

APPLICATION FOR

LAND USE CONSENT

APPLICANT: VARINA PROPRIETARY LIMITED

LOCATION: 5 CHALMERS STREET, WANAKA

APPLICANT NIC ANDREWS

Date: 11 June 2026

Location: 5 Chalmers Street, Wanaka 9305

Attention: QLDC Council – Wanaka Planning Department

Document Quality Assurance

Project Reference: Café and Redevelopment - Varina

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Contents

1.0 INTRODUCTION **3**

2.0 APPLICATION DETAILS **3**

3.0 APPENDICES **3**

4.0 SITE DESCRIPTION AND PROPOSAL **3**

5.0 NES FOR ASSESSING CONTAMINANTS IN SOIL **9**

6.0 SITE HISTORY **9**

7.0 RELEVANT PROVISIONS OF THE DISTRICT PLAN **9**

7.1 ACTIVITY STATUS 9

8.0 ASSESSMENT OF ADVERSE EFFECTS **11**

8.1 PERMITTED BASELINE 11
8.2 EXISTING ENVIRONMENT 11
8.3 RECEIVING ENVIRONMENT 11

9.0 ASSESSMENT OF EFFECTS **12**

10.0 EFFECTS ON PERSONS **19**

11.0 OBJECTIVES AND POLICIES OF THE PROPOSED DISTRICT PLAN **21**

12.0 PART II OF THE RESOURCE MANAGEMENT ACT 1991 ..... **25**

14.0 CONCLUSION **25**

11th June 2026

Queenstown Lakes District Council
Wanaka Office
47 Ardmore Street
Wanaka 9305

Attention: Wanaka Planning Department

1.0 INTRODUCTION

Please find an application for a Café building which triggers a rule relating to buildings within the Wanaka Town Centre Transition Overlay; standards in relation to earthworks; retaining in proximity to a boundary; signage platforms, and the relocation of a vehicle crossing in proximity to an intersection at 5 Chalmers Street, Wanaka.

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

2.0 APPLICATION DETAILS

APPLICANT	VARINA PROPRIETARY LIMITED
SITE LOCATION	5 CHALMERS STREET, WANAKA 9305
LEGAL DESCRIPTION	SECTION 1, BLOCK XXV TN OF WANAKA
APPLICATION SITE AREA	1,012M^2
ZONING	MEDIUM DENSITY RESIDENTIAL

3.0 APPENDICES

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

4.0 SITE DESCRIPTION AND PROPOSAL

4.1 Site Description

Situated on the corner of Brownston and Chalmers Streets, the subject site is located within the Medium Density Residential Zone and Wanaka Town Centre Overlay.

In terms of topography, the site rises from Brownston Street in the northwest to the rear of the site in the southeast. The southeast boundary borders QLDC reserve land. The site is currently accessed via two vehicle crossings that extend from Chalmers Street. One accesses car parking at the rear of the site, while the second vehicle crossing accesses the front of the site, providing accessibility to garages as well as informal parking arrangements.

The site has vegetation established on the northeastern road boundary, as well as along the steep bank on the southern boundary bounding the Council Reserve.

There is an existing retaining wall along the northeastern road boundary with Brownston Street and on the eastern road boundary with Chalmers Street.

The site is 1,012m2 in area, and is occupied by a building that is currently being utilised as office space.



Figure 1: Aerial image depicting the subject site outlined in yellow.

4.2 Proposal

4.2.1 BUILDINGS WITHIN THE WANAKA TOWN CENTRE TRANSITIONAL OVERLAY

The proposal includes the construction of a café at 5 Chalmers Street, Wanaka which requires resource consent approval for buildings in the Wanaka Town Centre Transition overlay.

The café building is approximately 15.62m long and 7m in width, with an area of 95.6m^2, and is surrounded by decking on three sides. The maximum height of the building from existing ground level is 5.01m. The building will have matte black steel fascia, matte black aluminium joinery, matte black exposed steel columns, dark stained timber cladding, and the deck will be surrounded by a glass safety balustrade.



Figure 2: Rendering depicting the proposed café building, office building outdoor alteration, signage, and access relocation.

4.2.2 RETAINING WALLS IN PROXIMITY TO BOUNDARIES

The proposal includes retaining with a greater height than the distance to boundaries.

Retaining is proposed on the northern road boundary to Brownston Street. This retaining wall is located on the boundary and has a maximum height of 1.975m in the northwestern corner which reduces down to 0.975m at height in the northeastern corner. There is an existing retaining wall in this location. The retaining wall at each end of the road frontage returns to the south wrapping around the northeastern and northwestern corners, reducing in height to ground level.

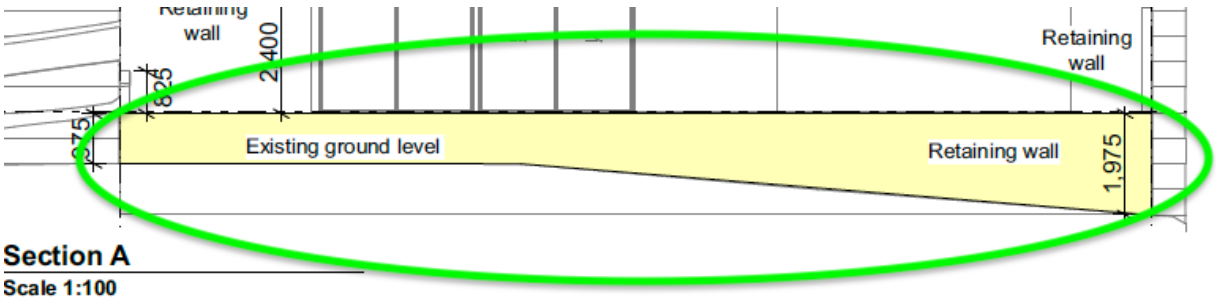


Figure 3: Northern road boundary retaining wall.

Retaining is proposed on the western boundary towards the front of the site. This retaining wall has a maximum height of 2.04m and reduces down in height towards the north.

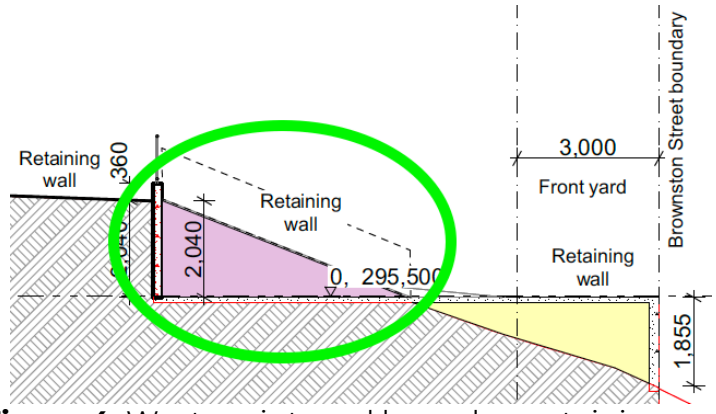


Figure 4: Western internal boundary retaining wall.

A small section of retaining is proposed on the eastern boundary towards the front of the site. This retaining wall has a maximum height of 0.825m and reduces down in height towards the north.

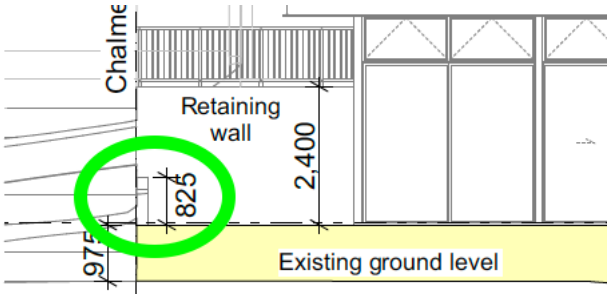


Figure 5: Eastern road boundary retaining wall.

Connecting the two retaining walls on the eastern and western boundaries is a third retaining wall running across the back of the café location. Towards the western boundary, the retaining wall is 2.4m in height, maintaining this height from the eastern to the western boundary.

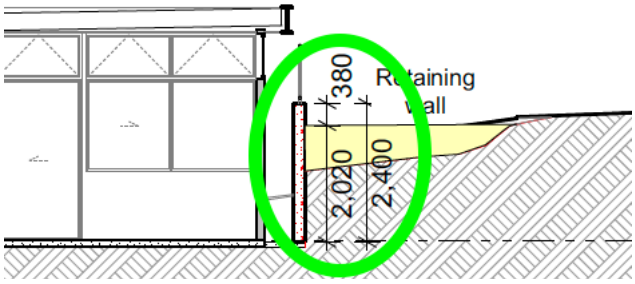


Figure 6: Internal east-west retaining wall behind café building.

Located relatively central to the site, in the location of the existing ramp access to be demolished, are two additional retaining walls in an 'L' shape. The retaining wall running parallel to the eastern boundary is located 1.604m from the boundary and has a maximum height of 2.31m; this retaining wall reduces in height to the north down to 0.3m in height.

The second retaining wall runs east to west internal to the site below the office building. This retaining wall has a maximum height of 2.31m and does not reduce in height; however, it becomes compliant beyond 2.31m in distance from the boundary.

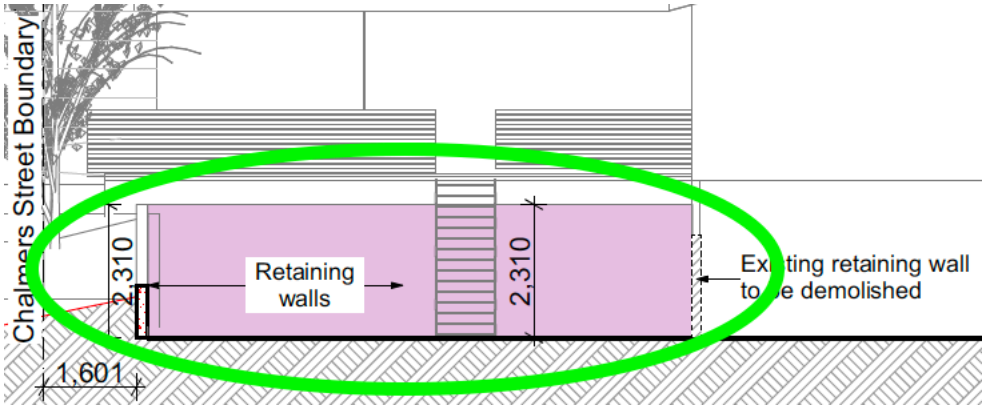


Figure 7: Eastern road boundary and internal retaining wall below office building.

4.2.3 EARTHWORKS VOLUME

The proposed earthworks volume is 424m^3, which consists of a total cut volume of 279.45m^3 and a total fill volume of 144.55m^3. Therefore, the total earthworks volume exceeding the District Plan maximum earthworks volume of 300m^3 is 124m^3.

Earthworks are required to create a retained level site for the café building in the front of the property, further earthworks are required to cut and retain the area undergoing demolition in the location of the existing ramp up to the office building.

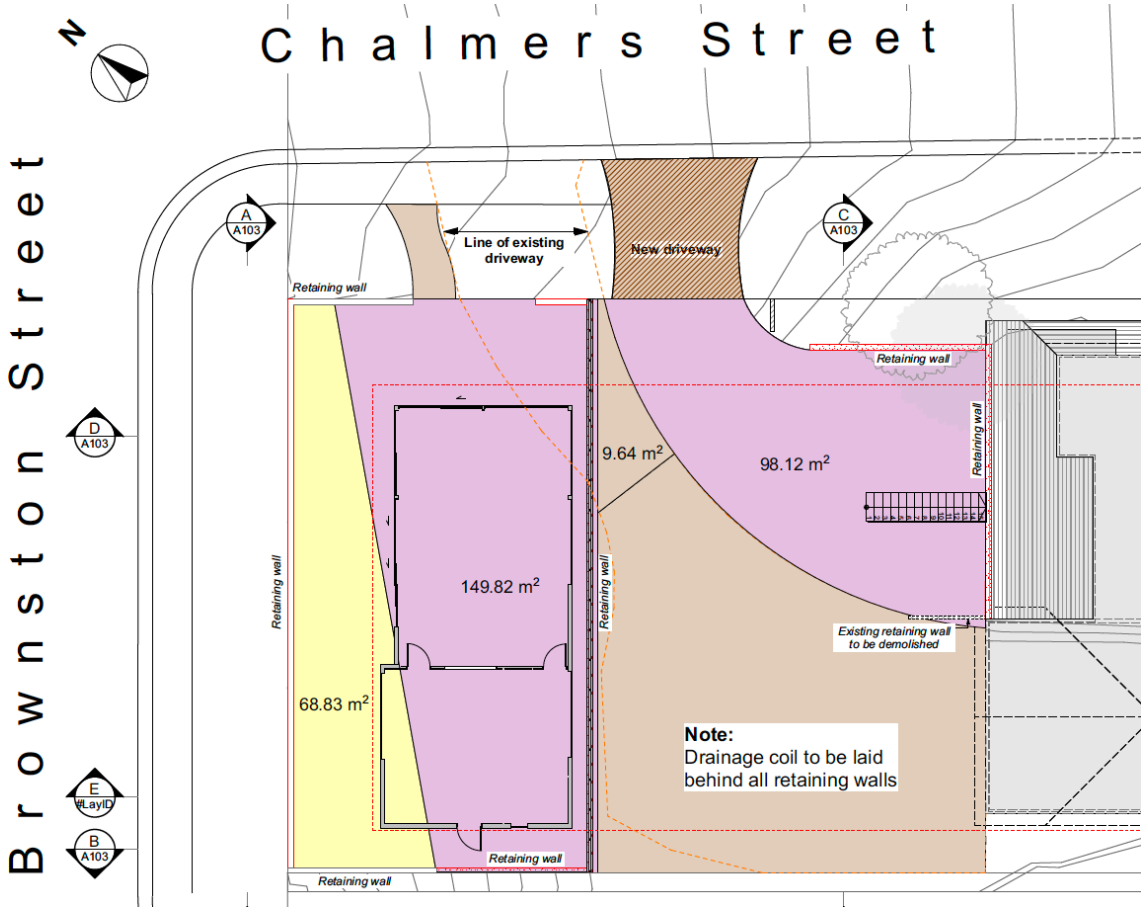


Figure 8: Earthworks plan (attached at **Appendix B**).

4.2.4 SIGNAGE PLATFORMS

The proposal includes three signage platforms. Two of the signage platforms are for the ground floor façade of the building. The first signage platform will likely comprise the name of the café, which will be directed towards the Chalmers Street road boundary on the eastern elevation; the second signage platform is the same size and will be located to face towards Brownston Street.

Each signage platform on the ground floor façade of the building is 0.96m^2 in area, measuring 3m in length and 0.320m in height. The combined area of the two signage platforms on the ground floor façade of the building is 1.92m^2.

The third signage platform is associated with the existing office building. This sign is located directly adjacent to the southern edge of the proposed relocated vehicle crossing. This signage includes a double-sided sign mounted between two timber posts. The sign itself is coloured black and white and has an area of 0.64m^2 on either side, for a total area of 1.29m^2.

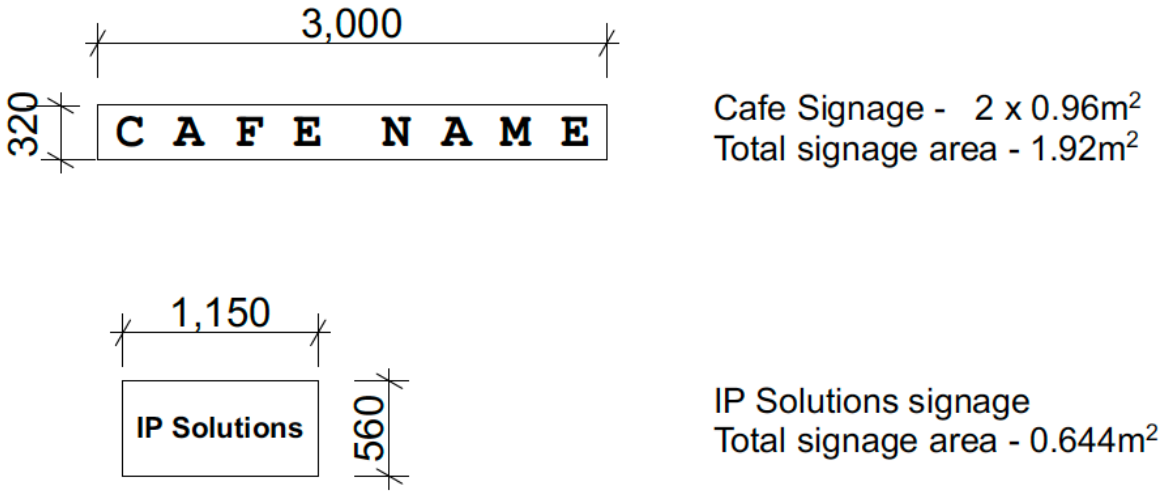


Figure 9: Signage platform dimensions.

4.2.5 VEHICLE CROSSING RELOCATION/DISTANCE TO INTERSECTION

The proposal also includes the relocation of the existing vehicle crossing to the southeast on Chalmers Street. The northern edge of the vehicle crossing will be located approximately 16.25m from the corner of the subject site. The vehicle crossing will have a width of 5.5m, sealed and constructed to applicable QLDC standards.

The proposed vehicle crossing will have an approximate sight distance to the southeast of approximately 100m. To the north, a sight distance of approximately 30m can be achieved. As Chalmers Street has a 40km/h speed limit, the minimum sight distances under rule 29.5.17 do not strictly apply as speed limits below 50km/h are not provided for. Notwithstanding this, an assessment can be made with reference to NZTA RTS 6 guidelines, which recommend a minimum sight distance of 30m for local roads with operating speeds of 40km/h. The proposed vehicle crossing relocation also achieves a greater sight distance and distance to an intersection than the existing access which has been established for many years.

The vehicle crossing will have a minimum distance to the Brownston Street/Chalmers Street intersection of approximately 22.6m, breaching the standard by 2.4m.

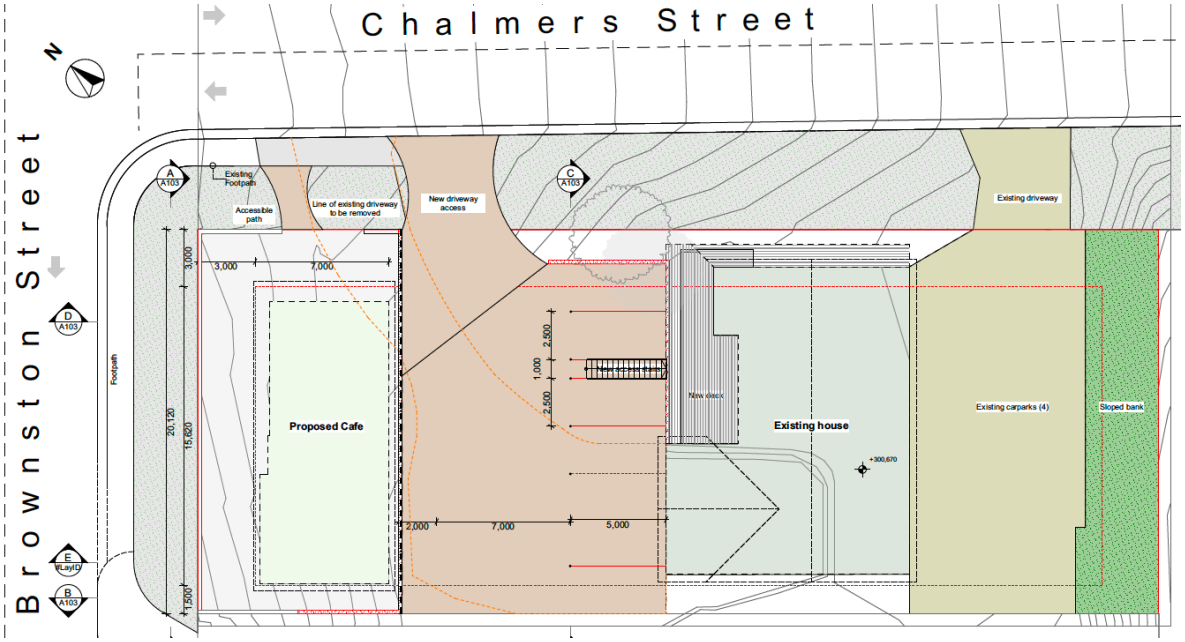


Figure 10: Overall site plan (attached at **Appendix B**)

5.0 NES FOR ASSESSING CONTAMINANTS IN SOIL

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

6.0 SITE HISTORY

The following consents are relevant to this application:

- **RM940545** – Approved subdivision application of the subject site, this approval was never exercised.
- **RM040739** – Approval to establish, operate and maintain a commercial day spa facility and associated signage.
- **RM100271 –** Certification for the ground level of 5 Chalmers Street, Wanaka.
- **RM181097** – Approval to construct a 20 room visitor accommodation development and undertake associated earthworks at 5 Chalmers Street, Wanaka.
- **ET181097** – Approved application for an Extension of Time to extend the lapse date of RM181097 for a further five years.

7.0 RELEVANT PROVISIONS OF THE DISTRICT PLAN

7.1 ACTIVITY STATUS

Proposed District Plan

The subject site is zoned Medium Density Residential within the Wanaka Town Centre Transition Overlay under the Proposed District Plan, and therefore the proposed building activity requires the following consents:

- A **Restricted Discretionary Activity** pursuant to **Rule 8.4.8** for buildings within the Wanaka Town Centre Transition Overlay. Council discretion is restricted to the following:

    - External design and appearance including the achievement of a development that is compatible with the town centre transitional context, integrating any relevant views or view shafts;
    - The external appearance of buildings, including that the use of stone, schist, plaster or natural timber be encouraged;
    - Privacy for occupants of the subject site and neighbouring sites;
    - Street activation;
    - Where a site is subject to any natural hazard and the proposal results in an increase in gross floor area:
        i. The nature and degree of risk the hazard(s) pose to people and property;
        ii. Whether the proposal will alter the risk to any site; and
        iii. The extent to which such risk can be avoided or sufficiently mitigated.

- A **Restricted Discretionary Activity** pursuant to **Rule 25.5.18.2** for earthworks supported by retaining walls where the cut or fill supported by the retaining wall is not setback a distance at least equal to the height of the retaining wall.

- A **Restricted Discretionary Activity** pursuant to **Rule 25.4.2** and **Standard 25.5.3** for exceeding the earthworks volume of 300m^3 in the Medium Density Residential Zone.

- A **Controlled Activity** pursuant to **Rule 31.6.1** for a static freestanding signage platform that complies with the standards applying to freestanding signs. Matters of control is limited to:

    - Colour and materials;
    - Design and content;
    - Location;
    - Access and safety; and
    - Compliance with any relevant Council design guideline, being either the Queenstown Town Centre Special Character Area Design Guidelines 2015, Wānaka Town Centre Character Guideline 2011, or the Arrowtown Design Guidelines 2016.

- A **Controlled Activity** pursuant to **Rule 31.6.4** for all signs located within the ground floor façade of a building.

- A **Restricted Discretionary Activity** pursuant to **Rule 29.5.21** for breaching the minimum distance for a vehicle crossing from an intersection of 25m. Council discretion is restricted to the following:

    - Effects on the efficiency of land-use, including positive effects;
    - Effects on the safety and efficiency of the transport network, including the pedestrian and cycling environment;

- Urban design outcomes;
- The efficiency of the land-use or subdivision layout;
- Any positive effects on the efficient use of the site or efficiency of the overall subdivision layout;
- Any positive effects on achieving planned intensification and compact urban form.

Overall, under the Proposed District Plan, the proposal qualifies as a **Restricted Discretionary** Activity.

8.0 ASSESSMENT OF ADVERSE EFFECTS

8.1 PERMITTED BASELINE

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

In this instance, the permitted baseline includes:

- Commercial activities;
- Residential activities;
- Home occupation;
- Fencing;
- Landscape Planting;
- Building height of 7m;
- Building height of 8m under Urban Intensification Variation (under appeal);
- Building coverage of 45% of total site area;
- Landscaped permeable surface of 25% of total site area;
- Internal setbacks of 1.5m;
- Road setbacks of 3m and 4.5m for garages;
- Building length of 24m above ground floor level;
- Earthworks up to 300m^3;
- Maximum depth of cuts which do not exceed 2.4m; and
- Maximum height of fill which do not exceed 2m.

8.2 EXISTING ENVIRONMENT

The existing environment is of relevance to the consideration of the proposed development. The existing environment includes the existing office building, associated accesses, parking areas, servicing, and established vegetation. The existing environment also includes the previously recently approved commercial use of the site, primarily that of a 20-unit visitor accommodation complex.

8.3 RECEIVING ENVIRONMENT

In addition to the permitted baseline and the existing environment, it is important to consider the receiving environment. This includes established and consented development within the vicinity of the site.

To the northwest of the subject site at 23 Brownston Street is an approved motel (Te Wanaka Lodge) which offers 13 rooms for visitor accommodation.

To the west of the subject site at 26 Brownston Street is a dwelling which operates a visitor accommodation activity.

To the northeast of the subject site, opposite the proposed cafe, across the road at 20 Brownston Street is two units, one unit operates as office space and the other unit offers four rooms with an 8 person capacity for visitor accommodation activity.

To the east of the subject site, opposite the existing office space, across the road at 7 Russell Street, is Mountain View Backpackers, which offers capacity for up to 30 persons for visitor accommodation activity.

To the southeast of the subject site is a local purpose reserve which includes a carpark for the Wanaka War Memorial cenotaph on the adjoining property behind it.

The surrounding area to the southwest, northeast, and south of the subject site consists of Medium Density Residential zoning, with the road side properties along Brownston Street between Russell Street and Dungarvon Street also including the Wanaka Town Centre Transition overlay.

To the northwest of the subject site is Wanaka Town Centre zoning which consists of commercial use of properties in the town centre area.

9.0 ASSESSMENT OF EFFECTS

9.1 BUILDINGS IN THE WANAKA TOWN CENTRE TRANSITION OVERLAY

Council is restricted to the following matters of discretion:

a) External design and appearance including the achievement of a development that is compatible with the town centre transitional context, integrating any relevant views or view shafts.

b) The external appearance of buildings, including that the use of stone, schist, plaster or natural timber be encouraged.

c) Privacy for occupants of the subject site and neighbouring sites.

d) Street activation.

e) Where a site is subject to any natural hazard and the proposal results in an increase in gross floor area:
   i. the nature and degree of risk the hazard(s) pose to people and property;
   ii. whether the proposal will alter the risk to any site; and
   iii. the extent to which such risk can be avoided or sufficiently mitigated.

EXTERNAL DESIGN/APPEARANCE AND TOWN CENTRE INTEGRATION

The proposed café has been designed to respond appropriately to the identified matters of discretion. In terms of external design and appearance, the development adopts a modest, human-scale built form that is compatible with the transitional Town Centre context, avoiding excessive bulk while contributing to the character anticipated within the overlay. The building incorporates generous

glazing and articulated natural timber façades to maintain and integrate key views and viewshafts, enabling visual connections through and beyond the site toward surrounding features such as the lake and mountain backdrop. The external appearance is further enhanced through the use of natural materials, including the incorporation of natural timber as a primary cladding and detailing element, complemented by steel accents. This material palette reflects Wanaka's established alpine vernacular and introduces texture, and a high-quality finish that integrates well with the surrounding built environment.

PRIVACY

Privacy effects for both occupants and neighbouring sites are appropriately managed having regard to the surrounding land use context, which is characterised by a strong visitor accommodation and commercial focus with a generally reduced expectation of privacy. To the northwest, Te Wanaka Lodge operates as a 13-room motel, while to the west a residential dwelling is also utilised for visitor accommodation. To the northeast, across Brownston Street, a mixed-use building accommodates office activity alongside short-term visitor accommodation, and to the east, Mountain View Backpackers provides higher-density accommodation for up to 30 persons. These activities are inherently outward-facing, transient in nature, and not reliant on high levels of visual seclusion.

The proposed café is a ground-floor, street-oriented activity, with glazing and openings primarily directed toward the public realm rather than adjoining private spaces. There are no elevated viewing platforms or design features that would enable direct overlooking into neighbouring sites. Any interaction between the café and adjacent visitor accommodation is therefore typical of a Town Centre environment, where a degree of visual connectivity and activity is anticipated.

To the southeast, the presence of a local purpose reserve and associated carparking for the Wanaka War Memorial further reinforces the public and open nature of the immediate environment, where privacy expectations are inherently low. Overall, the proposal will not result in any material loss of privacy for neighbouring sites or occupants, and any effects are appropriately characterised as less than minor.

STREET ACTIVATION

The café will provide a high level of street activation, with an open and engaging frontage, clear visual connection between indoor and outdoor spaces, and potential for outdoor seating, all of which contribute positively to pedestrian amenity, passive surveillance, and overall vibrancy of the Town Centre environment.

NATURAL HAZARDS

In respect of natural hazards, the site is not subject to any identified hazard constraints. As such, the proposal does not introduce or increase risk to people or property, nor does it alter any existing risk profile, and no mitigation measures are required in this regard. Overall, the proposal achieves a design outcome that is compatible with the Town Centre context and responds positively to all relevant assessment matters.

9.2 EARTHWORKS BREACHES – VOLUME AND RETAINING WALLS

SOIL EROSION, GENERATION, AND RUN OFF SEDIMENT

The earthworks volume will be 424m^3, the majority of which will be required to maximise available area to establish the proposed cafe.

The bulk of the proposed retained earthworks are required to achieve sufficient width to construct the café within the lower part of the site adjacent the Brownston Street road boundary. There is further retaining in the location of the existing office space, this is required to retain the land adjacent the Chalmers Street road boundary and the land below the office once the existing ramp and landing is removed.

All earthworks will be completed in accordance with the Environmental Management Plan attached at **Appendix C**. The measures described will ensure that adverse effects in relation to earthworks volume will be mitigated or avoided. Post completion of earthworks, there will be no adverse effects in regard to visual amenity for the earthworks proposed.

- The Brownston Street road boundary retaining has a maximum height of 1.975m in the north-western corner of the site and reduces down to 0.975m in the north-eastern corner of the site. The retaining at both corners of the site wrap around the corners, and reduce in height towards the south.

- The retaining wall behind the café has a maximum height of 2.4m across the width of the site, the retaining walls also wrap around onto the eastern and western boundaries, the eastern road boundary retaining wall is compliant in height, the western internal boundary retaining wall has a maximum height of 1.895m and reduces down to ground level.

- Located relatively central to the site, in the location of the existing ramp access to be demolished, are two additional retaining walls in an 'L' shape. The retaining wall running parallel to the eastern boundary is located 1.604m from the boundary and has a maximum height of 2.31m; this retaining wall reduces in height to the north down to 0.3m in height. The second retaining wall runs east to west internal to the site below the office building. This retaining wall has a maximum height of 2.31m and does not reduce in height; however, it becomes compliant beyond 2.31m in distance from the boundary.

As previously described, due to the nature of the site, cut and fill is required to create a flat site, and engineered retaining is required to maximise the amount of space within the site for the proposed café building.

The retaining walls will be designed by a certified engineer to the appropriate standards regarding loading and drainage. This will be designed at Building Consent stage.

The retaining system will incorporate drainage coils along the base behind the retaining wall. A drainage substrate will be backfilled above the coils, followed by topsoil and either grass or other landscape plantings. This design ensures a stable, well-drained retaining wall system that minimises erosion and sediment runoff along the southern boundary.

The Environmental Management Plan attached at **Appendix C**, is designed to mitigate and avoid any adverse effects in relation soil erosion, generation, and sediment run-off as a result of the earthworks retaining.

All earthworks will be completed efficiently and to a high professional standard. If any retaining earthworks remain exposed longer than anticipated, Geo Cloth may be installed as needed to provide additional protection against erosion and sedimentation. Major earthworks will not be undertaken during or immediately prior to significant rainfall events.

Any potential adverse effects will be less than minor.

LAND STABILITY

The retained earthworks near the boundary will be completed as promptly as possible to prevent any impact on land stability at the southern boundary. The retaining structures will be professionally engineered to withstand earthworks loading and mitigate any land stability concerns. Retaining will have appropriate drainage in place, with a drainage coil at the base of the wall, backfilled with drainage aggregate followed by topsoil; this will avoid adverse effects relating to land stability, erosion, and sedimentation.

With the engineered retaining in place, any potential adverse effects on land stability will be less than minor.

EFFECTS ON INFRASTRUCTURE, ADJACENT SITES, AND PUBLIC ROADS

Appropriate site management will address any potential damage to roading and infrastructure however if damage does occur, this will be remediated after the works have been completed.

The Environmental Management Plan attached at **Appendix C**, provides site management details for addressing erosion, sedimentation, and land stability. The measures are designed to ensure these effects are avoided or mitigated and retained to the site with no adverse external effects.

Overall, potential adverse effects in relation to infrastructure, adjacent sites and public roads will be avoided, and/or mitigated to be less than minor in degree.

EFFECTS ON WATERBODIES, ECOSYSTEM SERVICES, AND BIODIVERSITY

There are no nearby water bodies or biodiversity values and as such there will be no adverse effects in this regard.

CULTURAL, HERITAGE AND ARCHAEOLOGICAL SITES

There are no known sites of archaeological or cultural significance within the title of the subject site. Standard discovery protocols will be implemented and therefore adverse effects in this regard will be avoided and as such be less than minor in degree.

NUISANCE EFFECTS

No significant nuisance effects are anticipated. Accordingly, effects in this respect will be less than minor.

NATURAL HAZARDS

There are no natural hazards present that will affect the proposed works as they relate to breaches applied for.

FUNCTIONAL ASPECTS AND POSITIVE EFFECTS

The proposed earthworks and retaining walls create a space within the site that is able to be utilised productively, creating the opportunity for a new business location within the Wanaka Town Centre Transitional Overlay which will serve to provide jobs for local residents and a service to locals and visitors to Wanaka.

The earthworks and road frontage treatment will create a tidy road frontage that will improve the amenity view from external public locations towards the subject site.

Overall, the earthworks will result in visual and functional improvements to the subject site.

9.3 SIGNAGE PLATFORMS (FREESTANDING AND GROUND FLOOR FAÇADE)

Council matters of control are limited to:

a) Colour and materials.

b) Design and content.

c) Location.

d) Access and safety.

e) Compliance with any relevant Council design guideline, being either the Queenstown Town Centre Special Character Area Design Guidelines 2015, Wānaka Town Centre Character Guideline 2011, or the Arrowtown Design Guidelines 2016.

COLOUR AND MATERIALS

The freestanding sign for the office building is black and white in colouration with the IP Solutions logo in the centre, the background colour is black and the text colour is white. The sign itself is made of aluminium composite and is mounted between two vertical macrocarpa posts and two horizontal macrocarpa posts. The signage on the café building is yet to be finalised as a tenant has not been confirmed.

DESIGN AND CONTENT

The freestanding sign has a simple design with the IP Solutions logo in the centre in black and white with no distracting features. The macrocarpa post mounting is natural weathered timber with a maximum height of 1.35m. The sign itself is 1.15m

wide and 0.56m in height, with a total sign area of 0.644m^2. The sign is double sided and identical on both sides.

LOCATION

The proposed location for the freestanding IP Solutions signage platform is adjacent to the southeastern edge of the proposed relocated vehicle crossing, on the Chalmers Street road boundary. The signage on the café building is within the ground floor façade located on the road facing steel fascias.

ACCESS AND SAFETY

The proposed free standing signage platform will have less than minor adverse effects on access to the site, the sign will clearly demonstrate the vehicle crossing access to the site for visitors and employees on site. The sign is low profile, with muted colours and no distracting features, and as such there will be no adverse effects in terms of safety regarding the sign. The sign is also located within the site, and the vehicle crossing is approximately 5m long from the site boundary to the kerb, allowing for any vehicle exiting the site to have clear, unobstructed views looking southeast up Chalmers Street, the sign will also not obscure any viewshafts for vehicles entering the site from seeing vehicles manoeuvring within the site to exit the property. The café signage will be static and will not incorporate distracting colours or other features.

Overall, adverse effects in regard to access and safety are considered to be less than minor.

COMPLIANCE WITH RELEVANT GUIDELINES

The most relevant guideline document to the site is the Wanaka Town Centre Character Guideline 2011, however due to the location of the site being in the Wanaka Town Centre Transitional Overlay rather than within the town centre directly, the relevant guidelines in regard to signage are not strictly relevant in their entirety. The following list outlines the signage guidelines:

- *Integrate signage to be part of the façade, by aligning and proportioning the signage with the architectural detail (3), as opposed to making it look like an afterthought*

This guideline is not particularly relevant due to the location of the site outside the down town commercial area where signage is commonly not located within the façade of the associated building and the proposed signage is a free standing sign. However, the café building signage will be integrated into the ground floor façade.

- *Concentrate signage below veranda level and restrict above veranda signage to permanent and integrated signage such as the building name embossed in the façade material (4 and 5) or cut-out lettering in a durable material spaced off the facade*

The signage is consistent with this guideline as it is located at ground level.

- *Use indirect sign lighting (i.e. washing light over a sign or back lighting cut out letters) rather than self-illuminated signage, and generally also*

consider using up or down lighting to accentuate feature façade details to create a subtle form of signage

- *Avoid large amounts of uniform fluorescent lighting. Instead use softer, more targeted spotlighting to accentuate key features*

No lighting is proposed.

- *Avoid using extended areas of corporate colour around signs that effectively extend the size of the signs and clash with the local context*

The proposed IP Solutions sign is freestanding and muted colours, therefore the size of the sign is not extended or clashes with the local context.

- *Avoid neon or flashing signs*

No neon or flashing signage is proposed.

9.4 VEHICLE CROSSING DISTANCE TO AN INTERSECTION

Council is restricted to the following matters of discretion:

a) Effects on the efficiency of land-use, including positive effects;

b) Effects on the safety and efficiency of the transport network, including the pedestrian and cycling environment;

c) Urban design outcomes;

d) The efficiency of the land-use or subdivision layout;

e) Any positive effects on the efficient use of the site or efficiency of the overall subdivision layout;

f) Any positive effects on achieving planned intensification and compact urban form.

EFFECTS ON LAND USE EFFICIENCY

The proposed relocated vehicle crossing improves the efficiency of the land use outcomes as repositioning the vehicle crossing relieves a portion of the site from access use for the establishment of the flat site for the proposed café building.

EFFECTS ON TRANSPORT NETWORK SAFETY AND EFFICIENCY

The proposed vehicle crossing relocation results in improved transport network safety outcomes as the access is being relocated higher along Chalmers Street which increases the distance to the intersection for the vehicle crossing from approximately 16.59m to 22.6m, which is only 2.4m less than the district plan standard of 25m for the distance of a vehicle crossing to an intersection.

The additional distance to the intersection results in increased time for vehicles exiting the subject site to react to slow moving traffic turning from Brownston Street into Chalmers Street, allowing motorists more time to analyse traffic

movements and react in a safe manner. Despite the vehicle crossing proximity to an intersection breach, the proposed relocated vehicle crossing is in actuality an improved transport outcome and therefore adverse effects are considered to be less than minor.

In regard to efficiency, the existing vehicle crossing has been established for at least 20 years and has operated efficiently in that time, the relocation of the vehicle crossing approximately 6m further up the road from the intersection will not result in any increased level of adverse effects on the efficiency of the proposed vehicle crossing location.

URBAN DESIGN OUTCOMES

The proposed vehicle crossing as previously described will result in improved transport safety outcomes despite still being in breach for the distance of the vehicle crossing from the intersection. The proposed relocated vehicle crossing will be sealed and constructed to Council standards, which is an improved outcome over the existing vehicle crossing which is currently just a gravel, unsealed access point.

EFFICIENCY OF SITE LAYOUT/POSITIVE EFFECTS

The proposed relocation of the vehicle crossing improves the efficiency of the site layout as it allows for access to continue to be provided to the office space carpark, while freeing up available land towards the northern road boundary for the construction of a commercial service building within the Wanaka Town Centre Transitional Overlay. The proposal will not result in any decrease in efficiency in respect of transport matters related to the site or external to the site.

POSITIVE EFFECTS FOR INTENSIFICATION AND COMPACT URBAN FORM

The positive effects for the intensification and compact urban form is that the proposal provides for a new service offering to the adjacent Wanaka Town Centre, utilising an otherwise empty part of the site to create jobs and provide for residents livelihoods, as well as create a new offering for visitors to Wanaka to utilise and add to the District's economic prosperity.

10.0 EFFECTS ON PERSONS

The neighbouring sites are indicated by green stars in **Figure 11** at the following locations:

- 20 Brownston Street, Wanaka - Northeast
- 23 Brownston Street, Wanaka - Northwest
- 26 Brownston Street, Wanaka - West
- 7 Russell Street, Wanaka - East
- 11 Chalmers Street, Wanaka- Southeast



Figure 11: Neighbouring sites indicated by green stars.

10.1 Northeast – Mixed-use Office and Visitor Accommodation (20 Brownston Street)

Located across Brownston Street, this site already experiences a high level of exposure to traffic and pedestrian activity. The café will contribute to this environment in a manner that is typical and anticipated within the Town Centre. Due to the separation provided by the road and the café's inward and street-focused design, there will be no discernible loss of privacy or amenity. Any effects are therefore negligible to less than minor.

10.2 Northwest – Te Wanaka Lodge (23 Brownston Street)

The proposed café is not anticipated to result in any more than minor adverse effects on this established visitor accommodation activity. The café is a small-scale, daytime-oriented use that is consistent with the surrounding Town Centre environment. While there may be some minor increase in activity levels (e.g. pedestrian movement and general noise), these effects are typical of a commercial setting and are unlikely to detract from the amenity experienced by guests. The ground-floor nature of the café, absence of elevated viewing platforms, and street-facing orientation of glazing ensures no material overlooking or privacy loss occurs. Overall, any effects are appropriately characterised as less than minor.

10.3 West – Visitor Accommodation (26 Brownston Street)

The neighbouring site to the west operates a visitor accommodation activity within a residential building. The proposed café will not introduce any effects that are out of character with the established mixed-use environment. Any increase in activity or noise will be consistent with a Town Centre setting and will not materially

diminish amenity values. Given the café's orientation toward the street and lack of intrusive design elements, there will be no meaningful privacy effects. As such, effects on this site are less than minor.

10.4 East – Mountain View Backpackers (7 Russell Street)

This site accommodates higher-density visitor accommodation, with an expectation of a lively and active surrounding environment. The café aligns with this context and will not introduce effects beyond those already experienced. The scale of the café and its operational characteristics mean that any additional noise or activity will be minor and consistent with the Town Centre environment. Privacy effects are avoided through the building's design and orientation. Overall, effects on this site are less than minor.

10.5 Southeast - Local Purpose Reserve and Wanaka War Memorial Carpark

The reserve and associated carparking area are public spaces with inherently low sensitivity to privacy or amenity effects of this nature. The café may marginally increase activity in the vicinity; however, this is consistent with the function of the Town Centre and may positively contribute to passive surveillance and perceived safety. No adverse effects on the use or enjoyment of the reserve are anticipated, and any effects are appropriately characterised as less than minor.

Overall Conclusion

Having regard to the nature, scale, and design of the proposed café, and the established mixed-use, visitor-focused character of the surrounding environment, any adverse effects on neighbouring sites are appropriately assessed as no more than minor and as such there are no persons/parties considered to be affected by the proposal.

11.0 OBJECTIVES AND POLICIES OF THE PROPOSED DISTRICT PLAN

Proposed District Plan (PDP)

CHAPTER 3 - STRATEGIC DIRECTION

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

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

Policy 3.2.1.1 – The significant socioeconomic benefits of well-designed and appropriately located visitor industry places, facilities and services are realised across the District.

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

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

In regard to Objectives 3.2.2 and 3.2.3 and the associated relevant policies, the proposed development is consistent with appropriate urban growth within the

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

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

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

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

CHAPTER 8 – MEDIUM DENSITY RESIDENTIAL

The Objectives and Policies of the Medium Density Residential zone are predominantly relevant to urban residential development, however the subject site is within the Wanaka Town Centre Transition Overlay which permits the use of the site for commercial purposes.

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

The proposal is highly consistent in this regard, the subject site is within the Wanaka Town Centre Transitional Overlay, visitors can walk or bike to the subject site and the greater Wanaka Town Centre from surrounding residential areas.

Objective 8.2.2 – Development contributes to the creation of a new, high quality built character within the zone through quality urban design solutions which positively respond to the site, neighbourhood and wider context.

Policy 8.2.2.1 – Ensure buildings address streets and other adjacent public space with limited presentation of unarticulated blank walls or facades to the street(s) or public space(s).

Policy 8.2.2.2 – Require visual connection with the street through the inclusion of windows, outdoor living areas, low profile fencing or landscaping.

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

Policy 8.2.2.4 – Ensure developments reduce visual dominance effects through variation in facades and materials, roof form, building separation and recessions or other techniques.

As demonstrated within Section 9.0, the proposed built form is highly consistent with the objectives and policies above; the proposed building contributes to the high quality built character of the zone and design features align with the aforementioned policies.

Objective 8.2.3 – 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.

Policy 8.2.3.2 – Where a resource consent is required for new development, reasonably minimise the adverse effects of the new development on the amenity values enjoyed by occupants of adjoining sites, and have particular regard to the maintenance of privacy for occupants of the development site and neighbouring sites through the application of setbacks, offsetting of habitable room windows from one another, screening or other means.

The proposal is consistent in this regard, the site is within the Wanaka Town Centre Transitional Overlay, and as such, commercial land use is anticipated. The proposed activity will be undertaken during daytime work hours and the site does not have outlooks into other sites. Additionally, the majority of the surrounding properties are all of a commercial nature.

Objective 8.2.7 – Commercial development is small scale and generates minimal adverse effects on residential amenity values.

Policy 8.2.7.1 – Provide for commercial activities, including home occupation activities, that directly serve the day-to-day needs of local residents, or enhance social connection and vibrancy of the residential environment, provided these do not undermine residential amenity values or the viability of any nearby Town Centre.

Policy 8.2.7.3 – Ensure that the noise effects from commercial activities are compatible with the surrounding environment and residential amenity values.

Policy 8.2.7.4 – Ensure that commercial development is of a design, scale and appearance that is compatible with its surrounding residential context.

The proposal is highly consistent in this regard, the commercial built form is small in scale at 95.6m^2, the commercial activity itself is permitted and also of a scale which is anticipated within the zone.

Objective 8.2.9 – Non-residential developments which support the role of the Town Centre and are compatible with the transition to residential activities are located within the Wanaka Town Centre Transition Overlay.

Policy 8.2.9.1 – Enable non-residential activities to establish in a discrete area of residential zoned land adjoining the Wanaka Town Centre, where these activities suitably integrate with and support the role of the Town Centre.

Policy 8.2.9.2 – Require non-residential and mixed use activities to provide a quality built form which activates the street, minimises the visual dominance of parking and adds visual interest to the urban environment.

Policy 8.2.9.3 – Ensure the amenity values of adjoining residential properties outside of the Wanaka Town Centre Transition Overlay are maintained through design and the application of setbacks.

The proposal is highly consistent in this regard, offering a small scale non-residential development within the Wanaka Town Centre Transitional Overlay, which will be a high quality construction with street activation through the promotion of foot traffic to the site, and providing a new service offering to locals and visitors to Wanaka.

CHAPTER 25 – EARTHWORKS

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

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

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

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

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

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

CHAPTER 29 – TRANSPORT

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

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

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

Overall, the proposed development will result in outcomes that will be consistent with outcomes anticipated by an implementation of the relevant objectives and policies of the Proposed District Plan.

12.0 PART II OF THE RESOURCE MANAGEMENT ACT 1991

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

14.0 CONCLUSION

This application seeks Resource Consent for a Café building which triggers a rule relating to buildings within the Wanaka Town Centre Transition Overlay; standards in relation to earthworks; retaining in proximity to a boundary; signage platforms, and the relocation of a vehicle crossing in proximity to an intersection at 5 Chalmers Street, Wanaka.

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

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

Kind Regards,

Cameron Stobie
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BRIDGING THE GAP BETWEEN PROCESS & YOUR OBJECTIVES

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