Identification of interested or affected persons

In considering the adverse effects on persons via Section 95E(2), the following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor.

8.7.1 Kellys Flat Recreation Reserve

The Kellys Flat Recreation Reserve is located to the north of the site. No future residential development is anticipated within this Recreation Reserve, with sporting activities being the predominant use of this land.

The built form that will adjoin this Recreation Reserve is physically separated, visually integrated, together soft and hard landscaping that will soften the interaction between the site and the land to the site.

8.7.2 Wanaka Primary School

The western boundary of the site, adjacent to Wānaka Primary School, is the longest site perimeter and accommodates the greatest number of units along this boundary. This boundary is buffered by an adjacent dip in the topography and existing landscaping along the north-west, minimising visual impact.

While there is a line of built form along the western boundary, visual breaks substantially reduce perceived building length and dominance when viewed from the west of the site.

The development standard breaches are considered low and are largely screened by existing planting and the topography that rises to the west. There are no residential neighbours to the immediate west of the site.

8.7.3 Residential Neighbours to the East/South-East

There are approximately 15 residential neighbours to the east of the site (between the site and Kings Drive), while there are 4 residential neighbours that adjoin Ironside Drive on its southern boundary.
The proposed development will result in a wholesale change to the site when compared with its current undeveloped state. The changes proposed will nonetheless affect the present residential amenities of the residential neighbours to the east and south-east.

Based on the UDA, the style of development is appropriate in this location, in that such will have less than minor adverse effects in relation to residential and visual amenity (including associated views and outlook), residential character, dominance, shading and access to sunlight, for the residential neighbours to the east and south-east.

8.7.4 'General' Effects

The various assessments supplied as part of the application have dealt with matters such as construction effects (earthworks, building, noise, vibration) and transportation effects.

The proposed earthworks, formation of roading, access and footpaths and will be undertaken in accordance with the earthworks plans such that the works will not result in instability to neighbouring sites. The earthworks will be monitored by the 'High' risk EMP, and undertaken in accordance with the ESCP and associated conditions of consent (inclusive of operational hours), such that effects on the owners and occupiers of the adjoining land will be less than minor in this regard.

Noise from construction activities will be mitigated to a level which is appropriate in the surrounding environment, while various factors will be used to mitigate effects against the operational school that adjoins the site.

It is reasonable to anticipate that the proposal will result in an increase in traffic generation to the site. The increased traffic generation is considered to be appropriate and on-site parking is provided. The proposal is also supported by an ITA that confirms that the transport arrangements for the site are both appropriate and acceptable in terms of traffic effects. As such, the resultant traffic generation will result in less than minor effects on adjoining neighbouring properties.

Overall, for the reasons detailed above, adverse effects on the owners and occupiers of the adjacent sites, users of the reserve areas, and all other persons, are considered to be less than minor, and there are no persons considered adversely affected by this proposal.

8.8 Monitoring

No monitoring is required other than standard conditions of consent.

8.9 Customary rights

The proposed activity will have no effect on any customary rights.

8 Notification

Public and limited notification matters of consideration are detailed below.

8.1 Section 95A: Public Notification

In terms of Section 95A(1), a consent authority must follow the steps set out in Section 95A, in the order given, to determine whether to publicly notify an application for a resource consent. The four steps within Section 95A(1) are addressed below.

Step 1: Mandatory public notification in certain circumstances

The following matters are noted:

- The applicant is not requesting public notification of the proposal (Section 94A(3)(a)).

- Provided a further information is reasonable, the applicant is unlikely to refuse to provide information or refuse the commissioning of a report under Section 92(2)(b) of the Act (Section 95A(3)(b)).

- The application does not seek to exchange recreation reserve land under Section 15AA of the Reserves Act 1977 (Section 95A(3)(c)).

Based on the above, mandatory public notification of the application is not required.

Step 2: Public notification precluded in certain circumstances

The following matters are noted:

- Public notification is not precluded by any rule or national environmental standard (Section 95A(5)(a)).

- The proposal is not a controlled activity, a restricted discretionary/discretionary subdivision or a residential activity, a boundary activity or a prescribed activity (Section 95A(5)(b)(i)(ii)(iii)(iv)).

Based on the above, public notification of the application is not precluded.

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

The following matters are noted:

- Public notification of the proposal is not specifically required by a rule or a national environmental standard (Section 95A(8)(a)).

- The consent authority decides, in accordance with Section 95D, that the proposal will have or is likely to have adverse effects on the environment that are more than minor (Section 95A(8)(b)). The assessment included in this application concludes that the effects will not be more than minor.

Step 4: Public notification in special circumstances

The following is noted:

- It is considered that there are no special circumstances that warrant the proposal being publicly notified (Section 95A(9)). Consideration as to whether limited notification should occur is addressed below.

8.2 Section 95B: Limited Notification

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

Step 1: Certain affected groups and affected persons must be notified

Limited notification is not required under Step 1 as the proposal does not affect customary rights groups, customary marine title groups, nor is it on, adjacent to or may affect land subject to a statutory acknowledgement (Section 95B(2)-(4)).

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

Limited notification is not precluded under Step 2, as:

- The proposal is not subject to a rule in the District Plan or national environmental standard that precludes limited notification (Section 95B(6)(a)).

- The proposal is not a controlled activity or a prescribed activity (Section 95B(6)(b).

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

Limited notification is not precluded under Step 3 as the proposal is not a boundary activity where the owner of the infringed boundary has provided their approval, nor is the proposal a prescribed activity (Section 95B(7)).

Limited notification is not precluded under Step 3 as the proposal falls into the 'any other activity' category and the effects of the proposal are assessed in the application.

The assessment in this application takes into consideration the exclusions of Section 95E(2) and (3), when assessing the proposal will have or is likely to have adverse effects on persons that are minor or more than minor (but not less than minor).

Step 4: Further limited notification in special circumstances

It is considered that there are no special circumstances that apply to the application which warrants limited notification.

9 Statutory Assessment

Clause 2(1)(g) of Schedule 4 of the Resource Management Act 1991 requires an assessment against any relevant planning documents that are referred to in Section 104(1)(b) of this legislation. Such documents include:

- A national environmental standard
- Other regulations
- A national policy statement
- A New Zealand coastal policy statement
- A regional policy statement or proposed regional policy statement
- A plan or proposed plan

9.1 National Policy Statement on Urban Development 2020

The National Policy Statement on Urban Development 2020 (NPS-UD) replaced the National Policy Statement on Urban Development Capacity 2016.

The NPS-UD is applicable to the Queenstown Lakes District as the Queenstown Lakes District Council is listed as a Tier 2 Urban Environment.

The NPS-UD sets out the objectives and policies for planning for well-functioning urban environments under the Resource Management Act 1991. Of relevance to the proposal are Objectives 3 and which respectively state:

> *Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:*
>
> *(a) the area is in or near a centre zone or other area with many employment opportunities*
>
> *(b) the area is well-serviced by existing or planned public transport*
>
> *(c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*
>
> *Objective 4: New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations*

In relation to Objective 3 of the NPS-UD, the site to be developed in located in close proximity to the town centre of Wanaka, public traffic is located reasonably close by, and finally, there is demand for residential units in close proximity to central Wanaka.

In terms of Objective 4 of the NPS-UD, the MDRZ in the PDP recognises that over time, land within this zone will develop and change in response to the needs of various factors. The expected change also includes the expectation that existing amenity values will not remain as per the status quo.

It is considered that the proposal accords with the objectives as listed above in the NPS-UD.

9.2 Operative District Plan

It is considered that the proposal is not contrary to the relevant objectives and policies of the ODP.

9.3 Proposed District Plan

9.3.1 Chapter 3: Strategic Directions

The relevant objectives and policies within Chapter 3 are addressed below.

3.2 Strategic Objectives

3.2.1 The development of a prosperous, resilient and equitable economy in the District.

3.2.1.1 The significant socioeconomic benefits of well designed and appropriately located visitor accommodation facilities and services across the District.

3.2.1.2 The Queenstown and Wanaka town centres are the hubs of New Zealand's premier visitor resorts and the District's economy.

The development will contribute to cementing the viability of central Wanaka, due to the site's reasonably close location to this area.

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

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.

f. Ensure a mix of housing opportunities including access to housing that is more affordable for residents to live in.

h. Be integrated with existing, and proposed infrastructure and appropriately manage effects on that infrastructure.

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

3.2.3.2 Built form integrates well with its surrounding urban environment

The site is contained in a zone which the PDP clearly anticipates a higher density of development to occur when compared to the largely surrounding existing low density residential built environment.

The development will assist with providing a compact, well designed urban form.

9.3.2 Chapter 4: Urban Development

The relevant objectives and policies within Chapter 4 are addressed below.

4.2.2A ***Objective – A compact and integrated urban form within the Urban Growth Boundaries that:***

(i) ***is coordinated with the efficient provision, use and operation of infrastructure and services.***

4.2.2B ***Objective – Urban development within the Urban Growth Boundaries that maintains and enhances the environment and rural amenity and protects Outstanding Natural Landscapes and Outstanding Natural Features and areas supporting significant indigenous flora and fauna.***

4.2.2.1 *Integrate urban development with existing or proposed infrastructure so that:*

(a) *urban development is serviced by infrastructure of sufficient capacity; and*

(b) *reverse sensitivity effects of activities on regionally significant infrastructure are minimised; and*

4.2.2.2 *Allocate land within Urban Growth Boundaries into zones which are reflective of the appropriate land use having regard to:*

(a) *its topography;*

(b) *its ecological, heritage, cultural or landscape significance if any;*

(c) *any risk of natural hazards, taking into account the effects of climate change;*

(d) *connectivity and integration with existing urban development;*

(e) *convenient linkages with public transport;*

(f) *the need to provide a mix of housing densities and forms within a compact and integrated urban environment;*

(g) *the level of existing and future amenity that is sought (including consideration of any identified special character areas);*

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.*

4.2.2.4 *Encourage urban development that enhances connections to public recreation facilities, reserves, open space and active transport networks.*

The development responds to the increased density goals of the MDRZ.

The site is ideally located in close proximity to central Wanaka, which allows ease of access.

9.3.3 Chapter 8: Medium Density Residential Zone

The relevant objectives and policies within Chapter 8 are addressed below.

8.2.1 Objective - ***Medium density development occurs close to employment centres which encourage travel via non-vehicular modes of transport or via public transport***

Policies

8.2.1.1 *Provide opportunities for medium density housing close to town centres, local shopping zones, activity centres and public transport routes.*

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.*

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.*

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.*

The location of the site will mean that a substantial number of residential units (and future occupants) will be located in close proximity to employment areas within Wanaka, together with ease of access to a range of other facilities (i.e. schooling). The proposed development accords with Objective 8.2.1 and Policy 8.2.1.1.

The proposed development will provide a comprehensive (and compact) form of development, with a variety of housing choices to suit various aspects of the housing market. The location of the site and development of such will not contribute to the outward expansion of residential growth away from the employment areas within Wanaka. The proposed development accords with Policy 8.2.1.2.

The site is located within an easy to reasonable walking distances to central Wanaka, noting that public transport is not available. The proposal is consistent with Policy 8.2.1.3.

The proposal accords with Policy 8.2.1.4 in that a diversity of houses choices is proposed.

8.2.2 Objective - ***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.***

Policies

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)*

8.2.2.2 *Require visual connection with the street through the inclusion of windows, outdoor living area**s**, low profile fencing or landscaping.*

8.2.2.3 *Ensure street frontages are not dominated by garaging through consideration of their width, design and proximity to the street boundary.*

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.*

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).

Based on the UDA, the proposed development is considered to be consistent with the outcomes envisaged by Objective 8.2.2.

Policies 8.2.2.1 to 8.2.2.5 deal with a number of design and amenity related considerations. Based on the UDA, it is considered that the proposed development is consistent with the outcomes envisaged by these policies.

8.2.3 Objective - Development provides high quality living environments for residents and provides reasonable maintenance of amenity values enjoyed on adjoining sites, while taking into account the changing future character intended within the zone.

Policies *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.*

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.*

Based on the UDA, the proposed development will provide a quality living environment for future occupants, together with providing the reasonable maintenance of amenity values for adjoining and nearby sites. The proposal accords with Objective 8.2.3.

The proposal is inconsistent with Policy 8.2.3.1 due to the development standard breaches, however, based on the UDA, the nearby neighbours will still have reasonable levels of privacy and amenity values.

Based on the UDA, it is considered that the proposal will adhere to the outcomes of Policy 8.2.3.2.

9.3.5 Chapter 25: Earthworks

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

25.2.1 Objective – Earthworks are undertaken in a manner that minimises adverse effects on the environment, protects people and communities, and maintains landscape and visual amenity values.

Policies

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

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

25.2.1.5 Design earthworks to recognise the constraints and opportunities of the site and environment.

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.

25.2.1.7 Encourage limiting the area and volume of earthworks being undertaken on a site at any one time to minimise adverse effects on water bodies and nuisance effects of adverse construction noise, vibration, odour, dust and traffic effects.

25.2.1.10 Ensure that earthworks that generate traffic movements maintain the safety of roads and accesses, and do not degrade the amenity and quality of surrounding land.

Overall, the required earthworks can be undertaken and controlled in a manner which leads to an outcome where such are not contrary to the above objectives and policies.

9.3.6 Chapter 27: Subdivision & Development

9.2.3 Chapter 27: Subdivision & Development

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.

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 proposal is generally consistent with the QLDC Subdivision Design Guidelines and the lots will be appropriately serviced at the time of subdivision.

The lots are of suitable shape and size to be developed for their medium density residential purpose. The density of the proposed subdivision will provide for an efficient use of land and provide for the development of housing.

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 dwellings and by effective lighting.*

Policy 27.2.2.8 *Manage subdivision near to electricity distribution lines to facilitate good amenity and urban design outcomes, while avoiding, remedying or mitigating potential adverse effects (including reverse sensitivity effects) on electricity distribution lines.*

The size of the development provides the opportunity to provide a variety of housing styles that will meet different aspects of the market. A high level of residential amenity will be provided due to building design and configuration, together with the use of communal space. The proposed subdivision accords with Objective 27.2.2 and the supporting policies.

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

Policies Transport, Access and Roads

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.*

As assessed in the ITA, It is considered that the proposed development/subdivision from a transportation perspective satisfies the goals of Objective 27.2.5 and the supporting policies.

Water supply, stormwater, wastewater

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.

Water

Policy 27.2.5.7 Ensure water supplies are of a sufficient capacity, including fire fighting requirements, and of a potable standard, for the anticipated land uses on each lot or development.

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 rain water capture and use and greywater recycling.

Policy 27.2.5.10 Ensure appropriate water supply, design and installation by having regard to:

a. the 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.

Stormwater

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 recognises 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.

Wastewater

Policy 27.2.5.13 Treat and dispose of sewage in a manner that:

a. maintain 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.*

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. Energy Supply and Telecommunications*

Policy 27.2.5.16 *Ensure adequate provision is made for the supply and installation of reticulated energy, including street lighting, and communication facilities for the anticipated land uses while:*

a. *providing flexibility to cater for advances in telecommunication and computer media technology, particularly in remote locations;*
b. *ensure the method of reticulation is appropriate for the visual amenity and landscape values of the area by generally requiring services are underground, and in the context of rural environments where this may not be practicable, infrastructure is sited in a manner that minimises visual effects on the receiving environment;*

c. *generally require connections to electricity supply and telecommunications systems to the boundary of the net area of the lot, other than lots for access, roads, utilities and reserves.*

As assessed in the Infrastructure Report, all of the proposed residential unit/lots are capable of being serviced to Council standards.

Easements

Policy 27.2.5.17 Ensure that services, shared access and public access is 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 easement.

Easement are proposed in order to allow right of ways and future servicing connections.

9.3.7 Chapter 29: Transport

The relevant objectives and policies within Chapter 29 are addressed below.

29.2.2 Objective - Parking, loading, access and onsite manoeuvring that are consistent with the character, scale, intensity, and location of the zone and contribution 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.

29.2.2.1 Manage the number, pricing, location, type and design of parking space, access and loading space in a manner that:

a. is safe and efficient for all transport modes and users, including those with restricted mobility, and particularly in relation to facilities such as hospitals, educational facilities, and day care facilities;

b. is compatible with the classification of the road by:

(i) ensuring that accesses and new intersections are appropriately located and designed and do not discourage walking and cycling or result in unsafe conditions for pedestrians or cyclists;

(ii) avoiding heavy vehicles reversing off or onto any roads; and

(iii) ensuring that sufficient manoeuvring space, or an alternative solution such as a turntable or car stacker, is provided to avoid reversing on or off roads in situations where it will compromise the effective, efficient, and safe operation of roads.

e. provides sufficient onsite loading space to minimise congestion and adverse visual amenity effects that arise from unmanaged parking and loading on road reserves and other public land;

f. *is compatible with the character and amenity of the surrounding environment noting that exceptions to the design standards may be acceptable in special character areas and historic management areas.*

g. *Avoids or mitigates adverse effects on the amenity of the streetscape and adjoining sites.*

h. *Provides adequate vehicle access width and manoeuvring for all emergency vehicles.*

29.2.2.3 Require that a lower amount of accessory parking be provided for residential flats district wide, and for residential and visitor accommodation activity in the Town Centre, Local Shopping Centre, Business Mixed Use, High Density Residential, and Medium Density Residential zones and in the Jacks Point Village Area of the Jacks Point Zone compared to other zones in order to:

a. *support intensification and increased walking, cycling, and public transport use, and*

b. *in recognition of the land values, high pedestrian flows, amenity, accessibility, and existing and anticipated density of these zones.*

29.2.2.5 Enable a reduction in the minimum number of car parking spaces required only where:

a. *There will be positive or only minor adverse effects on the function of the surrounding transport network and amenity of the surrounding environment; and/ or*

b. *there is good accessibility by active and/or public transport and the activity is designed to encourage public and/or active transport use and projected demand can be demonstrated to be lower than the minimum required by the rules ; and/ or*

c. *the characteristics of the activity or the site justify less parking and projected demand can be demonstrated to be lower than the minimum required by the rules and/ or*

d. *there is an ability for shared or reciprocal parking arrangements to meet on-site car parking demands at all times and demand can be demonstrated to be lower than the minimum required by the rules.*

29.2.2.11 Mitigate the effects on safety and efficiency arising from the location, number, width, and design of vehicle crossings and accesses, particularly in close proximity to intersections and

adjoining the State Highway, while not unreasonably preventing development and intensification.

Based on the ITA, it is considered that the proposal is not contrary to the PDP transport related provisions.

9.3.6 Chapter 36:Noise

36.2.1- Objective: The adverse effects of noise emissions are controlled to a reasonable level to manage the potential for conflict arising from adverse noise effects between land use activities.

36.2.1.1 Avoid, remedy or mitigate adverse effects of unreasonable noise from land use and development.

36.2.1.2 Avoid, remedy or mitigate adverse noise reverse sensitivity effects.

The effects of construction noise has been comprehensively dealt by in the CNVA. It is considered that with the adoption of various mitigation measures, noise effects will be controlled to a reasonable level so as to avoid noise effects upon the nearby landowners. As such, it is considered that the proposal is not contrary to Objective 36.2.1 and Policy 36.2.1.1.

10 Section 104D – Non-Complying Activities

Section 104D of the Act requires that a consent authority may grant a resource consent for a non-complying activity only if it satisfied that either:

a) The adverse effects of the activity on the environment will be minor; or

b) The application is for an activity that will not be contrary to the objectives and policies of the District Plan.

The assessment contained within this application confirms that the adverse effects on the environment will be no more than minor, and that the proposal will not be contrary to the relevant objectives and policies of the District Plan.

The application satisfies both limbs of Section 104D of the Act and can be considered under the overall discretion available within Section 104 of the Act.

11 Section 104 of the Act

Section 104 of the Act states when considering an application, the consent authority must, subject to Part 2 of the Act, have regard to:

- Any actual and potential effects on the environment of allowing the activity;
- Any relevant provisions of a plan or proposed plan;
- Any other matters the consent authority considers relevant and reasonably necessary to determine the application.

As outlined in the application, the proposed activity will not result in any adverse effects on the environment that are more than minor, any potential effects have been avoided, remedied or mitigated to an extent that such are less than minor. Further, the proposed activity is not contrary to the relevant objectives and policies of the District Plan, and finally, there are no other matters relevant to the assessment of the application.

12 Section 106 of the Act

Pursuant to Section 106 of the RMA, a consent authority may refuse to grant a subdivision consent, or may grant a subdivision consent subject to conditions, if it considers that there is a significant risk from natural hazards; or sufficient provision has not been made for legal and physical access to each allotment to be created by the subdivision. It is considered that there is no reason for the consent authority to refuse consent.

13 Purpose and Principles of the Act

The purpose of Act is to promote the sustainable management of natural and physical resources. Sections 6, 7 and 8 also require consideration.

In terms of Section 6, there are no matters of national importance that need to be recognised and provided for in terms of the proposed activity.

Section 7 of the Act states that achieving the purpose of the Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to:

(a) kaitiakitanga:

(aa) the ethic of stewardship:

(b) the efficient use and development of natural and physical resources:

(ba) the efficiency of the end use of energy:

(c) the maintenance and enhancement of amenity values:

(d) intrinsic values of ecosystems:

(e) [Repealed]

(f) maintenance and enhancement of the quality of the environment:

(g) any finite characteristics of natural and physical resources:

(h) the protection of the habitat of trout and salmon:

(i) the effects of climate change:

(j) the benefits to be derived from the use and development of renewable energy.

The proposed activity accords with the relevant matters that particular regard shall be given to in terms of Section 7 of the Act.

There are no matters under Section 8 of the Act that require consideration with respect to the proposed activity.

For the reasons outlined in the application, the proposed activity is consistent with the purpose and principles of the Act and the associated matters under Part 2 of the Act.

The proposed activity involves an efficient use of natural and physical resources and such will be undertaken in a manner which avoids, remedies and mitigates potential adverse effects on the environment. Overall, it is considered that the proposal is consistent with the purpose and principles of the Act and therefore accords with the definition of sustainable management.