Application for Resource Consent to Construct a Residential Unit

June 08 2026

Queenstown Lakes District Council
Wanaka Office
47 Ardmore Street
WANAKA, 9305

RESOURCE CONSENT APPLICATION FOR 71 POUNAMU AVENUE

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1.0 Key Information

Applicant: Alanna MacDonald
Site: 71 Pounamu Avenue, Albert Town, Wanaka 9305
Legal Description: Lot 131 DP 587915
Site Area: 559m²
Operative District Plan Zone: Northlake Special Zone – Activity Area B5
Proposed District Plan Zone: N/A

2.0 Appendices

Appendix A: Form 9
Appendix B: Record of Title and Consent Notices
Appendix C: Design Approval from Exclusive Developments
Appendix D: Transport Memo
Appendix E: Written Approval Form 8A
Appendix F: Geotech Report
Appendix G: Architectural and Site Plans

3.0 Introduction

This application is made to Queenstown Lakes District Council for Resource Consent for the establishment of a residential dwelling at Lot 131 DP 587915, 71 Pounamu Avenue, Albert Town, Wānaka. The subject site requires consent for breaches of site standards relating to internal setback, continuous building length, garage setback relative to street façade, and vehicle crossing location.

4.0 Site Description & Resource Consent History

The subject site is located within Stage 6 of the Hikuwai subdivision which was approved under subdivision consent RM220008 and was developed in general accordance with the Outline Development Plan approved under RM211149. The subdivision gained 244c and Title in September 2023. The subject site is Lot 131 DP 587915 with Record of Title 1133365.

RM220008 imposed a consent notice, instrument CN12761365 on the title (attachment B). The relevant matters in the consent notice are highlighted below:

- The vehicle crossing is to be located against the northern boundary
- Good Ground has not been confirmed and must either be confirmed or specific engineering design demonstrated.

The subject site is also subject to a land covenant between the landowner and Exclusive Developments Limited (EDL), requiring design approval prior to construction (attachment C).

The site is zoned Northlake Special Zone and is in Activity Area B5 with the majority of the surrounding environment featuring low density residential development.

The site has an area of 559m², is generally flat, and is fully serviced. The application site has a Council road reserve boundary to the west, a road boundary to Pounamu Avenue to the East, and two internal boundaries to the north and south.

Figure 1 below demonstrates the location of the subject site and surrounds:



Figure 1: Aerial image of subject site in yellow. Sourced from GRIP

5.0 Proposal

5.1 Overview

The proposal involves the construction of a single residential unit with 4 bedrooms, and attached 2 car garage on Lot 131 DP 587915.

The proposed residential dwelling generally complies with the applicable site and zone standards of the Operative District Plan, except for the following matters:

- A reduction of the required 4.5 metre internal boundary setback to the northern boundary by approximately 0.5 metres;
- An exceedance of the maximum permitted continuous building length, with a proposed length of approximately 19.5 metres along the northern elevation where 16 metres is permitted;
- A garage projecting forward of the main front façade by approximately 0.6 metres; and
- The relocation of the approved vehicle crossing location, requiring a variation to an existing consent notice under subdivision consent RM220008

The proposal is compliant with all other site and zone standards. The dwelling has been designed in compliance with Northlake Design Control. A full plan set is attached in Appendix G. The site plan is depicted within Figure 2 below:



Figure 2: Site plan with the proposed residential unit and setback breach hatched red.

5.2 Consent Notice Variation

RM220008 registered a consent notice on the title of the subject site requiring good ground to be confirmed or the application of a specific engineered design for the foundations and directed the location of the vehicle crossing.

Good Ground:

The Geotech report (attachment F) confirmed *good ground* for the subject site allowing regular foundations to be applied demonstrating compliance with consent notice 12761365.2.

Vehicle Crossing:

The vehicle crossing location for Lot 131 (subject site) was prescribed to be located on the north-eastern corner of the site (side furthest from the intersection). This is reflected in Condition 1a) of Consent Notice 12761365.2 and was due to proximity to an intersection. This application proposes to locate the vehicle crossing 2m offset the southern boundary. To permit this an associated variation to the consent notice condition is sought as per below (additions in **bold and underlined)**. A transport memo has been included in Appendix D with support for this proposed vehicle crossing position.

1) The following conditions apply to Lots 84 -8 6 , 88, 89, 94, 95, 101, 102, 109, 110, 113 114, 125 - 132, 135 and 166 -172 on DP 587915:

a. At the time a residential unit is constructed the owner for the time being shall construct a sealed vehicle crossing to the site to Council's standards. The design of the vehicle crossing shall be subject to approval by council under a connection to Council Service Application'. The approval should be obtained and construction of the crossing approved by a Council Inspector prior to occupation of the residential unit. The vehicle crossings to the following lots shall be in the locations specified below:

i) Lot 84: within 500mm of the eastern or northern boundary;
ii) Lot 88: within 500mm of the eastern or northern boundary;
iii) Lot 89: within 500mm of the eastern or southern boundary;
iv) Lot 94: within 500mm of the western or southern boundary;
v) Lot 95: within 500mm of the western or northern boundary;
vi) Lot 101 within 500mm of the eastern or northern boundary;
vii) Lot102: within 500mm of the eastern or southern boundary:
viii) Lot 109: within 500mm of the western or southern boundary:
ix) Lot 110: within 500mm of the eastern or northern boundary;
x) Lot 135: within 500mm of the eastern or northern boundary.

The sealed vehicle crossing to Lots 85, 86, 113, 114, 125 - 132, 166- 169, &170- 172 shall be to Council's standards and against the boundary farthest from the nearest intersection e.g. for Lot 169: against the southern boundary) **except for the location approved for Lot 131 under RMXXXXXX.**

5.3 Servicing

Infrastructure and servicing have been addressed by the underlying subdivision (RM220008) and these have been deemed appropriate for the anticipated residential use of the site proposed herein. Safe, effective legal and physical access to the site will be achieved by the proposed new vehicle crossing constructed to Council standards, as supported by a transport memo in Appendix D.

6.0 Consents Sought

6.1 Proposed District Plan

The QLDC district plan is currently being reviewed and replaced by the Proposed District Plan (PDP). The subject site is located in the Northlake Special Zone under the Operative District Plan (ODP). This zone has not undergone rezoning or review by the proposed district plan and as such there is no relevant rules in the PDP.

6.2 Operative District Plan

The proposal requires the following consents under the Operative District Plan:

- **Discretionary Activity** resource consent pursuant to Rule **12.34.2.4** for breach of site standard **12.34.4.1(iii)** (internal boundary setback). It is proposed that the building will encroach into the required 4.5m internal northern setback by 0.5m.

- **Discretionary Activity** resource consent pursuant to Rule **12.34.2.4** for breach of site standard **12.34.4.1(iv)** (continuous building length). It is proposed that the northern façade will exceed the permitted 16m building length by 3.5m.

- **Discretionary Activity** resource consent pursuant to Rule **12.34.2.4** for breach of site standard **12.34.4.1(vi)** (garage setback relative to front façade). It is proposed that the garage façade will be in line with the front façade.

- **Discretionary Activity** pursuant to Rule **14.2.2.3(ii)** for breaching site standard **14.2.4.2(vi)** minimum distance of vehicle crossings from an intersection. It is proposed to locate the vehicle crossing directly opposite an intersection where 25m is required. This rule was breached already by the underlying subdivision and is included again here for completeness.

6.3 Section 221 of the RMA

- **Discretionary Activity** pursuant to section 221 of the Resource Management Act (RMA) to vary an existing consent notice regarding vehicle crossing location. It is proposed to locate the vehicle crossing 2m from the southern boundary where it is required to be against the northern boundary as per Consent Notice 12761365.2.

6.4 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health

Neither the Queenstown Lakes District Council nor the Otago Regional Council databases identify the subject site as being part of a verified HAIL site. Therefore, the NES does not apply.

6.5 Overall Activity Status

The overall activity status of the application is Discretionary.

7.0 Effects Permitted by the Plan

Pursuant to Section 104(2) of the Act, when considering the actual and potential effects of an application for resource consent, a consent authority may disregard an adverse effect of an activity on the environment if the plan permits an activity with that effect, Effects Permitted By The Plan (EPBTP). In this case, the following standards are relevant:

- Construction of a residential unit;
- Road setback of 4.5m;
- One internal setback of 4.5m and the rest at 2m;
- 5.5m building height;

- Garages set back at least level with front façade of building;
- Continuous building length of 16m parallel to any internal boundary;
- Recession planes: No building shall protrude through a recession line inclined towards the site at an angle of 40 degrees and commencing at 2.5m above ground level at any given point on site boundary.
- Maximum volume of earthworks of 200m^3;
- Maximum area of earthworks where depth is greater than 0.5m = 400m^2;
- Maximum cut of 2.4 and maximum fill of 2m;
- 40% building coverage;
- Minimum sight distance from a vehicle crossing of 45m; and
- Minimum distance of a vehicle crossing from an intersection of 25m.

The EPBTP is relevant and should be taken into account. In this case, a residential unit is an anticipated land use for the site. The proposal has been assessed against the EPBTP anticipated within Activity Area B5, where residential development of comparable scale, form, and proximity to boundaries is expected.

8.0 Statutory Considerations

Section 104(1) of the Act requires the Council to have regard to the following matters, subject to Part 2 of the Act when considering an application for resource consent. It states:

(a) any actual and potential effects on the environment of allowing the activity; and

(ab) any measure proposed or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity; and

(b) any relevant provisions of—

(i) a national environmental standard:

(ii) other regulations:

(iii) a national policy statement:

(iv) a New Zealand coastal policy statement:

(v) a regional policy statement or proposed regional policy statement:

(vi) a plan or proposed plan; and

(c) any other matter the consent authority considers relevant and reasonably necessary to determine the application.

9.0 Assessment of Effects on the Environment

9.1 Receiving Environment

The majority of properties surrounding the application site are of a similar size and scale to the subject site, each with the expectation of a residential unit.

Further to the south of the subject site is residential development from earlier stages of the Hikuwai Subdivision, this includes established dwellings, dwellings currently under construction as well as vacant sites with the anticipation of residential built form.

To the west of the subject site is residential development situated within the Northlake subdivision where lot sizes decrease to around 210-450m^2.

To the north of the application area is the future final development of the Hikuwai subdivision as well as a tree protection area, and the Clutha River with various associated walking and biking trails.

It is within the context of the permitted baseline and receiving environment that the actual and potential effects of the proposed development will be considered below.

9.2 Assessment of the Effects on the Environment

Internal Boundary Setback

As the subject site has two road boundaries, the eastern and western road setbacks are required to be a minimum of 4.5 metres. One internal boundary is also required to have a setback of 4.5 metres, with the remaining internal boundary setback being 2.0 metres. The owner can nominate which boundary to apply the 2m setback to. Therefore, the northern boundary could have equally been assigned a 2m setback.

The proposal involves a reduction in the required 4.5 metre internal setback to the northern boundary, with the dwelling setback approximately 4.0 metres from this boundary, resulting in a breach of 0.5 metres. The only property considered potentially affected by this breach is the adjoining site to the north. Written approval (Attachment E) has been obtained from the owner of the adjoining northern property, being Lot 132 DP 587915 and therefore, any actual or potential adverse effects on the owners/occupiers can be discounted.

In regard to the wider environment, the 0.5m breach will be imperceptible in comparison to a compliant setback due to the separation of the viewer from the street and wider environment.

The dwelling remains compliant with all other applicable site and zone standards including height, recession plane, and maximum building coverage controls, ensuring that potential dominance and

shading effects will be appropriately managed. Given the minor extent of the breach, the reasonable expectation of residential development within the Northlake Special Zone, and the written approval provided, adverse effects associated with the reduced internal boundary setback are considered to be less than minor. No other parties are considered to be adversely affected by this breach.

Continuous Building Length

Rule 12.34.4.1(iv) of the Operative District Plan requires that the continuous building length parallel to any boundary does not exceed 16 metres. The proposed dwelling has a continuous building length of approximately 19.5 metres along the northern elevation, resulting in a breach of 3.5 metres.

The extended length of the northern elevation is mitigated through, the use of high-quality cladding materials, and substantial areas of glazing that visually break down the scale of the façade. As a result, the building does not read as a single uninterrupted built form and avoids adverse effects associated with visual dominance or loss of amenity. A setback from the road of 4.5m to this façade has been provided in accordance with the zone standards. As this façade will be viewed from obliquely and from the road in passing the breach will be imperceptible when viewed by the general public from outside the site. In addition, a pergola with ground level decking is proposed along the northern façade that will provide variation and interest to this façade. This will stop the northern façade being seen as a single wall but instead will break the built form so it will be more difficult to notice the breach to the 16m building length standard.

The only property where the breach may be observed from is the adjoining property to the north. Written approval has been obtained from the owner of this property (Lot 132 DP 587915) in relation to the exceedance of the continuous building length standard. This written approval is included in Attachment E. Given the proposed design mitigation and the established residential character of the surrounding environment, adverse effects arising from the continuous building length breach are considered to be less than minor. No other parties are considered to be adversely affected.

Garage Setback Relative to Front Façade

Rule 12.34.4.1(vi) of the Operative District Plan requires that garages and carports in Activity Areas B1–B5 and D1 be set back at least level with the front façade of the residential unit.

The proposed design locates the garage at a setback of approximately 4.5 metres from the eastern boundary, while the main front façade of the dwelling (being the master bedroom gable) is set back approximately 5 metres. This results in the garage projecting forward of the front façade by approximately 0.5 metres.

The purpose of this control is generally to avoid dwellings presenting as garage-dominated streetscapes, to ensure active and attractive frontages, and to maintain a high standard of

residential design within the district. In this instance, while the garage projects forward of part of the dwelling façade, the intent of the rule is still achieved. The proposed dwelling has been carefully designed so the garage does not dominate the street elevation. The garage is integrated within a wider architectural composition that includes a recessed and clearly identifiable main entrance, varied roof forms, high-quality external materials, and strong vertical elements that provide balance to the overall frontage.

Specific mitigating features include:

- A recessed front entry positioned adjacent to the garage, creating clear pedestrian legibility and reducing the visual prominence of the garage door.
- Use of contrasting materials including schist/stone and vertical timber cladding, consistent with the architectural character commonly sought within Wanaka.
- Varied building forms and rooflines which break up bulk and mass and avoid a flat, garage-led appearance.

The infringement is limited to the position of the garage relative to the façade and does not give rise to loss of privacy, shading, dominance, traffic safety, or servicing effects. Effects are therefore confined primarily to visual streetscape matters. Given the high quality of the architectural response, the recessive treatment of the garage door, and the overall positive contribution of the dwelling to the streetscape, any adverse effects arising from the non-compliance are considered to be less than minor. The proposal remains consistent with the relevant objectives and policies of the ODP relating to urban design, visual amenity, and high-quality residential development.

The garage is deliberately designed as a visually discrete element that does not read as a dominant component of the streetscape. It is constructed in Otago schist stone, which integrates with the front entrance, while clearly differentiating the garage from the adjacent gable, clad in vertical cedar. The variation in materials and the separation of built forms avoid the appearance of a single continuous façade plane.

Vehicle Crossing Location and Consent Notice Variation

Subdivision consent RM220008 restricted the vehicle crossing location for Lot 131 to the side furthest from the nearest intersection, which is the northeastern most corner. This restriction is reflected in Consent Notice 12761365.2, Condition 1(a), and was imposed due to proximity to the intersection.

This application proposes to relocate the vehicle crossing to a position approximately 2.0 metres offset from the southern boundary of the site. As a result, a variation to the relevant consent notice condition is sought pursuant to section 221 of the RMA.

A transport assessment prepared by Carriageway Consulting Ltd is provided in Attachment D. The assessment concludes that acceptable sight distances can be achieved at the proposed crossing location and that the revised access position will not adversely affect the safety or efficiency of

the surrounding roading network. On this basis, adverse transport effects associated with the proposed vehicle crossing location are considered to be less than minor.

9.3 Assessment of Effects on Persons

Figure 2 highlights the properties that have been included in the assessment of effects on persons. For completeness and clarity all other properties are considered sufficiently separated that any actual or potential adverse effects on them will be less than minor.



Figure 2: Aerial image of subject site (highlighted in blue) and surrounding sites subject to assessment (marked orange).

1 & 2 Moonstone St and 69 & 73 Pounamu Avenue:

In terms of transport matters, the traffic assessment undertaken by Carriageway Consulting (attached as Appendix D) confirms that there would be less than minor impact on the safety and efficiency of the roading network and therefore its associated users. Overall, potential adverse

effects from the proposed vehicle crossing location on the owners/occupiers of these properties will be less than minor.

1 & 2 Moonstone St:

The separation of the subject site from 1 and 2 Moonstone St will result in the setback breach being viewed from an oblique angle and from a distance. Due to the minor nature of the breach (0.5m), it will be difficult to distinguish from a compliant setback. Although the garage façade is not proposed to be set back from the front façade of the building, a varied façade along the road frontage has been employed. The road frontage provides a visibly obvious and distinct entranceway, as well as a change in building materials from schist (garage) to wood (front façade). These elements will provide depth and variation to the façade to ensure it does not appear dominant when viewed from these properties. Based on the preceding assessment, any actual or potential adverse effects on the owners/occupiers of 1 and 2 Moonstone Street are considered to be less than minor in comparison to what could be reasonably expected on the subject site as directed by the EPBTP.

69 Pounamu Avenue:

The proposal provides a compliant setback of 2m on the southern boundary as well as a varied façade to ensure no dominance effects are experienced by the owners/occupiers of 69 Pounamu Avenue. The setback and continuous building length breaches subject to this application are associated with the northern boundary and will therefore not be perceived from this property. Based on the preceding assessment any actual or potential adverse effects on the owners/occupiers of 69 Pounamu Avenue are considered to be less than minor in comparison to what could be reasonably expected on the subject site as directed by the EPBTP.

73 Pounamu Avenue:

Affected Party Approval has been provided (Attachment E) by the owner of 73 Pounamu Avenue. As such any potential or actual adverse effects on the owners/occupiers of 73 Pounamu Avenue can be disregarded.

Summary:

Overall, it is considered that, as adverse effects on the adjacent neighbouring sites will be less than minor, there are no parties or persons considered to be adversely affected by the proposal.

9.4 Public Notification

The following is an assessment of the proposal against the steps within Section 95A of the Act.

Step 1 – Mandatory public notification

This is not required as:

- The Applicant does not request public notification.
- Provided a request is reasonable, the Applicant is unlikely to refuse to provide further information or refuse the commissioning of a report under Section 92(2)(b) of the Act.
- The application does not seek to exchange recreation reserve land under Section 15AA of the Reserves Act 1977.

Step 2 – Public notification precluded

Public notification of this resource consent application is not precluded as:

- Public notification of this resource consent application is not precluded by any rule or national environmental standard.
- The proposal is not for a controlled or boundary activity.
- The proposal is not a prescribed activity.

Step 3 – Public notification is required in certain circumstances

There are no circumstances which require public notification of this proposal as:

- There is no National Environmental Standard which requires public notification.
- As detailed above, the adverse effects of the activity on the environment will not be more than minor.

Step 4 – Public notification required in special circumstances

No special circumstances are considered to exist in relation to the proposal.

Overall, it is considered that the proposal can be processed without public notification.

9.5 Limited Notification

The following is an assessment of the proposal against the steps within Section 95B of the Act.

Step 1 – Notification of certain groups and affected persons

No notification is considered to be required under Step 1 as the proposal will not affect:

- Any protected customary rights groups
- Any customary marine title groups

The proposal is also not on or adjacent to, and will not affect, any land subject to a statutory acknowledgement.

Step 2 – Limited notification precluded

Limited notification of this resource consent application is not precluded as:

- Public notification of this resource consent application is not precluded by any rule or national environmental standard.
- The proposal is not for a controlled activity.

Step 3 – Notification is required in certain circumstances

There are no circumstances which require limited notification of this proposal as:

- The proposal is not a boundary activity.
- As detailed above, the adverse effects of the activity on people will be less than minor.

Step 4 – Notification in special circumstances

No special circumstances are considered to exist in relation to the proposal.

Overall, it is considered that the proposal can be processed on a non-notified basis.

10.0 Assessment Against Policy Framework

10.1 Operative District Plan

The subject site is zoned as Northlake Special Zone, Activity Area B5 under the ODP. The relevant objectives and policies in the ODP are contained within Chapter 12 (Northlake Special Zone) and Chapter 14 (Transport).

Chapter 12 - Northlake Special Zone

The following objectives and policies of Chapter 12 of the ODP are considered relevant to the proposal.

Objective 1 – Residential Development: A range of medium to low density and larger lot residential development in closer proximity to the wider Wanaka amenities.

Policy 1.1: To establish a mix of residential *densities that will provide a residential environment appealing to a range of people.*

Policy 1.4: To enable and encourage low density residential activities within Activity Areas B1 – B6.

Objective 2 – Urban Design: Development demonstrates best practice in urban design and results in a range of high quality residential environments.

Policy 2.5: To ensure that development *recognises and relates to the wider Wanaka character and is a logical extension of the urban form of Wanaka.*

The relevant objectives and policies seek to encourage a mix of residential densities for a range of people and encourage low density residential activities within activity areas B1-5 and to ensure development is of a high quality and logical extension of existing urban form.

The proposal will result in a high quality residential dwelling that will fit into the existing urban form of the existing Northlake Zone and wider Wānaka area. It will utilise building materiality similar to that used in the Wānaka area comprising a combination of schist, wood panelling and coloursteel. Although the proposal does require resource consent due to several breaches to zone standards, these are all considered to be minor in nature and scale and not detract from the urban form of the receiving environment.

Based on the preceding assessment, the proposal is considered to be wholly consistent with the objectives and policies of Chapter 12 of the ODP.

Chapter 14 – Transport

Objective 1 – Efficiency: Efficient use of the District's existing and future transportation resource and of fossil fuel usage associated with transportation.

Policy 1.10: To require access to property to be of a size, location and type to ensure safety and efficiency of road functioning.

Objective 2 - Safety and Accessibility: Maintenance and improvement of access, ease and safety of pedestrian and vehicle movement throughout the District.

Policy 2.6:

To ensure intersections and accessways are designed and located so:

- *good visibility is provided.*
- *they can accommodate vehicle manoeuvres.*
- *they prevent reverse manoeuvring onto arterial roads; and*
- *are separated so as not to adversely affect the free flow of traffic on arterial roads.*

The relevant objectives and policies of Chapter 14 seek to ensure the safe and accessible application of vehicle crossings to private properties.

The memo provided with the application from Carriageway Consultants Ltd, concludes that although the proposed vehicle crossing location does not achieve the required distance from the intersection, it will not lead to adverse safety effects on the roading network. This is due to the proposed location being directly opposite the intersection and will therefore not cause confusion as to where people are turning. In addition, it is a low-speed environment (40km/h), the road supports a low use environment due to it being a local road and not a collector/thoroughfare road. Carriageway Consultants Ltd also confirmed that sufficient sightlines are achieved in all

directions ensuring safe manoeuvring is achievable and will not result in adverse effects on the roading network.

Based on the preceding assessment the proposal is considered consistent and not contrary with the relevant objectives and policies of Chapter 14 of the ODP.

Summary

Overall, the proposal is consistent with the relevant Objectives and Policies of the ODP.

10.2 Proposed District Plan

Given that the Northlake Special Zone has yet to be addressed by the District Plan Review process, the PDP provisions are not relevant.

11.0 Part II of the RMA 1991

Under Part 2 of the Resource Management Act 1991 Section 5 sets out the purpose of the Act as follows:

The purpose of this Act is to promote the sustainable management of natural and physical resources.

Section 6 outlines matters of national importance that shall be recognised and provided for.

Section 7 outlines other matters that shall be given particular regard.

Section 8 ensures that the principles of the Treaty of Waitangi are taken into account.

The proposal is considered to satisfy the purpose of the Act and not be contrary to any matters outlined in Sections 6,7 and 8 of Part 2 of the Act.

12.0 Conclusion

A land use resource consent is sought to construct a dwelling establishing a residential unit which breaches an internal boundary setback and continuous building length, proposes a vehicle crossing on the southern boundary, and has a garage that is not set back from the front façade of the dwelling at 71 Pounamu Avenue, Albert Town, Wānaka 9305.

As assessed above, the proposal is expected to result in potential or actual adverse effects upon the environment and people that are less than minor. The assessment also concluded that the proposal is consistent and not contrary to the relevant objectives and policies of the ODP.

Overall, it is considered that consent can be granted on a non-notified basis, subject to conditions of consent.

13.0 Attachments

Attachment A - Form 9

Attachment B – Record of Title and Consent Notices

Attachment C – Design Approval

Attachment D – Transport Memo

Attachment E – Affected Party Approval

Attachment F – Geotech Report

Attachment G – Architectural and Site Plans