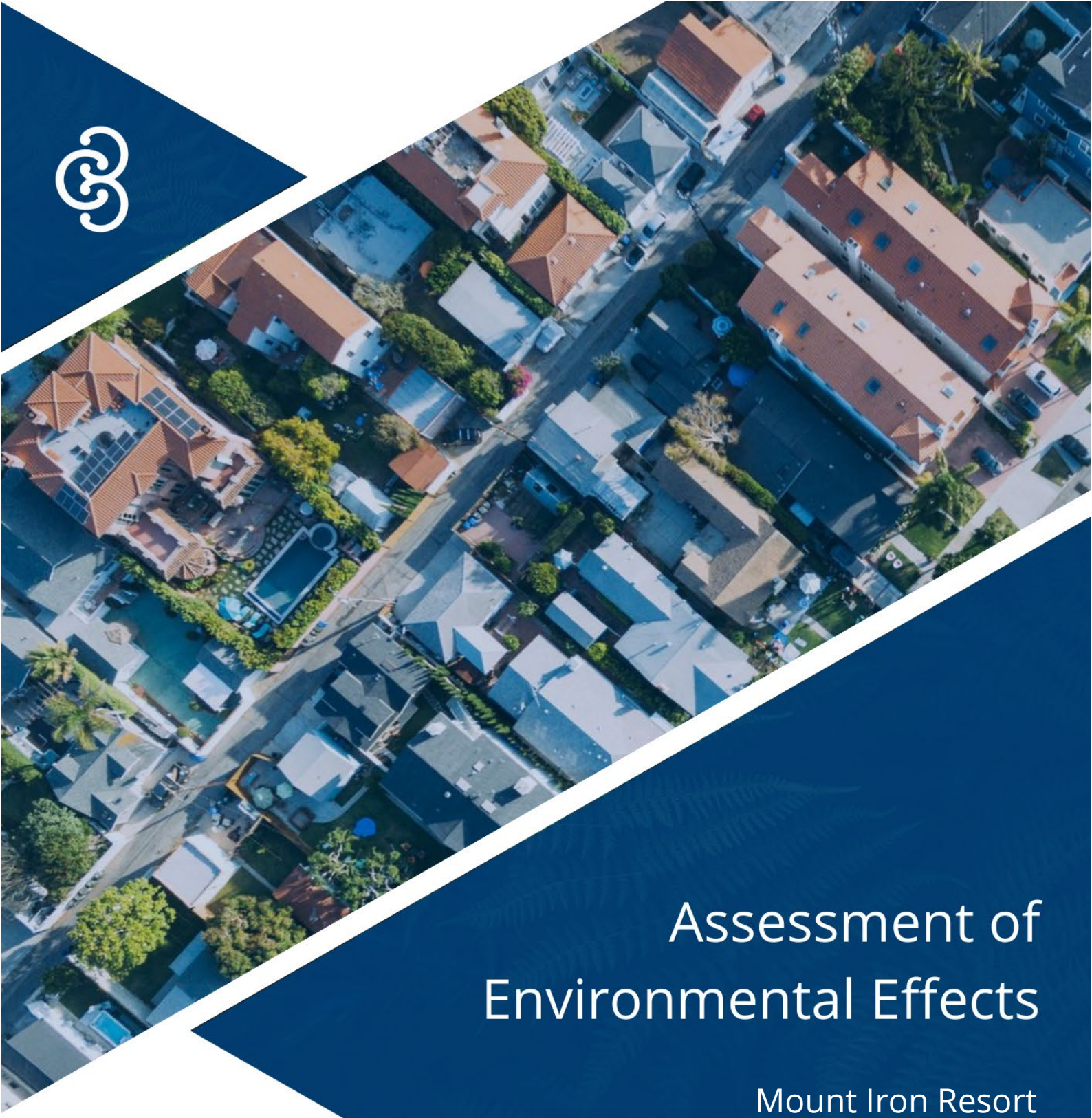


Assessment of Environmental Effects

Mount Iron Resort
Three Parks, Wānaka

Issued 24 July 2026

Campbell Brown

Planning & Resource Management Specialists

This Assessment of Effects on the Environment Report has been prepared by:

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In association with:

KIRK ROBERTS CONSULTING

novo group Planning. Traffic. Development.

baxter design

acoustic engineering services

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Client	Mount Iron Investments Limited
Project Location	Sir Tim Wallis Drive / Sir Cliff Skeggs Drive, Three Parks, Wānaka
Project Reference	3607MID26

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Appendices

Appendix	Document	Author	Date
A	Record of Titles	-	-
B	Written Approval – Willowridge Developments Limited	-	-
C	Project Plans	Kirk Roberts Consulting	1 and 15 July 2026
D	Acoustic Assessment	AES	13 July 2026

E	Landscape Plans	Baxter Design	14 May 2026
F	Infrastructure and Earthworks Report	Kirk Roberts Consulting	17 July 2026
G	Transport Assessment	Novo Group Limited	July 2026
H	Environmental Management Plan	Campbell Brown Planning	-
I	Urban Design Assessment	Baxter Design	24 June 2026
J	Visitor Accommodation Management Plan	Campbell Brown Planning	-
K	Proposed Visitor Accommodation Conditions	Campbell Brown Planning	-
L	Geotechnical Assessment	Kirk Roberts Consulting	2 November 2022
M	Natural Hazard Risk Matrix	Kirk Roberts Consulting	1 July 2026

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1. Executive Summary

1.1. Proposal

This resource consent application by Mount Iron Investments Limited (**'the Applicant'**) seeks to comprehensively develop the subject site to establish a resort complex, comprising a hotel complex, townhouses, apartments, commercial units, and associated car parking, landscaping, signage and earthworks. A resource consent was previously granted for a similar activity[1] which is still current. The proposal seeks to change this consented plan and seeks a new consent due to the changes exceeding those to be considered a variation through s.127 of the Resource Management Act (**'RMA'**). Additionally, the PDP rules have changed significantly since this previous consent was granted through the Urban Intensification Variation (**'UIV'**) process, to enable more intensification, and height within the Three Parks area, whereby the proposal is more aligned with the revised zonings and provisions.

The following assessment concludes that, subject to conditions of consent, any adverse actual or potential environmental effect arising from the proposal would be less than minor. The proposal would not be contrary to the objectives, policies, and assessment criteria of the QLDC PDP, including the Urban Intensification Variation.

1.2. Activity Status

The proposal requires land use consent under the QLDC PDP for the reasons outlined in Section 6 of the assessment below. Overall, this application is to be assessed as a **Discretionary Activity**.

1.3. Technical Assessments

This application is accompanied by a number of plans, specialist reports, and assessments that are referred to throughout the following sections of this assessment of environmental effects (**'AEE'**) report. As such, regard needs to be given to this supporting documentation when considering the content of this AEE report.

[1] QLDC's Reference RM220141

2. The Applicant and Property Details

Applicant	Mount Iron Investments Limited
Site Address	Sir Tim Wallis Drive, Sir Cliff Skeggs Drive, Three Parks, Wānaka
Site Area	Title area: 67.1728 hectares Development site area: Approx. 1.87 hectares
Legal Descriptions	Lot 991 Deposited Plan 618865 and Lot 982 Deposited Plan 590655 and Lot 984 - 985, 988 Deposited Plan 523538 and Lot 980 Deposited Plan 574876 and Lot 971 Deposited Plan 567411
Title	1244802
Zones	• Operative District Plan (ODP): Three Parks Zone -Tourism and Community Facilities Subzone • Proposed District Plan (PDP): High Density Residential Zone and Business Mixed Used Zone • Urban Intensification Variation: High Density Residential A Zone and Business Mixed Use Zone
Precincts	None
Overlays	The site is within the urban growth boundary
Controls	None
Designations	None

3. Site Location

The site is located within the northern end of Three Parks, Wānaka, as shown in **Figure 1**.



Figure 1 Aerial photograph of the subject site and surrounds

4. Description of the Existing Environment

4.1. Subject Site

The development site is vacant, sized at approximately 1.87 hectares, and forms part of a wider balance lot legally described as Lot 981 DP 649967. A copy of the Record of Title is attached in **Appendix A**, along with the relevant instruments. The development site area hereon will be referred to as the 'site'. The site is owned by Willowridge Developments Limited, who have provided their written approval to the application – attached as **Appendix B**.

The site is located approximately 140m from the roundabout which enables entry from State Highway 84 (Wānaka-Luggate Highway), into Three Parks, specifically Sir Tim Wallis Drive. The site is located adjoining Sir Tim Wallis Drive, and on the corner of Sir Cliff Skeggs Drive. The site has been modified through RM181439 to create a relatively flat site, with a slight upslope towards the northern boundary of the site.

The surrounding area of the site is a developing commercial hub, with established activities such as BP service station, Mitre 10, The Warehouse and other big box retail stores. Under construction are a McDonalds across Sir Tim Wallis Drive, and to the south is a new 'town centre' for the area, to incorporate more commercial uses and community spaces. Adjoining the north of the site is a stormwater basin and an area earmarked for open space. A pedestrian easement leads to the roundabout pedestrian/cycle underpass and beyond to the track around Mount Iron.



Figure 2 - Subject site

4.2. Site Planning Controls

4.2.1. Zoning

The site spans across two separate zones of the Proposed District Plan ('PDP'). The Business Mixed Use zone (**'BMUZ'**) creates a spine along Sir Time Wallis Drive throughout Three Parks, which extends from the State highway at the north, to Ballantyne Road to the south. The western part of the site falls into the BMUZ. The remainder of the site is zoned High Density Residential A zone ('**HDRAZ'**) under the PDP. The HDRAZ is a new zone applicable to Three Parks and the Queenstown Town Centre, provided through the Council-led UIV. The appeals period for the UIV have recently ended, and there are no relevant appeals that would be applicable to the site or project, and therefore the HDRAZ is operative for the site. Notwithstanding, there are some appeals relating to some provisions (that do not affect the proposal), therefore the underlying High Density Residential Zone ('**HDRZ**') provisions will still be assessed.

4.2.2. Natural Hazards

The only natural hazards identified on the QLDC and ORC databases are:

- Liquefaction risk of 'low to none'
- Earthquake shaking intensity of MMVII.

4.3. Existing Environment

The existing environment is that explained in section 4.1 above, with the addition of the following.

The site is legally part of a large balance lot (Lot 981); however, a subdivision consent has been granted[2] which will enable the development site to be created into new Lot 804, being 1.87 hectares. The subdivision consent has been given effect to with all physical works completed, s.223 granted, and s.224 lodged with the Council.

4.4. Receiving Environment

The receiving environment includes the environment beyond the site as it currently exists, and also as it may exist in the reasonably foreseeable future. This includes consideration as to how the existing development might be modified in the future by carrying out permitted activities under the District Plan. It also includes the implementation of resource consents that have been granted at the time the application is considered, where it appears likely that these consents will be implemented. The receiving environment may also include activities

[2] QLDC Reference RM220419

that require a controlled activity consent under the District Plan if those consents are likely to be implemented.

To the south, west and south-west of the site, the land is zoned BMUZ along the spine of Sir Tim Wallis Drive, which provides for mixed use activities, including residential and visitor accommodation above ground floor level, buildings up to 20m in height, with 75% building coverage. The BP service station is established to the north, and McDonalds is under construction adjoining the BP, which will be located across Sir Tim Wallis Drive from the site. Mixed commercial buildings are established within the BMUZ along the western side of Sir Tim Wallis Drive, and further to the south. The Three Parks Commercial Zone is located to the south and south-west, which provides for commercial and trade activities, and large format retail, with buildings up to 15m in height, no greater than 3 storeys, with 90% building coverage. A new 'town centre' is proposed within the area to the south of the site, and two large commercial buildings are under construction to the front of the Mitre 10. Countdown (Woolworths) supermarket is to be located further south within the Three Parks Commercial Zone.

To the east and west of the commercial zones, is the new HDRAZ, which provides for 3 or less residential units per site, up to a height of 16.5m, and building coverage of 70%. Whilst there is no residential development within the immediate vicinity of the site, Metlife Care have a retirement village under construction to the south-west of the site, and a new large medium density housing development called The Links has been proposed through the Fast Track Approvals Act to the west of the BP roundabout, with 257 dwellings.

To the northeast is the rurally zoned Puzzling World site. Puzzling World operates as a commercial site as a tourism attraction. A residential dwelling is located on the site. Topographically Puzzling World is located at some height above the application site. State Highway 84 is also topographically located at a height above the subject site, which includes an area of hill sloping down into the site which has a building restriction overlay. Mount Iron is beyond the State Highway to the north.

This therefore forms the receiving environment.

4.5. Background

The previous consent decision granted for the resort on the site[3] provides a thorough summary of the background to the site and area:

[3] Section 2.2 of RM220141

"Three Parks came about through a Plan Change (Plan Change 16), which sought to rezone approximately 100ha of land from Rural General and Rural Residential Zoned land. The purpose of the Plan Change was to:

"*…rezone the area of land referred to as the Three Parks Zone in a manner which enables development of a high quality urban area with a range of land uses in accordance with the Wānaka Structure Plan, meeting many of Wānaka's needs as a growing community*…"

The rezoning stemmed from the Wānaka 2020 community workshops undertaken in 2002, which identified the area and proposed future uses. Following this Council undertook a Growth Options Study, which initiated the Growth Management Strategy, and established Council policy on where growth could occur. Through these documents a draft Wānaka Structure Plan was produced, first adopted in 2004. Transport considerations and implications were considered, and the final versions of the Wānaka Structure Plan was adopted in its final form in 2007, with the resolution that it be implemented though a series of plan changes – including Plan Change 16. A decision was made on 4 December 2009 that the Plan Change be adopted. The structure plan included an area of open space located on the edge of Three Parks and the State Highway, which is still evident today, and can be seen as a Building Restriction Area' in Figure 2 above. The subject site under this Plan Change located in the Tourism and Community Facilities subzone.

Three Parks Zone was subject to review in Stage 3 of the District Plan review (notified on 19 September 2019 – at which time, the Three Parks zone was disbanded into separate zones (albeit within the area known as Three Parks), including the subject site going from Tourism and Community Facilities subzone to Business Mixed Use, and High-Density Residential zones. The current Three Parks Structure Plan can be found in Section 27.13.12 of the PDP."

More recently, in 2025 the UIV progressed through to decisions by the Independent Hearings Panel, who recommended the site and wider High Density Residential zone of Three Parks be rezoned to a new zone – High Density Residential A zone. The appeal period for this UIV decision has just ended, and whilst there are appeals relating to provisions in the HDRAZ, they are all site specific to different sites, and none affect the site. As such, the HDRAZ is operative for the site.

Relevant Consents

- Resource Consent RM181439 – Granted 7 March 2019 for subdivision to create 3 commercial lots, 5 legal roads (contained in 3 lots to be vested as road, 3 balance lots and undertake associated earthworks)

- Resource Consent RM220141 – Granted 4 October 2023 through a notified process, for a muti-use resort on the site, incorporating:
    - 136 room, 5 level hotel with conference centre, restaurant and pool
    - Bar/restaurant – two level standalone building
    - 3 level backpackers incorporating 34 rooms, retail, reception/dining
    - 25 Apartments – 3 and 4 levels, 2-bedroom apartments
    - 25 Townhouses - each with a single garage, 2- and 3-bedrooms
    - 93 surface car parks, 13 bike stands and a coach drop-off park.

  This application has not been given effect to, and this current application is a reconsent of RM220141 with some changes. This resource consent provides a useful baseline for the proposal.
- Subdivision Consent RM220419 – Granted 4 November 2022 for subdivision of Lot 981 into two lots - Lot 804 where the hotel resort will be located (1.87Ha), and Lot 983 being a large balance lot (58.2835Ha). The s.223 and 224 are currently being processed for this subdivision.

5. Description of the Proposal

5.1. Introduction

The applicant seeks land use consent to construct a hotel and resort similar to that already approved through RM220141, with some changes. The new proposal seeks:

- 136 room, 5 level hotel with conference centre, restaurant/bar; and
- 33 apartments within 3 separate buildings of four and five levels above ground level; and
- 39 townhouses - 2- and 3-storey, each with a single garage, 2- 3- and 4-bedrooms; and
- A central amenity building, incorporating a gym and fitness room, swimming pool, sauna, hydrotherapy pool, changing rooms, residents lounge/bar, kitchen, amenities, and a wine cellar; and
- A total of 143 car parking spaces, including five mobility spaces, 15 bike stands and a coach drop-off park.

The Project Plans prepared by Kirk Roberts Consultants attached as **Appendix C** provide the full proposal.

The northern part of the site is within 80m of the State Highway, requiring indoor noise to be limited through design. An Acoustic Assessment has been provided by AES, attached as **Appendix D**, which provides recommendations of design and materials to achieve the indoor acoustic level of 40dB LAeq24h. These recommendations will be adhered to through the next iterations of design for any noise sensitive activities.

No subdivision is proposed at this stage – this will follow in a separate resource consent at a later date.

The proposed site layout is depicted in **Figure 3** below.

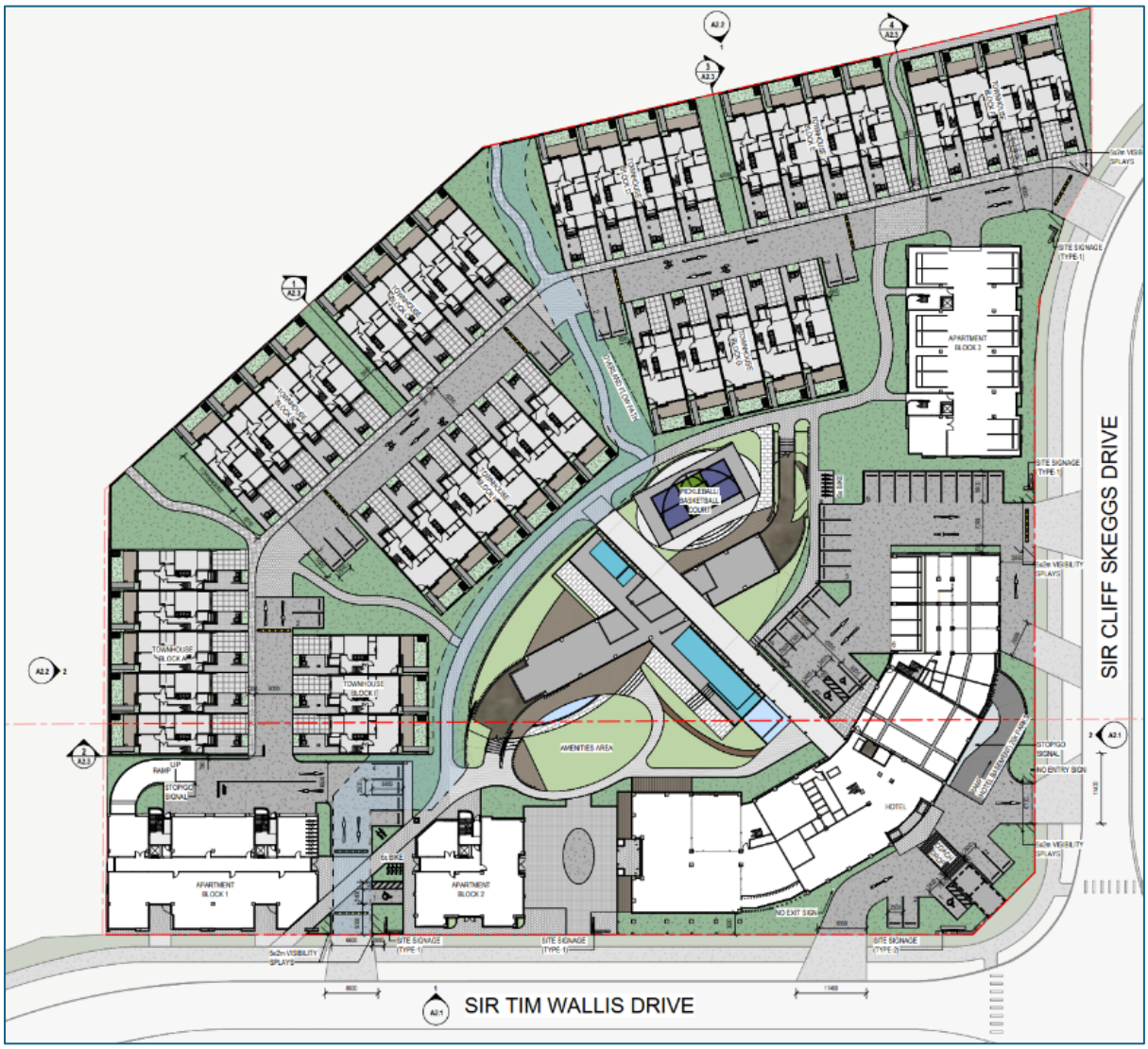


Figure 3 - Proposed site layout

In comparison to the previous consent (RM220141), the previous site layout is shown in **Figure 4**.

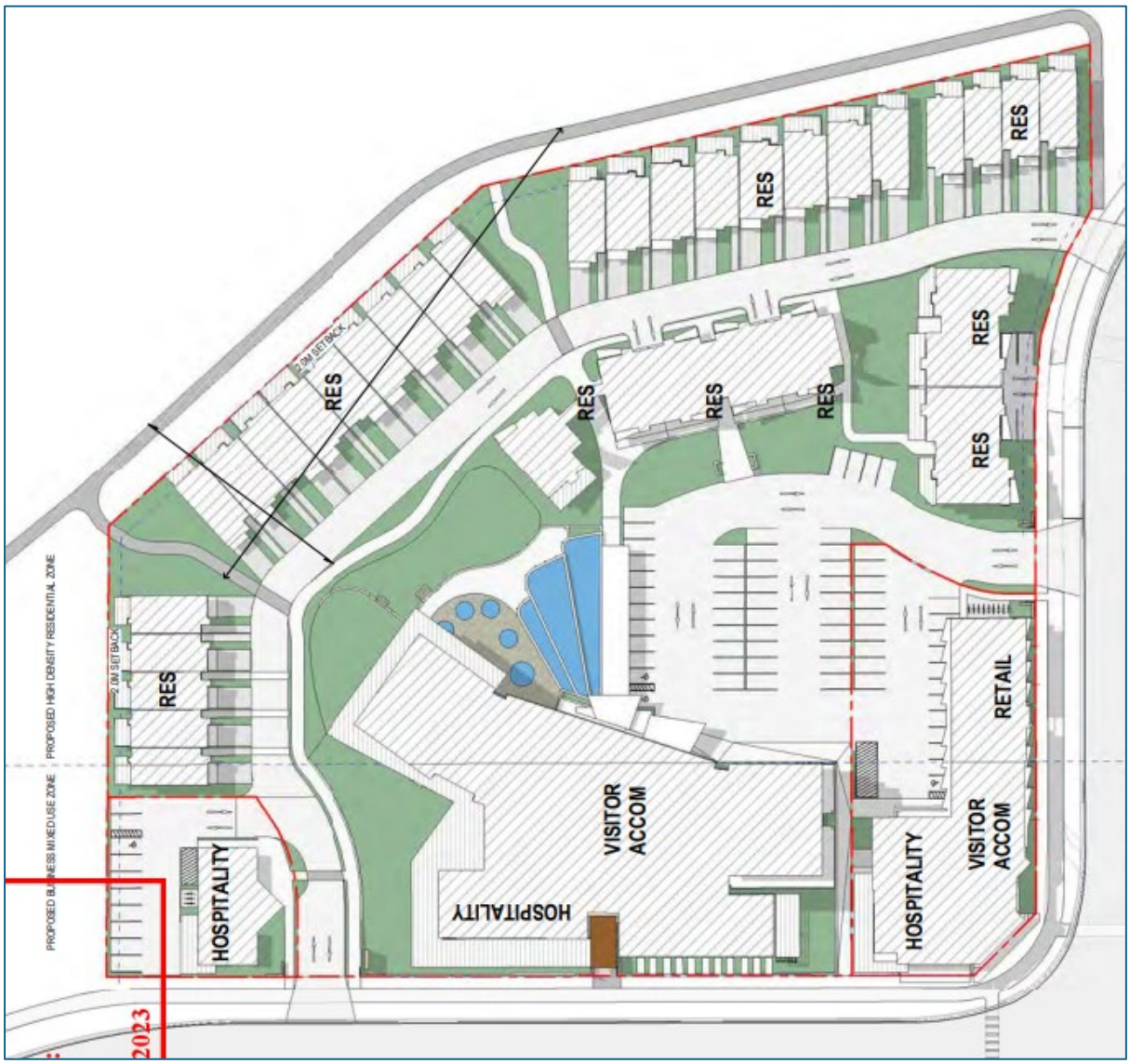


Figure 4 - Approved site layout through resource consent RM220141

For ease of comparison, the approved and proposed activities are shown in the following table:

Activity/Building	Approved	Proposed
Apartments	25 x 2-bedroom apartments within two buildings: • 3-level walk-up, with ground level parking. A building height of 12.6m	33 x 2-, 3- and 4-bedroom apartments, within three buildings: • Two x 5-level buildings fronting Sir Tim Wallis Drive, with ground floor commercial units, and

	• 4-level walk-up, with ground level parking. A building height of 14m	basement parking. A building height of 17.5m • 4-level building fronting Sir Cliff Skeggs Drive. A building height of 15.97m
Terraced townhouses	26 x 2- and 3-bedroom units within four blocks around the northern and eastern boundaries, each unit with single garage at ground level. A building height of 10.6m	39 x 2-, 3- and 4-bedroom terraced units within nine blocks around the northern and eastern boundaries, and extending towards the centre of the site, each unit with single garage at ground level. A building height of 11.3m
Hotel	132 room, 5 level hotel with conference centre, restaurant and pool Building height of 19.5m	Change to the location and design of the building, however this remains a similar nature and scale as previously consented Building height of 19m
Backpackers	3 level backpackers incorporating 34 rooms, retail, reception/dining	Removed from proposal
Standalone restaurant/bar	2-level restaurant/bar located at the north-west corner	Removed from proposal
Amenity space	Amenity activities incorporated within the hotel building, and at grade green space dispersed around the site	Creation of a large central amenity area and single-level building incorporating a gym and fitness room, swimming pool, sauna, hydrotherapy pool, changing rooms, residents lounge/bar, kitchen, amenities, and a wine cellar

Car parking	123 car parks, 13 bike stands and a coach drop-off park	A total of 143 car parking spaces, 15 bike stands and a coach drop-off park

The following presents a summary of the works proposed under this resource consent application. Please refer to the application plans and reports attached at **Appendix A - Appendix M** for full details of the proposal.

5.2. Hotel Complex

The hotel complex is similar in nature and scale to that approved under RM220141, however it has been relocated and reorientated within the site, where it wraps around the corner, to form an anchor on the corner of Sir Tim Wallis Drive and Sir Cliff Skeggs Drive. The total building length is 98m, and the maximum height is 19m above ground level.

External materials include concrete, painted concrete, timber cladding, glazing and glass balustrades. Roof forms are low pitched metal roofing with areas of low pitch membrane roofing.

At ground floor, the hotel provides for the lobby/atrium, large conference facilities, restaurant/bar, kitchen, reception, lounge, and BOH for the hotel and restaurant. Six ground level under-croft car parks are located at the northern side of the building.

Above the ground floor level, are four levels of hotel rooms, providing a total of 136 rooms.

A basement car park provides 20 car parking spaces beneath the hotel.

The complex spans across both the BMUZ and the HDRAZ, as shown on the Overall Site Plan, Drawing No. A1.3, Rev.B, within **Appendix C**.

All exterior lighting will be directed downward and away from adjacent sites and road, and the lux spill will be designed to comply with Rule 9A.5.10.2.

5.3. Apartments

The proposal includes the construction of 33 apartment units within three apartment buildings, all located fronting the roads, as follows:

- Apartment Block 1:
  - Fronting Sir Tim Wallis Drive
  - 5 levels (17.5m in height)
  - Ground floor commercial units

  - 14 apartment units, including:
    - 6 x 2-bedroom units
    - 6 x 3-bedroom units
    - 2 x 4-bedroom units
  - 21 basement and ground floor car parking spaces, and bike parking.

- Apartment Block 2:
  - Fronting Sir Tim Wallis Drive
  - 5 levels (17.5m in height)
  - Ground floor commercial units
  - 7 apartment units, including:
    - 6 x 3-bedroom units
    - 1 x 4-bedroom units

- Apartment Block 3:
  - Fronting Sir Cliff Skeggs Drive
  - 4 levels (16m in height)
  - 12 apartment units, including:
    - 12 x 2-bedroom units
  - 14 x under croft and at-grade car parking spaces.

The application includes 365 nights visitor accommodation for each apartment, where the future owners of the units have the option to include the units within the accommodation pool to be managed by the hotel group, or utilise as full time residence.

5.4. Terraced Housing

The proposal includes the construction of 39 terraced housing units within nine blocks, all located around the northern and eastern boundaries of the site, and towards the centre. The terraced units comprise:

- Type 1: 8 x 2 storey (8.4m in height), 3-bedroom townhouses
- Type 2: 13 x 2 storey (8.4m in height), 3-bedroom townhouses
- Type 3: 14 x 2 storey (8.4m in height), 2-bedroom townhouses
- Type 4: 4 x 3 storey (11.3m in height), 4-bedroom townhouses

Type 3 and Type 4 provide for a split-key option, where the first floor can be physically separated from the remainder of the unit, providing the owners the opportunity for a home and income model, if desired. Otherwise the units can remain as one residential unit.

All terraced buildings have gable roof forms, and a mix of materials, consisting of precast concrete of differing textures and colours, timber and colour steel roofing.

All terraced units have a single garage at ground floor, with living on the first floor. All units have balconies/decks and ground floor outdoor living space.

The application includes 365 nights visitor accommodation, where the future owners of the units have the option to include the units within the accommodation pool to be managed by the hotel group, or utilise as full time residence.

5.5. Amenities

A specifically and sensitively designed central amenity space provides a series of interlinked pavilion forms with a feature green roof landscaped 'mountain' themed walkway, with areas of low-pitch membrane roofing, as demonstrated in the Landscape Plans prepared by Baxter Design Group, provided at **Appendix E**. The height of the amenity building is single level (5.1m), and is intended to provide a communal space offered to residents and visitors, and provides for:

- A gym and fitness room, swimming pool, sauna, hydrotherapy pool, pickleball court, changing rooms, a wine cellar, residents lounge, residents bar and kitchen.
- Walkway access through the central part of the site, connecting from Sir Tim Wallis Drive between Apartment Block 1 and 2 to the land beyond and wider walkway networks. The space also provides connection between the hotel and the centre of the site, and the terraces and Apartment Block 3 through the site.
- Specifically located and designed soft and hard landscaping at ground level, and within the green 'roof', which also provides for a pedestrian pathway and gathering space.

The amenity area is largely within the HDRAZ, with the western corner extending into the BMUZ.

5.6. Signage

The proposed signage for the hotel complex is shown on the Site Elevations, drawing No. A2.1, Rev.B, within **Appendix C**. The following signage forms part of the application:

Signage	Location	Zone	Size and Dimensions
3 x hotel signage	Three elevations of the hotel building	2 x signs within the BMUZ	2 x 3.5m x 3.2m = 11.2m^2 each = 22.4m^2 (north and west)

		1 x sign within the HDRAZ	1 x 4.2m x 2.0m = 8.4m^2 (east)
6 x retail signage	Ground level of apartment blocks facing Sir Tim Wallis Drive	BMUZ	4m x 0.8m = 3.2m^2 Total retail signs: 6 x 3.2m^2 = 19.2m^2
2 x Restaurant signage	Ground floor level of the hotel, fronting Sir Tim Wallis Drive	BMUZ	5m x 0.9m = 4.5m^2 Total restaurant signs: 2 x 4.5m^2 = 9m^2
4 x Site signage – Type 1	At ground level between buildings, fronting both road frontages	2 x signs within the HDRAZ 2 x signs within the BMUZ	Side A = 3m^2 Side B = 3.36m^2 6.36m^2 each
1 x Site signage – Type 2	At ground level on the corner of the site fronting the road intersection	BMUZ	Side A = 22.2m^2 Side B = 6m^2 28.2m^2
2 x Access signage	For the one-way system at the front of the hotel, access signage will be provided at the ingress and egress, indicating 'No Exit', and 'No Entry', as advised on page 9 of the ITA.	BMU and HDRAZ	Two free standing signs, no higher than 3.5m, with a maximum area of 2m^2.

A total of 91.52m^2 of signage is proposed within the BMUZ, and a total of 21.12m^2 of signage is proposed within the HDRAZ, plus the access signage.

5.7. Servicing

The site is fully serviced with connections to the reticulated system for water supply, wastewater and stormwater, as shown in **Figure 5**:



Figure 5 - Reticulated servicing for the site (source: QLDC's Map Navigator)

An Infrastructure and Earthworks Report has been prepared by Kirk Roberts Consulting, attached at **Appendix F**, which provides details of servicing for the project, including plans. The proposal is summarised as follows:

Water Supply

It is proposed to construct water connections to the existing reticulated system outside the site. Details of connection size and locations will be developed through the detailed design stage and provided through building consent.

Two fire hydrants are located adjoining the site – one on Sir Cliff Skeggs Drive, and one on the Sir Tim Wallis Drive frontage, both of which will be utilised for the project as they provide sufficient coverage across the site.

Wastewater

It is proposed to construct wastewater connections to the existing reticulated system outside the site. Details of connection size and locations will be developed through the detailed design stage and provided through building consent.

Stormwater

There is an existing 1,200mm – 1,350mm concrete SW pipe running along the eastern boundary, ad 375mm pipe within Sir Tim Wallis Drive to the west, and a 600mm concrete pip within Sir Cliff Skeggs Drive to the south. There is also a swale that runs west to east through the site, connecting into the eastern swale outside the site, adjacent to the eastern boundary. As assessed by Kirk Roberts (and GCL through the Three Parks Engineering Plan Approval), there is insufficient capacity in the public stormwater infrastructure to cater for the development. A new private stormwater system is proposed within the Site to cater for the development, which includes stormwater attenuation and soakage systems which will provide for runoff up to a 100-year storm event.

Stormwater attenuation soakage basins have been constructed to mitigate stormwater runoff from the newly constructed public roads adjoining the sites as part of the wider Three Parks development.

To minimise contaminant load into the environment, inert roofing and cladding materials are proposed, and exposed trafficable areas will be treated using approved proprietary treatment devices prior to discharge into soakage pits/devices.

Details of the on-site infrastructure and connections to reticulated system will be developed through the detailed design stage and provided through building consent.

Overland Flow Path (OLFP)

An OLFP flows from west to east through the site and connects into another OLFP running north to south outside the eastern boundary of the site. It is proposed to modify the alignment of the OLFP through the site to accommodate the proposed site layout. The entry point will not be altered, however the exit point along the eastern boundary will be located approximately 25m downstream from its current location. The OLFP will be contained within the access through the western part of the site, then into a swale winding through the remainder of the site, as shown in **Figure 6** and **Figure 7** below.

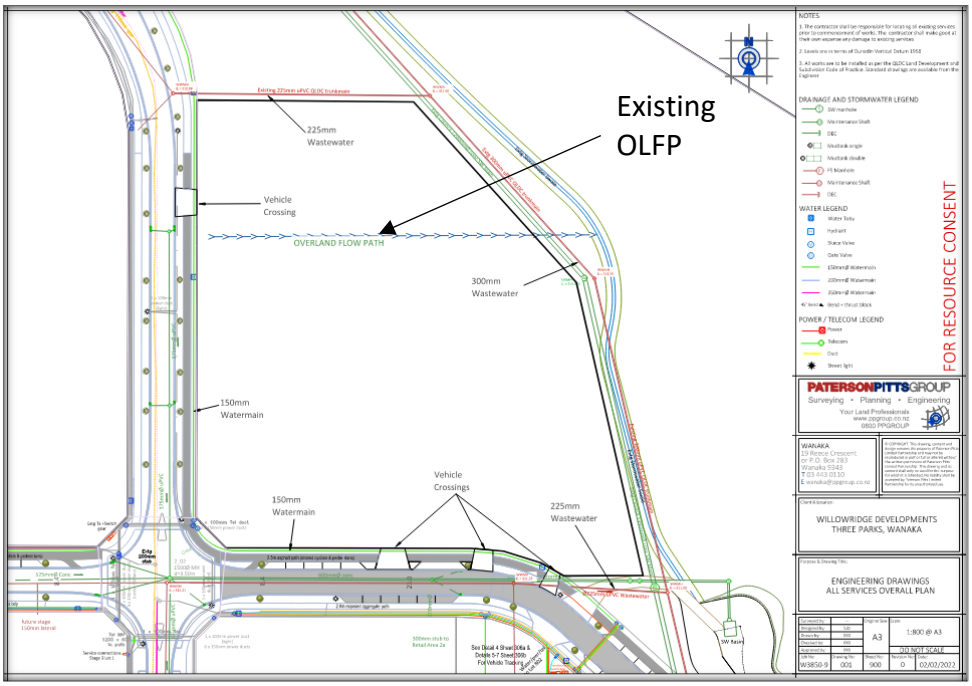


Figure 6 - Existing OLFP location

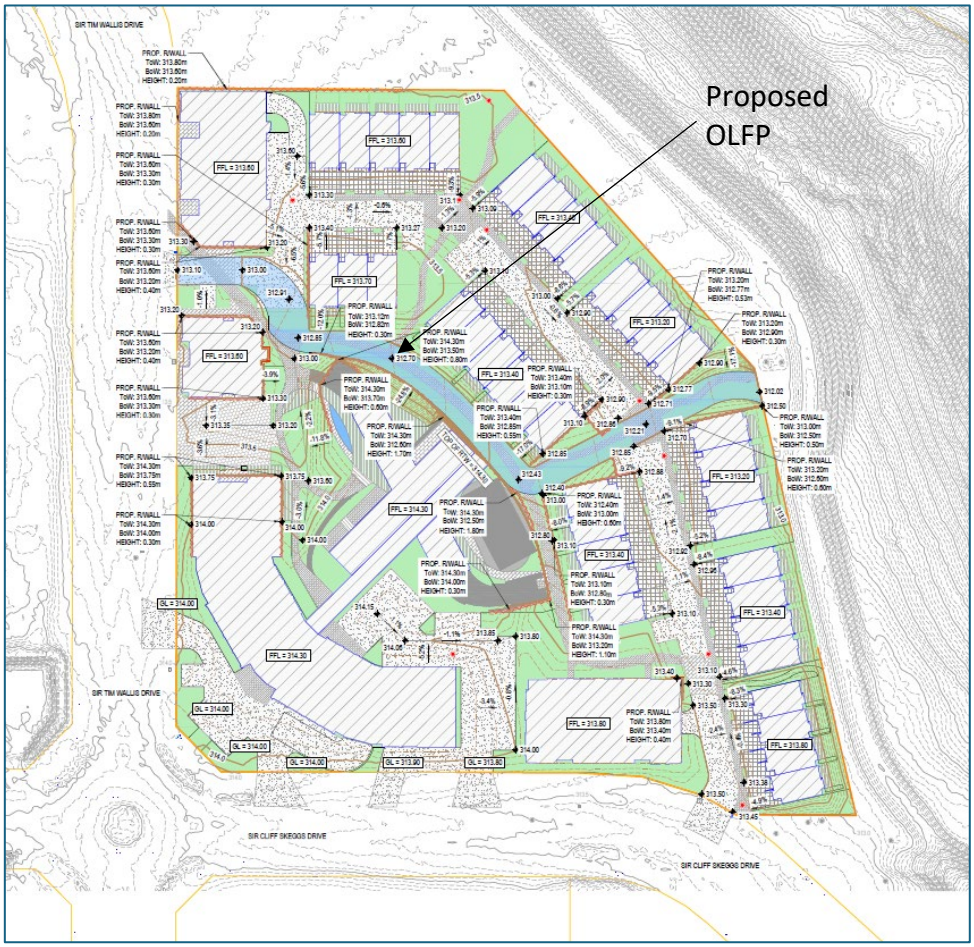


Figure 7 - Proposed OLFP location

The levels of the site have been designed to divert the OLFP through the site using a combination of roading and a swale winding through the site. Floor levels have been set to achieve a minimum freeboard above OLFP level, of 500mm for the residential buildings and 300mm for the commercial buildings.

5.8. Access and Parking

An Integrated Transport Assessment (**'ITA'**) undertaken by Novo Group is provided at **Appendix G**, which establishes the transport details and assessment of each aspect.

Access

The site fronts Sir Tim Wallis Drive to the west and Sir Cliff Skeggs Drive to the south. There are no existing vehicle crossings accessing the site. The proposal involves the construction of two vehicle crossings onto Sir Tim Wallis Drive, and four crossings onto Sir Cliff Skeggs Drive. The crossings closest to the intersection (one on each road frontage) provide for a one-way system, entering the site from Sir Tim Wallis Drive, and exiting onto Sir Cliff Skeggs Drive. This one-way system will accommodate coach entry and exit. Due to the proximity to the intersection, coaches will be required to turn left onto Sir Cliff Skeggs Drive. A coach management plan will be required to ensure coach drivers are aware of the layout, responsibilities and route. Details of the other proposed vehicle crossings and their uses are outlined in the ITA.

It should be noted that the previous consented development provided for one vehicle crossing onto Sir Tim Wallis Drive, and three crossings onto Sir Cliff Skeggs Drive, so this application seeks two additional crossings over that consented through the previous scheme.

A two-way access extends through the site which provides access to all the townhouses and apartments.

Pedestrian and cycle pathways also traverse the site, providing access through, and connecting the residents/visitors to the adjoining areas.

Car Parking

The proposal provides for 143 car parking spaces, including five mobility spaces. These are provided as follows:

Number of spaces	Car park location	Basement/under croft/at grade
39 spaces	Ground floor of each terraced townhouse	Ground level garage
11 spaces	Adjoining the internal accessway	At grade
21 spaces	Apartment Blocks 1 and 2	Basement and ground floor

5 spaces, including 1 mobility space	Outside Apartment Block 2	At grade
14 spaces	Apartment Block 3	Ground floor
5 spaces, including 2 mobility spaces	Fronting the hotel lobby	At grade
20 spaces	Beneath the hotel	Basement
22 spaces, including 2 mobility spaces	Behind hotel	At grade
6 spaces	At rear of hotel	Under-croft

A total of 15 secure cycle parks will be provided. Nine of these provided within the ground floor car parking area of Apartment Block 1, and six proposed at grade, adjoining Apartment Block 2.

Loading

A loading bay is proposed on the Sir Cliff Skeggs Drive frontage, designed to accommodate an 8.8m long medium rigid vehicle.

A number of transport-related consents are sought, as detailed in section 6.2 below.

5.9. Earthworks

Earthworks are proposed across the site to facilitate the development and realign the OLFP. A total of 10,700m^3 across an area of 18,707m^2 of earthworks are proposed, consisting of 7,700m^3 of excavation, and 3,000m^3 of fill, leaving an excess of 4,700m^3 of material to remove off site. The maximum depth of excavation is 4.4m, and maximum depth of fill is 0.8m.

The site is identified as a low-risk site, and an Environmental Management Plan ('EMP') is attached at **Appendix H**, which provides management of the earthworks for the duration of the works, and aligns the plan with the Erosion and Sediment Control Plan and details on drawing No.C5.0 and C5.1, Rev.A, within the Infrastructure and Earthworks Report, in **Appendix F**.

Otago Regional Council (**'ORC'**) consent has been sought for residential earthworks, where they exceed 2,500m^3.

6. Consent Requirements

6.1. Introduction

Without limiting this application being for all necessary resource consents triggered by the proposal, resource consent appears to be required for at least those matters identified in the sections below. Resource consent is being sought to enable the proposal (as described in this

report and supporting material) and the application intends to include all necessary consents for those activities to occur.

The list of reasons for consent may not be an exhaustive list and in the event additional consent matters are identified post-lodgement of the application, those consent matters should also be considered as forming part of this application.

6.2. Reasons for Consent

The following tables contain an assessment of the proposal against the relevant PDP provisions. Resource consent is required for land use activities as follows:

6.2.1. Queenstown Lakes District Council Operative District Plan

The relevant rules under the Proposed District Plan are treated as operative, with respect to section 86F of the RMA. Therefore, there are no relevant rules under the ODP, and no consent is sought.

6.2.2. Queenstown Lakes District Council Proposed District Plan

The site is split-zoned, with the western portion of the site fronting Sir Tim Wallis Drive being BMUZ, and the remainder of the site HDRAZ.

The HDRAZ portion of the site was zoned High Density Residential zone in the PDP, however through the UIV, this portion has been rezoned to HDRAZ. There are no appeals relative to the zoning of the site, and therefore the relevant rules under the UIV are treated as operative, with respect to section 86F of the RMA. Therefore, there are no relevant rules in the PDP High Density Residential Zone, and no consent is sought. The following rules are applicable to this application and require consent under the PDP:

Chapter 9A – High Density Residential A Zone

High Density Residential A Zone			
9A.4.5	Residential unit comprising four (4) or more per site	**RD**	The proposal seeks to construct 72 residential units, incorporating 39 terraces and 33 apartments within the HDRAZ. Resource consent is required as a **restricted discretionary activity**.
9A.4.6	Visitor accommodation including licensed premises within a visitor accommodation development	**RD**	The proposal seeks to establish up to 365 nights visitor accommodation within the part of the hotel that is located within the HDRAZ, 39 townhouses and 12 apartments units (within apartment block 3) in the HDRAZ. Resource consent is required as a **restricted discretionary activity**.

Note: Consent is not required for commercial activities under 9A.4.11 as the amenity facilities fall within the definition of 'visitor accommodation', being services or facilities that are directly associated with, and ancillary to, the visitor accommodation, such as food preparation, dining and sanitary facilities, conference, bar, recreational facilities and others of a similar nature if such facilities are associated with the visitor accommodation activity.		
Standards		
9A.5.1 Building height between 16.5m and 24m	**RD**	The height of the hotel will exceed 16.5m, with a maximum height of 19m within the HDRAZ. Resource consent is required as a **restricted discretionary activity**.
9A.5.5 Building length	**RD**	The length of the hotel above ground floor level exceeds 30m by 4.2m within the HDRAZ.
9A.5.7.1 Building height setback at upper floors	**RD**	The units will not achieve a 2m setback from all boundaries where the buildings exceed a height of 10m from the ground level. This applies to the hotel, and apartment block 3.
9A.5.8 Outlook Space (per unit)	**RD**	All townhouses achieve the 4m x 4m space extending from the living spaces, except the 4m width is obstructed by the external walls of the units. Each other habitable room achieves a compliant 1m x 1m outlook space. The apartment units all comply.
Note: Lighting will be designed to comply with Rule 9A.5.10.		

Chapter 16 – Business Mixed Use Zone

Business Mixed Use Zone		
16.4.3 Visitor accommodation	**C**	Visitor accommodation is proposed within the hotel, and apartments, up to 365 nights / year.
16.4.4 Buildings	**RD**	The proposal seeks to establish five buildings within the BMUZ, including part of Block A and Block I terraced buildings.
16.4.5 Licensed Premises	**RD**	The hotel will provide the ability for the consumption of alcohol on the premises between the hours of 11pm and 8am.
Standards		
16.5.6 Fencing	**D**	A fence will not be erected on the boundary of the adjoining residential zone due to the continuation of activities across the two zones.

16.5.9.2 Any fourth storey and above shall be set back a minimum of 3m from the building frontage.	**D**	The fourth and fifth storeys of the hotel and apartment blocks 01 and 02 are not set back 3m from the building frontage. It should be noted the end apartments on block 01 are set back 1.4m at the fourth level.

Chapter 25 - Earthworks

Rules - Activities		
Table 25.1 Earthworks Activities		
25.4.2 Earthworks that do not comply with the maximum total volume of earthworks in Table 25.2 and rule 25.5.3, being 300m^3 per site in the HDRAZ and 500m^3 in the BMUZ.	**RD**	The proposal includes a total volume of 10,700m^3 of earthworks across the site. Resource consent is required as a **restricted discretionary activity**.
Table 25.3 Earthworks Standards		
25.5.11.2 Earthworks over a contiguous area of land exceeding 10,000m^2 where the slope is less than 10°.	**RD**	The proposal involves an area of 18,707m^2 on a relatively flat site. Resource consent is required as a **restricted discretionary activity.**
25.5.15 Earthworks exceeding a maximum depth of cut of 2.4m	**RD**	The proposal involves a maximum depth of cut of 4.4m, to establish the basements of Apartment Building 1 and the hotel, and part of the overland flow path redirection. Resource consent is required as a **restricted discretionary activity.**
25.5.18 Earthworks greater than 0.5 metres in height or depth shall be set back from the site boundary.	**RD**	It is proposed to excavate and fill more than 0.5m to the western road boundary for the basement of Apartment 1. Resource consent is required as a **restricted discretionary activity.**
25.5.21 No more than 300m^3 of Cleanfill shall be transported by road to or from an area subject to earthworks.	**RD**	A volume of 4,700m^3 is to be removed from site as cleanfill. Resource consent is required as a **restricted discretionary activity**.

Chapter 29 - Transport

Transport		
29.5.1 Location and availability of parking spaces	**RD**	Seven coach parks are required, and one is proposed. Resource consent is required as a **Restricted Discretionary** activity.
29.5.2 Size and layout of parking spaces	**RD**	Car parking spaces are typically 2.5m wide and 5.0m long, requiring a minimum aisle of 8m, which is not achieved.

			Mobility spaces do not comply as the width is less than 3.6m and the aisles are less than 8.0m. A column clearance of 0.3m is not always provided and the 1m aisle extension at the ends of blind aisles is not provided. Resource consent is required as a **Restricted Discretionary** activity.
29.5.4	Mobility parking spaces	**RD**	Nine mobility spaces are required, and five are proposed. Resource consent is required as a **Restricted Discretionary** activity.
29.5.6	Reverse manoeuvring	**RD**	Some parking spaces require an additional reverse manoeuvre. Resource consent is required as a **Restricted Discretionary** activity.
29.5.8	Queuing	**RD**	The northern Sir Tim Wallis Drive access serves 52 car parks and requires 18m of queue space, with 5m proposed. The southern Sir Tim Wallis Drive access serves 24 car parks and requires 12m of queue space, with 7.6m proposed. The main hotel car park ingress serves 22 car parks and requires 12m of queue space, with 5m proposed. The eastern Sir Cliff Skeggs Drive access serves 33 car parks and requires 12m of queue space, with 3.7m proposed. Resource consent is required as a **Restricted Discretionary** activity.
29.5.10	Loading spaces	**RD**	Two small loading spaces are required and one loading bay is proposed. Resource consent is required as a **Restricted Discretionary** activity.
29.5.19	Maximum number of vehicle crossings	**RD**	Three vehicle crossings are permitted onto Sir Cliff Skeggs Drive, and four are proposed. Resource consent is required as a **Restricted Discretionary** activity.
29.5.21	Minimum distances of vehicle crossings from intersections	**RD**	The hotel drop off ingress and egress are closer than the permitted 30m to the intersection of Sir Tim Wallis Drive and Sir Cliff Skeggs Drive, for speeds less than 70km. Resource consent is required as a **Restricted Discretionary** activity.

Chapter 31 - Signs

Signs			
31.5.7	Free standing signs within the BMUZ	**D**	The signage – type 2 is proposed to be 3.7m, being 0.2m over the permitted height. The area

			of 28.2m^2 exceeds the 2m^2 permitted. Resource consent is required as a **Discretionary** activity.
31.6.4	Signs located within the ground floor façade of a building within the BMUZ	**C**	Six signs are proposed along ground floor façade of the retail units fronting Sir Tim Wallis Drive. Resource consent is required as a **Controlled** activity.
31.7.5	Signs located above the ground floor façade of a building within the BMUZ	**D**	Two signs are proposed above ground floor on two different facades of the hotel within the BMUZ that cumulatively will exceed 3m^2. The cumulative area is proposed as 22.4m^2. Resource consent is required as a **Discretionary** activity.
31.9.1	Signs within the HDRAZ – one sign per site	**D**	The signs proposed within the HDRAZ are larger than 0.5m^2, and more than one sign is proposed for the site. Three are proposed within the HDRAZ. Resource consent is required as a **Discretionary** activity.
Note – the two free-standing access signs for 'No Entry' and 'No Exit' will be designed to comply with Rule 31.5.7.			

6.3. Overall Activity Status

The overall activity status of this application is **Discretionary**.

7. Section 104 Assessment

7.1. Permitted Baseline and Receiving Environment

The permitted baseline affords Council a discretion to disregard adverse effects arising from activities that can be undertaken 'as of right' without the need for resource consent (permitted activities).

In this case, I do not consider it appropriate to apply the permitted baseline to the proposal as a whole, as all medium-high density residential developments exceeding more than three units and earthworks activities at this scale would require consent. Additionally, all buildings in the BMUZ require consent.

However, I do consider it relevant to this proposal that the relevant bulk and location controls that apply to new buildings in the HDRAZ and BMUZ, do set a general expectation that predominately apartments, terraced housing developments and visitor accommodation be enabled within the zones, without parking. It is also noted by virtue of this zoning, that residential occupation is anticipated in the HDRAZ and BMUZ (above ground floor level) at

intensities higher than other residential zones. With respect to bulk, design, use and other building controls, regard is given to the following permitted baseline as they apply to the Site:

- Buildings not exceeding 20m in height in the BMUZ, and 16.5m in the HDRAZ
- Buildings which do not extend beyond a recession plane from 8m + 60 degrees on all boundaries
- Building coverage of 70% in the HDRAZ, and 75% in the BMUZ
- Buildings to be set back from all boundaries by 1.5m in the HDRAZ
- Buildings to be setback by an additional 2m where a building exceeds a 10m height (HDRAZ), and any fourth storey and above to be set back a minimum of 3m from the building frontage.
- In the HDRAZ, outlook space (per unit) where an unobstructed space should be provided within the development site, extending 4m from the principal living room, and 1m from all other habitable rooms. Noting outlook spaces may be over a driveway within the development site.
- Building length of 30m
- Visitor accommodation in the BMUZ above ground floor level.

The receiving environment is that established in section 4.4 above.

7.2. Actual and Potential Effects on the Environment

7.2.1. Urban Design Effects

The buildings have been located and designed to respond sensitively and appropriately to the site and surrounds, through:

- Placement of the hotel building around the site corner, responding to a unique site advantage of a prominent corner
- Larger buildings fronting Sir Tim Wallis Drive, a main transport thoroughfare, where there is opportunity for height and active frontage
- Modulation, articulation and fenestration around each elevation, ensuring internal and external roads are well overlooked
- All buildings located around a well thought out and considerately designed central amenity space available for use by visitors and residents
- Sensitively sized, located and designed signage to respond to each elevation and site frontage.

As such, the development contributes positively to the planned and developing urban form and character of the mixed-use area. Built form has been broken up through modulation, careful use of materials, windows, balconies, both horizontally and vertically, particularly where buildings front the roads, ensuring the larger buildings do not result in a dominant built form, and are adequately visually broken down into smaller elements.

The proposal provides for housing diversity, through providing a range of unit sizes and typologies, from apartment units to townhouses, two to four bedrooms, with further opportunity in some typologies to enable a home and income proposition.

Privacy is provided to the occupants and future adjoining sites through careful setbacks, landscaping around boundaries, and compliant recession planes and outlook space sizes, providing opportunity for future adjoining sites to off-set direct overlooking and privacy concerns.

The landscaping has been well-considered and comprehensively designed to integrate into and around the built form, to complement both elements.

With respect to waste and recycling storage space, provision has been incorporated into each townhouse lot, a private, screened area for collection. For apartments and the hotel, a communal waste storage area is provided within the buildings, to enable a private collection, such as All Waste, to collect as necessary. Such rubbish collection companies operate 7 days a week, enabling smaller storage areas, if collection is more often. The approach to storage of rubbish and recycling is considered adequate and each space will be carefully screened through the next stages of design.

Baxter Design has provided an Urban Design Assessment which supports the proposal, attached as **Appendix I**. As assessed by Baxter Design[4]:

> *"The proposed modulation of the five-story buildings, being the apartments and the hotel, is similar in form and scale to that previously consented albeit with more sympathetic modulation of materials, including stone and timber, added to that building that relate to the 'wilder' and mass planted indigenous landscape solution within the site.*
>
> *In summary, the proposal provides an increased scale of level of design and creativity above and beyond that previously consented, whilst maintaining and not exceeding the design scale and form of that proposal previously consented."*

The Urban Design Assessment is adopted for this assessment, and it is considered the proposal appropriately responds to its context, particularly considering the consented

[4] Conclusions, page 14, of Baxter Design's Urban Design Assessment, dated 24th June 2026

proposal, active site frontages, well-articulated facades and placement of buildings to respond to the site constraints and opportunities.

7.2.2. Business Mixed Use Zone Design Guide 2021

Baxter Design provides a thorough assessment of the proposal against the BMUZ Design Guide, and concludes the proposal is consistent with the guidelines.

Specifically, that the proposal creates a positive street edge, with buildings fronting and facing the street with built form that is broken up through architectural style, materiality and breaks within the buildings, which avoids a continuum of built form, and visually reduces the form. All elevations facing the street and the north, where vehicles will view the site coming off the State Highway onto Sir Tim Wallis Drive are provided with a variety of materials, fenestration, articulation, balconies, with no blank walls, resulting in a complex and interesting visible form to the street.

The proposal provides sufficient opportunity for green space and landscaped areas, providing interest and activity at human scale, whilst complementing the adjoining built form.

The assessment by Baxter Design is adopted, and the proposal is considered consistent with the BMUZ Design Guide 2021.

7.2.3. Signage

The signage has been sensitively designed as a holistic element of the whole development, and as such is placed, designed and sized appropriately for the site and development, with placement and materiality complementary to the adjacent buildings.

As assessed by Baxter Design in the Urban Design Assessment[5]:

> *"In short, the proposed signage is relatively discreet and consists of the following:*
>
> - *Site signage on stone walls adjacent to the street, with steel signage fixed to those schist stone blade walls*
> - *Retail signage to be located on the ground floor, above external glazing, for retail purposes, located on Apartment block 01 and Apartment block 02*
> - *The principal resort signage is approximately 3.5 by 3.5 m, in steel, located above the main entrance to the hotel and fixed onto timber battens that framed the hotel entry".*

[5] Para 16 of Baxter Design's Urban Design Assessment, dated 24th June 2026

This expert urban design assessment of signage is adopted and therefore signage adverse effects are considered less than minor, and the signage is considered to be appropriately and sensitively designed, located and it complements the scale and nature of the proposal.

7.2.4. Visitor Accommodation (**'VA'**)

It should be noted the previous consent[6] included VA within a hotel of similar nature and scale to this current proposal. VA was also provided for in the townhouses and apartments within the previous scheme. This provides a useful baseline for analysis of this proposal, whereby the previously approved proposal considered the VA as:

> *"as this activity has been anticipated on the site since the inception of Three Parks, that it will be readily absorbed into the site. In terms of location, nature and scale of the proposed activity, it is considered that the proposal will have no more than a minor adverse effect and is acceptable".*[7]

The location, nature and scale of the VA activity is considered appropriate on the Site in this location, and of similar scale and nature to that previously approved, particularly when comparing with the permitted baseline of full-time residential use of each townhouse and apartment, and the receiving environment. The variation of residents will provide a level of community feel to the development, whereby ownership by residents will naturally result in overseeing any VA activities within neighbouring townhouses or apartments, if they eventuate. The scale and nature of the VA is compatible with the amenity values of the local environment as it is commensurate with the receiving environment and permitted baseline with respect to capacity of occupation of the units by full-time residents which forms part of the environment.

Privacy and overlooking have been minimised where possible internally to the site, and for future developments adjoining, however considering the high-density nature of the development and developing surrounding area, a level of overlooking is anticipated.

Outdoor lighting is designed to be effective yet unobtrusive. All outdoor lighting will be downlit, with a combination of bollards and external wall lighting, to minimise any light spill within the Site and externally to the Site.

Rubbish and recycling is contained within the Site and can be collected each day if required.

A VA Management Plan has been prepared for the use of apartments and townhouses for use within the VA pool, which will be mandatory for each of the unit owners to adopt if they wish to utilise their units for VA in the future. This is attached as **Appendix J** and is designed to

[6] QLDC Reference RM220141
[7] Section 8.2.3 of the s.104 Decision of RM220141 – Actual and Potential Effects on the Environment

provide appropriate measures to ensure the management of guests on site as well as procedures for any complaints that might be received. The VA Management Plan will also ensure that the guests are protected from any noise or nuisance effects of other guests within the development. The intention is that the VA will be of a high quality and as such will be strictly managed. The proposed Management Plan and volunteered conditions of consent provide for the keeping of records. Any monitoring required by Council can be ensured by way of conditions of consent.

Conditions of consent have been provided also to manage any potential effects resulting from the use of the apartments and townhouses for VA, attached as **Appendix K**.

Overall, the VA use on the site will provide a positive outcome for Wānaka, and the effects on neighbours and the community are not considered to be any more than those anticipated by the PDP, or as anticipated through full-time residential use of the units. As such, effects associated with the VA are well managed and considered to be no more than minor.

7.2.5. Transport Effects

Section 6.2.2 above lists the consents required under Chapter 29 – Transport of the PDP, which address a shortfall of coach parks, layout of parking spaces, number of mobility spaces, requirement of reverse manoeuvring in some instances, shortfall of queuing space and loading space, number of vehicle crossings and distance of crossings to an intersection on Sir Cliff Skeggs Drive. The ITA provided by Novo Group has addressed each rule in their assessment, with the following summary points:

- The shortfall of coach parking spaces will be adequately managed through a Coach Management Plan – offered as a condition of consent.
- Whilst the proposal provides less mobility spaces than provided for in the PDP, the provision is aligned and consistent with the requirements in the Building Code, and the sizes consistent with NZS4121, and therefore the proposal is considered acceptable and practical.
- Some car parking aisles and manoeuvring areas are not fully compliant, however tracking curves show each space can provide adequate and practical parking and manoeuvring.
- There is a shortfall of queuing space from some of the accesses, however each of those accesses will operate with relatively low traffic volumes, generally with vehicles arriving at intervals of several minutes, such that the available internal queuing space is sufficient and off-site queuing is unlikely.

- A loading bay shortfall is proposed, however this will be adequately managed through a Loading Bay Management Plan – offered as a condition of consent.

- An additional vehicle crossing to Sir Cliff Skeggs Drive is proposed, over that permitted. The site frontage is considered sufficient to accommodate the number of accesses, and the traffic volumes at each crossing is low. Two of the crossings operate one-way, and pedestrian safety is provided for through visibility splays and limiting on-street parking.

- The mitigation measures proposed include the Coach Management Plan to manage coach arrivals, departures and off-site overnight parking, a Loading Management Plan to ensure only one vehicle uses the loading area at a time, access signage and line-marking to reinforce the one-way operation of the hotel check-in route and the allocation of selected constrained basement spaces to small vehicles only.

With these mitigation measures, and subject to conditions, overall, Novo Group consider the proposal to be acceptable, and adverse effects less than minor.

This expert assessment of transport matters is adopted and therefore transport adverse effects are considered less than minor.

7.2.6. Earthworks Effects

Earthworks are required to ensure a level site, and particularly for redirecting the OLFP through the site, as previously mentioned. The extent of earthworks are limited to what is necessary to enable this. The Earthworks Plan prepared by Kirk Roberts Consultants – attached at **Appendix F** sets out the maximum volume of earthworks being 10,700m^3 across 18,707m^2. This has been prepared in accordance with the recommendations of the geotechnical investigation (**Appendix L**). The maximum depth of excavation is 4.4m. The maximum depth of fill is 0.8m. An EMP for a low-risk site has been provided at **Appendix H**, which, in conjunction with the Infrastructure and Earthworks Report, provide sediment and erosion control measures for the duration of the works.

Retaining walls are not required, however the earthworks will exceed the height comparison to distance to the western road boundary of Sir Tim Wallis Drive, and the southern boundary of Sir Cliff Skeggs Drive, for the establishment of the Apartment 1 basement and hotel basement respectively, as shown on the Earthworks Plan.

The site will be stabilised once the bulk earthworks have been completed, and exposed areas stabilised with hardfill metal covering the site. It is proposed to use the following sediment control strategies and devices:

- Stabilised entranceways
- Silt fences
- Dirty water diversion channels
- Decanting earth bunds
- Sediment pond

Details of each are provided at Section 10.4 and Erosion and Sediment Control Plan dwg no. C5.0, Rev.A of the Infrastructure and Earthworks Report, and the EMP. The Erosion and Sediment Control Plan identifies cleaned stormwater will be discharged to the existing swale which currently captures the OLFP from the site.

Considering the modified, flat, urbanised land and surrounds, the earthworks will not result in any landscape or visual amenity values.

Recommendations of the Geotechnical Report will be taken into account with the detailed design of earthworks, such that land stability or natural hazards will not be a concern. The sediment control strategies and devices will ensure effects on infrastructure, adjacent sites and public roads are adequately mitigated.

Provided the earthworks and construction remain in accordance with the NZS 6803:199, the Ministry for the Environment 'Good Practice Guide for Assessing and Managing Dust (2016)' and the 'Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region', June 2016, as used for guidance by QLDC, nuisance effects will be adequately managed such that effects over that anticipated through development of a site such as this will be negligible.

There are no known cultural, heritage or archaeological sites that will be affected by the earthworks, considering this is a highly modified environment which has previously been earthworks. Notwithstanding, the applicant offers the standard accidental discovery protocol condition if such was unearthed.

The earthworks will enable a positive result being the enablement of the development as proposed.

ORC consent has been applied for, for residential earthwork exceeding 2,500m^2. This consent can be provided when received.

7.2.7. Acoustic Effects

State Highway Effects

An Acoustic Assessment has been provided by Robin Chen of AES – attached as **Appendix D**. Figure 2.1 of the assessment notes which buildings are located within 80m of the State Highway, being terraced housing Block B, and part of Block A. AES provide the predicted traffic noise levels within the State Highway, and assess the traffic noise levels anticipated to be received at the facades of these townhouses to be 61 – 63 dB $L_{Aeq(24h)}$. Typical residential building constructions provide a 23 – 28 dB reduction in traffic noise levels when windows are closed, therefore provided alternate mechanical ventilation is provided to the identified six townhouses, a 40dB $L_{Aeq(24h)}$ internal noise level can be achieved. The applicant offers this as a condition of consent for these six terraced houses.

Internal and External Effects

There may be internal noise effects resulting from the presence of a hotel with restaurant/bar on the same site as the proposed terraced houses and apartment units. It should be noted the PDP rules[8] do not specifically apply internally to the site, as they apply to 'any point within any other site'[9], and note 36.3.2.6 advises the 'noise limits in Table 2 do not apply to assessment locations within the same site as the activity'[10]. The rules provide a useful guidance of suitable internal amenity to the site, and AES have provided an assessment of the anticipated noise levels internally.

The acoustic modelling AES provide at Figure 4.2 of their assessment identify any acoustic effects at peak time of the restaurant bar on any nearby residents will be less than 60 dB L_{Aeq}. The permitted noise levels within the BMUZ are 60 dB L_{Aeq}, up to 2200 (10pm), and 50 dB L_{Aeq} up to 2000 (8pm) in the HDRAZ. As such, to achieve a suitable noise level at all residential buildings/units, specifically apartment block 02 and terraced housing block I, it will be required that the external windows, doors and associated outdoor seating areas of the restaurant/bar would be closed at 10pm. Section 5.0 of the Acoustic Assessment provides recommended conditions of consent, including the closing of the external windows and doors after 10pm, to ensure the acoustic effects resulting from the use of the restaurant/bar located within the hotel building, on residents and guests internally to the site comply with the BMUZ and HDRAZ rules (although they technically do not apply), or are managed to an appropriate level. These conditions are adopted and offered in this application.

Noise resulting from the restaurant/bar activity on adjoining properties would be compliant, as assessed by AES.

[8] Chapter 36 for the HDRAZ, and Rule 16.5.10 for the BMUZ noise rules
[9] Rule 16.5.10 of Chapter 16 of the PDP
[10] Note 36.3.2.6 of Chapter 36 of the PDP

With the specialist input of AES, it is assessed the offered conditions of consent will ensure that onsite and offsite acoustic effects are managed to be a level that is anticipated or managed to an acceptable level, and are considered to be less than minor.

7.2.8. Reverse Sensitivity Effects

With the establishment of VA and residential accommodation within the same development, including restaurant/bar use and a small amount of retail activity, there is the potential for reverse sensitivity effects resulting from noise. Noise limits have been applied to the zone and mitigation measures have been recommended by AES to ensure adverse noise effects are appropriately managed, including mechanical ventilation to be provided to limit the potential for reverse sensitivity. As such, the risk of reverse sensitivity is appropriately mitigated, to a less than minor degree.

7.2.9. Servicing Effects

The servicing proposal is set out in the Infrastructure and Earthworks Report, including plans, attached as **Appendix F**, prepared by Kirk Roberts Consulting. It has been assessed that there is sufficient capacity in the water supply and wastewater reticulated system to accommodate the proposed development, and internal servicing will be installed to connect to the reticulated system as per the Council's standards. A new private firefighting supply is proposed to be installed as part of the new water supply infrastructure within the site, designed to the NZFSFWS CoP.

There is insufficient capacity in the public stormwater infrastructure flowing east of the site to accommodate the development. Therefore, the primary stormwater network will be private, through road catchpits to drain to soakpits, and cleanwater from roof areas and hard landscaping will drain directly to the soakpits. Soakage testing was undertaken by GCL, and the soakpits have been designed accordingly, to provide for runoff up to the 100-year 48-hour storm event. Individual soakpits are proposed within the back yards of each townhouse, and along the side of the swale. Where they are located under driveways or adjacent to apartment buildings, a heavy-duty stormwater detention device is proposed.

In short, existing infrastructure is proposed to be connected to where possible, through new connections, as is detailed in the report by Kirk Roberts Consulting. Stormwater will be adequately disposed of through private soakage within the site to cater for a 100-year storm event.

Overall, the proposed development can be adequately serviced without having adverse effects within, or outside the site, ensuring effects are less than minor, and the proposal is adequately serviced.

7.2.10. Effects on Natural Hazards

Kirk Roberts have assessed the natural hazards affecting the Site through a Geotechnical Investigation undertaken in 2022 (**Appendix L**), and more recently a Natural Hazard Risk Matrix (**Appendix M**), to accord with the National Policy Statement for Natural Hazards, and also s.106A of the RMA. The natural hazard risks that could affect the site have been assessed through the matrix, and a low – high level of risk assigned, as follows:

- Falling debris and rockfall from Mount Iron – low risk
- Inundation and flood risk - medium risk currently, and low risk post development. This risk is addressed through adequate stormwater design
- Soft ground / low geotechnical bearing capacity – low risk
- Site subsoil class – low risk
- Groundwater - medium risk currently, and low risk post development. This risk is addressed through dewatering, and specific engineering design to account for buoyancy effects, if groundwater is encountered, however there is little risk of this considering previous geotechnical investigations, and the Otago Wells and Bores Maps, which indicate groundwater levels to be well below the excavation proposed.
- Liquefaction – low risk
- Subsidence – low risk

With regards to the OLFP, the realignment of the OLFP will be undertaken in accordance with the Kirk Roberts Consultants recommendations, and the entry of the OLFP will remain as currently located. The exit will be located in a different location, however, will exit onto the same site as it currently does. The OLFP will exit onto a swale beyond the eastern site boundary, which will be modified as required to allow for the conveyance of flows through the subject site. The owners of this adjacent site (which is currently the same site as the subject site, prior to subdivision) have been consulted on this matter and agreed to the approach and provided their written approval (**Appendix B**). Kirk Roberts Consultants have recommended floor levels to be set to achieve a minimum freeboard of 500mm for residential, and 300mm for commercial buildings above the OLFP level. With the on-site stormwater management, building minimum floor level, and off-site stormwater management (swale modification), the on, and off-site effects will be adequately managed.

There are no neighbouring structures or properties that would be at unacceptable risk of being adversely affected by the proposal. By providing suitable silt and dust control measures

during construction and the recommendations of the Geotechnical Report are adhered to, this will ensure properties further afield are unaffected by the proposal.

Therefore, based on the geotechnical engineer's assessment, natural hazard effects are considered to be managed, mitigated and less than minor.

7.2.11. Positive Effects

The proposal seeks to establish a well-designed, compact high density residential and VA development within close proximity to the Wānaka Centre, and within the commercial hub of Three Parks. The units and hotel provide for an option of VA, providing for tourism accommodation in a centralised location.

The Site is walking/cycling distance to the Wānaka Town Centre, Lake Wānaka, retail and commercial activities within Three Parks, walking tracks, and potential future public transport routes.

The Site and area is well serviced, and the access arrangement enables collaboration of the Site into the established transport environment.

The establishment of a high-density residential development with good urban design outcomes on the Site that largely aligns with the outcomes sought by the PDP, will be a positive benefit to the Site, the surrounding area, the community and the entrance into Three Parks, and within proximity to the Wānaka Town Centre.

7.2.12. Overall Effects Conclusion

Adverse effects associated with the proposal have been assessed overall to be less than minor on the Site, surrounds, and environment. Positive effects will result from the proposal, being a well-designed, compact high-density development within the HDRAZ and BMUZ, to a well-serviced site, providing residential and VA to central Wānaka.

7.3. Relevant Provisions of Statutory Documents

7.3.1. Objectives and Policies – Operative Plan

The relevant rules under the PDP are treated as operative, and no consent is sought under the ODP. There are no live appeals that would affect the proposal, and therefore the objectives and policies of the ODP are no longer relevant. For completeness however, the relevant Operative District Plan's objectives and policies have been considered, but far more weight should be afforded to the provisions under the PDP. With the consideration of the ODP provisions, if the application was considered in detail under the ODP, the same outcome would have been reached in terms of the policy outcomes sought by the ODP as those under the PDP.

7.3.2. Objectives and Policies – Proposed District Plan

There are several objectives and policies of the PDP that are particularly relevant to this application. A comprehensive assessment is made in respect to the relevant objectives and policies of the PDP.

Chapter 3 Strategic Direction	Comment
Strategic Objective (SO) 3.2.1 - The development of a prosperous, resilient and equitable economy in the District. (addresses Issue 1) ***Strategic Issue 1: Economic prosperity and equity, including strong and robust town centres, and the social and economic wellbeing and resilience of the District's communities may be challenged if the District's economic base lacks diversification and supporting infrastructure.***	The proposal seeks to establish a high-density multi-unit residential development, with the provision for tourism accommodation, within walking distance from the Three Parks commercial centre and Wānaka town centre. The proposal will result in economic prosperity and quality, diversity, and social well-being of the residents and community.
SO 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.	The Site provides an ideal location for VA, being easy walking distance from the town centre, the tourism hub of the region, and within Three Parks, the commercial hub of the region.
SO 3.2.1.2 - The Queenstown and Wānaka town centres are the hubs of New Zealand's premier alpine visitor resorts and the District's economy.	The proposal will support the Wānaka town centre with accommodation in close proximity.
SO 3.2.2 - Urban growth is managed in a strategic and integrated manner. (addresses Issue 2) ***Strategic Issue 2: Growth pressure impacts on the functioning and sustainability of urban areas, and risks detracting from rural landscapes, particularly its outstanding natural features and outstanding natural landscapes.***	The proposal seeks to establish a comprehensive, compact residential development within the urban growth boundary, in a prime location for Wānaka. No rural landscapes will be affected by the proposal.
SO 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;***	The proposal seeks to establish a comprehensive, well-designed, compact urban development within an area that provides for historical urban settlement patters, will be a desirable, healthy place to live and stay, will be constructed on land which will have any natural hazards mitigated. The rural landscape of Wānaka will be unaffected by the proposal considering its urbanised location within the Three Parks centre. The proposal will provide a mix of accommodation to the Wānaka market, managed through a Guest Management

d. minimise the natural hazard risk, taking into account the predicted effects of climate change; *e. protect the District's rural landscapes from sporadic and sprawling urban development;* *f. ensure a mix of housing opportunities including access to housing that is more affordable for residents to live in;* *g. contain a high quality network of open spaces and community facilities; and* *h. be integrated with existing, and proposed infrastructure and appropriately manage effects on that infrastructure.*	Plan. The site is well serviced with existing infrastructure.
SO 3.2.3 - A quality built environment taking into account the character of individual communities. (addresses Issues 3 and 5) ***Strategic Issue 3: High growth rates can challenge the qualities that people value in their communities.*** ***Strategic Issue 5: The design of developments and environments can either promote or weaken safety, health and social, economic and cultural wellbeing.***	The proposal responds to the high growth rates of the district by providing 72 residential units in close proximity to the Wānaka Town Centre and Three Parks commercial centre. The proposal therefore provides a quality built environment, and provision of a community to the residents/guests.
SO 3.2.3.2 - Built form integrates well with its surrounding urban environment.	As assessed in the Urban Design assessment above and attached, the built form is designed to respond to the purpose of the zone and receiving environment. As such, the proposal will integrate well within its surrounding urban environment.
SO 3.2.6 - The District's residents and communities are able to provide for their social, cultural and economic wellbeing and their health and safety. (addresses Issues 1 and 6) ***Strategic Issue 1: Economic prosperity and equity, including strong and robust town centres, and the social and economic wellbeing and resilience of the District's communities may be challenged if the District's economic base lacks diversification and supporting infrastructure.*** ***Strategic Issue 6: Tangata Whenua status and values require recognition in the District Plan.***	The proposal seeks to establish a high-density multi-unit residential development, with the provision for tourism accommodation, within walking distance from the Wānaka town centre and Three Parks commercial hub. The proposal will result in economic prosperity and quality, diversity, and social well-being of the residents and community. The proposal will also provide a community to residents and guests, and will contribute to the surrounding community, providing for the health and safety of residents/guests, and the neighbouring area. There are no known tangata whenua values relating to the site considering there is no wāhi

	tūpuna, protected landscape, or other known historic heritage of cultural significance. However an accidental discovery protocol is offered during earthworks, considering the unknown capacity of the fill on the western side of the site. It is noted the previous consent considered the effects of a similar proposal on the wāhi tūpuna of Mount Iron, however cultural effects on this landscape were considered acceptable.
SO 3.2.6.1 - The accessibility needs of the District's residents and communities to places, services and facilities are met.	Whilst the development does not provide any specific accessible units, particularly due to the walk-up nature of most of the buildings, each building has the ability to be modified to adapt to accessible needs as necessary.
SO 3.3.1 - Make provision for the visitor industry to maintain and enhance attractions, facilities and services within the Queenstown and Wānaka town centres and elsewhere within the District's urban areas and settlements at locations where this is consistent with objectives and policies for the relevant zone. (relevant to SO 3.2.1, 3.2.1.1 and 3.2.1.2)	The Site provides an ideal location for VA, being easy walking distance from the Three Parks centre and the Wānaka town centre, the tourism hub of the region.

Overall, the proposal is aligned, and consistent with the strategic objectives and policies of the PDP.

Chapter 4 Urban Development	Comment
Objective 4.2.2 A - A compact, integrated and well designed urban form within the Urban Growth Boundaries that: ***i. is coordinated with the efficient provision, use and operation of infrastructure and services; and is managed to ensure that the Queenstown Airport is not significantly compromised by the adverse effects of incompatible activities.***	The proposal seeks to establish a comprehensively designed, compact, integrated and well-designed urban development, located within the Wānaka Urban Growth Boundary, which is fully serviced.
Policy 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.	The Site is located within walking distance of the Wānaka Town Centre, and is within the Three Parks commercial hub with easy access to active transport, commercial, retail, community, recreation and education facilities within the centre and further afield. There is no structure plan for the area, however the proposal responds appropriately to the character of its site, the street and the surrounding area.

Policy 4.2.2.4 - Encourage urban development that enhances connections to public recreation facilities, reserves, open space and active transport networks.	The proposal provides connection to the neighbouring reserve, which provides active connection to the Mount Iron recreation reserve through the adjoining underpass, and direct connection with the pedestrian footpath alongside the State Highway. The site is very well connected to the active transport network, and the proposal enables this connection through and adjoining the development.
Policy 4.2.2.5 - Require larger scale development to be comprehensively designed with an integrated and sustainable approach to infrastructure, buildings, street, trail and open space design.	The proposal would constitute a 'larger scale development' and is comprehensively designed in an integrated approach to infrastructure, access and buildings, and provides for a compact development within a site near Wānaka town centre.
Policy 4.2.2.10 - Ensure lighting standards for urban development avoid unnecessary adverse effects on views of the night sky.	The proposal will comply with the permitted lighting standards set out in the PDP, with encouragement of down-lighting and bollards for wayfinding, to ensure the night sky is not affected by the proposal.

Overall, the proposal is aligned, and consistent with the urban development objectives and policies of the PDP.

Chapter 9A – High Density Residential A Zone	Comment
Objective 9A.2.1 – High density development occurs in urban areas close to town centres, to provide greater housing diversity and respond to expected population growth.	The proposal seeks to establish multi-unit and mixed-used development, including high density housing close to the Wānaka town centre, which will provide greater housing diversity in a prime, well-connected and well-serviced location.
Policy 9A.2.1.1 - Provide sufficient high density zoned land that enables diverse housing supply and visitor accommodation close to town centres.	The site is zoned HDRAZ, providing for greater heights and intensification, enabling the diversity in housing. The site is located close to the town centre, and VA and a range of residential accommodation is proposed, therefore aligning with this policy.
Policy 9A.2.1.2 - Promote high density development close to town centres to reduce private vehicle movements, maximise walking, cycling and public transport patronage and reduce the need for capital expenditure on infrastructure.	Whilst vehicle parking spaces are provided for convenience, the proximity of the site to the Wānaka centre and Three Parks, facilities, activities and services will result in a reduction of private vehicle movements, and the pedestrian connections will encourage active transport within

	the vicinity. Once public transport is provided, this will be relied upon considering the site's connectivity to likely future public transport routes.
Policy 9A.2.1.3 - Require development to achieve the highest densities practicable at the time of development.	The proposal seeks to establish the highest density practical, whilst avoiding adverse effects on surrounding neighbouring sites.
Objective 9A.2.2 - Development provides a positive contribution to the environment through quality urban design.	As assessed by Baxter Design, the proposal will result in a positive contribution to the environment through the quality urban design of the project.
Policy 9A.2.2.1 - Require that development within the zone responds to its context, with a particular emphasis on the following essential built form outcomes: *a. achieving high levels of visual interest and avoiding blank or unarticulated walls or facades;* *b. achieving well-overlooked, activated streets and public open spaces, including by not visually or spatially dominating street edges with garaging, parking or access ways;* *c. achieving a variation and modulation in building mass, including roof forms;* *d. use landscaped areas to provide permeable surface areas for stormwater disposal and to add to the visual amenity values of the development for on-site residents or visitors, neighbours, and the wider public; and* *e. providing a high level amenity that meets the day-to-day needs of occupants.*	The elevations, particularly those facing externally to the site, including the street-facing elevations achieve a high level of visual interest through differing external materials, varied roof form, and horizontal and vertical articulation. The street is well-overlooked by placement of windows, balconies, and doors facing the western and southern aspect on all building elevations facing the street. Similarly all units facing internally have been designed to provide an activated frontage to internal streets. The presence of garage doors are unavoidable at times, however first and second floor activation have been achieved on the terraced buildings to ensure overlooking and visual interest on these façades. Roof forms have been varied throughout the development. Building mass has been broken down into varying sized buildings, and modulation, which brings through both vertical and horizontal elements, creating larger built form which appear smaller and well-modulated. Landscaped areas have been specifically designed to incorporate both permeable areas, and spaces where specimen trees and lower shrubs provide natural amenity. Overall considering the building designs, the layout of the site and the landscaping within the site, the proposal will provide a high level of amenity to provide for the day-to-day needs of the occupants.

Objective 9A.2.3 – Development maintains an appropriate level of amenity for neighbouring sites as part of positively contributing to the urban amenity values sought within the zone.	The proposal will provide a level of amenity values akin to that provided through the permitted baseline of the HDRAZ. The new zoning within the PDP provides for this type of development and intensification, being well-designed terraced housing and apartments, and VA and the units respond to the surrounding area through built-form, scale, placement, façade design and window/balcony placements and design.
Policy 9A.2.3.1 - Apply recession plane, building height, height setback at upper floors, yard setback and site coverage controls as the primary means of ensuring an appropriate level of neighbours' outlook space, sunshine and light access, and privacy is provided for, while acknowledging that through an application for land use consent an outcome superior to that likely to result from strict compliance with the controls may well be identified.	The proposal achieves compliance with these built form controls, which will ensure future neighbours privacy is provided for.
Policy 9A.2.3.2 - Ensure built form achieves privacy for occupants of the subject site and neighbouring residential sites and units, including through the use of building setbacks, offsetting habitable windows from one another, screening, or other means.	There is no neighbouring built form where privacy is a concern currently, however once established, the northern and eastern boundaries will need to ensure sufficient setback and screening – this is proposed, sufficient to achieve future privacy for the occupants and neighbours.
Objective 9A.2.6 - High-density residential development will efficiently utilise existing infrastructure and minimise impacts on infrastructure and roading networks.	The site is well serviced in its location within Three Parks - a highly urbanised area, in proximity to the Wānaka town centre. As such, existing infrastructure is to be utilised, for three waters and roading networks. The impacts on infrastructure and roading networks are therefore minimised.
Policy 9A.2.6.1 - Require development to provide or enhance connections to public places, public transport and active transport networks (walkways, trails and cycleways) where appropriate.	The proposal will establish pedestrian walkways directly through and externally to the site, connecting the site to Sir Tim Wallis Drive, providing a direct active travel route directly to the public roading network, which will further connect pedestrians and cyclists to further walkways and trails in the vicinity.
Policy 9A.2.6.3 - Ensure access and parking is located and designed to optimise the connectivity, efficiency and safety of the district's transport networks, including encouraging a reduction in car parking provision to help facilitate modal shift.	The proposed car parking is considered appropriate for a development of this scale within Three Parks, and considering the sites location, active transport is enabled and encouraged. This in turn will encourage a modal shift for the residents and guests to this site.

Objective 9A.2.7 – Manage the development of land within noise affected environments to ensure mitigation of noise and reverse sensitivity effects.	Some of the units are located within 80m of the State Highway. As assessed by AES, it is possible and practical to design the units to comply with the internal noise standards set out in the PDP. Conditions of consent are offered to ensure the units are constructed to this standard.
Policy 9A.2.7.1 - Require as necessary all new and altered buildings for Activities Sensitive to Road Noise located close to any State Highway to be designed to provide protection from sleep disturbance and to otherwise maintain reasonable amenity values for occupants.	
Objective 9A.2.8 – Visitor accommodation, residential visitor accommodation and homestays are enabled in urban areas close to town centres to respond to strong projected growth in visitor numbers, whilst ensuring that adverse effects on residential amenity values and traffic safety are avoided, remedied or mitigated.	The site is within an urban area, the heart of Three Parks, close to the Wānaka town centre, and adverse effects on residential amenity values are avoided or mitigated through design, placement of buildings, external façade details, to minimise and mitigate privacy and dominance effects. Adverse effects on traffic safety are avoided, as assessed by Novo Group. As such, VVA is to be enabled for the site.
Policy 9A.2.8.1 - Provide sufficient high density zoned land to enable a range of accommodation options for visitors to establish close to town centres.	The site is zoned high density residential, close to the Wānaka town centre, whereby VA is proposed, aligning with this policy.
Policy 9A.2.8.2 - Enable a range of accommodation options which positively contribute to residential amenity values by ensuring that adverse effects on residential amenity values are avoided, remedied or mitigated.	The proposal seeks to establish 72 high quality residential units, which can also be utilised for VA activity. As assessed throughout this AEE, adverse effects on residential amenity values are avoided or mitigated. Together through the high-quality design, and thoughtful and comprehensively designed layout, the proposal will positively contribute to residential amenity values and streetscape.

Overall, the proposal is aligned, and consistent with the HDRAZ objectives and policies of the PDP.

Whilst the HDRAZ is operative for the Site, the objectives and policies of the previous HDRZ should still be considered as there are some appeals relating to some provisions (that do not affect the proposal). Many of the objectives and policies in the HDRZ and HDRAZ are the same, however there are some provisions that differ between the two zones. For completeness all relevant objectives and policies in each zone have been assessed.

Chapter 9 – High Density Residential Zone	Comment
Objective 9.2.1 – High density development occurs in urban areas close to town centres, to provide greater housing diversity and respond to expected population growth.	The proposal seeks to establish high density housing close to the Wānaka town centre, which will provide greater housing diversity in a prime, well-connected and well-serviced location within the commercial hub of Three Parks.
Policy 9.2.1.2 - Promote high density development close to town centres to reduce private vehicle movements, maximise walking, cycling and public transport patronage and reduce the need for capital expenditure on infrastructure.	Whilst vehicle parking spaces are provided for convenience, the proximity of the site to the Three Parks and Wānaka town centre facilities, activities and services will result in a reduction of private vehicle movements, and the pedestrian connections will encourage active transport within the vicinity. Public transport can be relied upon once provided to the area, considering the site's connectivity to the likely future public transport routes.
Objective 9.2.2 - Development provides a positive contribution to the environment through quality urban design.	As assessed by Baxter Design, the proposal will result in a positive contribution to the environment through the quality urban design of the project.
Policy 9.2.2.1 - Require that development within the zone responds to its context, with a particular emphasis on the following essential built form outcomes: *a. achieving high levels of visual interest and avoiding blank or unarticulated walls or facades;* *b. achieving well-overlooked, activated streets and public open spaces, including by not visually or spatially dominating street edges with garaging, parking or access ways;* *c. achieving a variation and modulation in building mass, including roof forms;* *d. use landscaped areas to provide permeable surface areas for stormwater disposal and to add to the visual amenity values of the development for on-site residents or visitors, neighbours, and the wider public; and* *e. providing a high level amenity that meets the day-to-day needs of occupants.*	The elevations, particularly those facing externally to the site, including the street-facing elevations achieve a high level of visual interest through differing external materials, varied roof form, and horizontal and vertical articulation. The street is well-overlooked by placement of windows, balconies, and doors facing the western and southern aspect on all building elevations facing the street. Similarly all units facing internally have been designed to provide an activated frontage to internal streets. The presence of garage doors are unavoidable at times, however first and second floor activation have been achieved on the terraced buildings to ensure overlooking and visual interest on these façades. Roof forms have been varied throughout the development. Building mass has been broken

	down into varying sized buildings, and modulation, which brings through both vertical and horizontal elements, creating larger built form which appear smaller and well-modulated. Landscaped areas have been specifically designed to incorporate both permeable areas, and spaces where specimen trees and lower shrubs provide natural amenity. Overall considering the building designs, the layout of the site and the landscaping within the site, the proposal will provide a high level of amenity to provide for the day-to-day needs of the occupants.
Policy 9.2.2.4 - Require consideration of the relevant design elements identified in the Residential Zone Design Guide 2021.	Section 7.2.2 above has provided an assessment of the Design Guide, which concludes the proposal aligns with the principles and outcomes sought in the guide.
Objective 9.2.3 – High density residential development maintains a minimum level of existing amenity values for neighbouring sites as part of positively contributing to the urban amenity values sought within the zone.	The Site is vacant, as is the surrounding residential sites, therefore the amenity values provided to the neighbouring sites enables views across the site. The amenity values associated with a vacant site are not realistic to maintain; however the proposal will provide a level of amenity values akin to that provided through the permitted baseline of the PDP, and those established through the current consent. The proposal provides for well-designed high density residential housing through terraces and apartments, and the units respond to future surrounding area through built-form, set backs, scale, placement, façade design and window/balcony placements and design.
Policy 9.2.3.1 - Apply recession plane, building height, yard setback and site coverage controls as the primary means of ensuring a minimum level of neighbours' outlook, sunshine and light access, and privacy will be maintained, while acknowledging that through an application for land use consent an outcome superior to that likely to result from strict compliance with the controls may well be identified.	The proposal achieves compliance with these built form controls, which will ensure future neighbours privacy is provided for.

Policy 9.2.3.2 - Ensure the amenity values of neighbours are adequately maintained.	There is no neighbouring built form where privacy is a concern currently, however once established, the northern and eastern boundaries will need to ensure sufficient setback and screening – this is proposed, sufficient to achieve future privacy for the occupants and neighbours.
Objective 9.2.6 - High-density residential development will efficiently utilise existing infrastructure and minimise impacts on infrastructure and roading networks.	The site is well serviced in its location within Three Parks - a highly urbanised area, in proximity to the Wānaka town centre. As such, existing infrastructure is to be utilised, for three waters and roading networks. The impacts on infrastructure and roading networks are therefore minimised.
Policy 9.2.6.1 - Require development to provide or enhance connections to public places, public transport and active transport networks (walkways, trails and cycleways) where appropriate.	The proposal will establish pedestrian walkways directly through and externally to the site, connecting the site to Sir Tim Wallis Drive, providing a direct active travel route directly to the public roading network, which will further connect pedestrians and cyclists to further walkways and trails in the vicinity.
Policy 9.2.6.2 - Require development to provide facilities to encourage walking and cycling where appropriate.	
Policy 9.2.6.3 - Ensure access and parking is located and designed to optimise the connectivity, efficiency and safety of the district's transport networks, including the consideration of a reduction in car parking provision where it can be demonstrated that this is appropriate.	The proposed car parking is considered appropriate for a development of this scale within Three Parks, and considering the sites location, active transport is enabled and encouraged. This in turn will encourage a modal shift for the residents and guests to this site.
Policy 9.2.6.5 - Ensure development is designed consistent with the capacity of existing and/or planned infrastructure networks or upgrades for potable water, stormwater and wastewater services, and where practicable, incorporates low impact approaches to stormwater management and efficient use of potable water.	As assessed in the Infrastructure Report, there is capacity in the existing infrastructure network to enable the proposed development.
Objective 9.2.7 – Manage the development of land within noise affected environments to ensure mitigation of noise and reverse sensitivity effects.	Some of the units are located within 80m of the State Highway. As assessed by AES, it is possible and practical to design the units to comply with the internal noise standards set out in the PDP. Conditions of consent are offered to ensure the units are constructed to this standard.
Policy 9.2.7.1 - Require as necessary all new and altered buildings for Activities Sensitive to Road Noise located close to any State Highway to be designed to provide protection from sleep disturbance and to otherwise maintain reasonable amenity values for occupants.	

Objective 9.2.8 – Visitor accommodation, residential visitor accommodation and homestays are enabled in urban areas close to town centres to respond to strong projected growth in visitor numbers, whilst ensuring that adverse effects on residential amenity values and traffic safety are avoided, remedied or mitigated.	The site is within an urban area, the heart of Three Parks, close to the Wānaka town centre, and adverse effects on residential amenity values are avoided or mitigated through design, placement of buildings, external façade details, to minimise and mitigate privacy and dominance effects. Adverse effects on traffic safety are avoided, as assessed by Novo Group. As such, VVA is to be enabled for the site.
Policy 9.2.8.1 - Provide sufficient high density zoned land to enable a range of accommodation options for visitors to establish close to town centres.	The site is zoned high density residential, close to the Wānaka town centre, whereby VA is proposed, aligning with this policy.
Policy 9.2.8.2 - Enable a range of accommodation options which positively contribute to residential amenity values by ensuring that adverse effects on residential amenity values are avoided, remedied or mitigated.	The proposal seeks to establish 72 high quality residential units, which can also be utilised for VA activity. As assessed throughout this AEE, adverse effects on residential amenity values are avoided or mitigated. Together through the high-quality design, and thoughtful and comprehensively designed layout, the proposal will positively contribute to residential amenity values and streetscape.

The proposal will align, and is consistent with the relevant objectives and policies in the High Density Residential zone.

Chapter 16 – Business Mixed Use Zone	**Comment**
Objective 16.2.1 - An area comprising a high intensity mix of compatible residential and non-residential activities is enabled.	The proposal seeks to establish a high intensification of residential and non-residential activities within the BMUZ.
Policy 16.2.1.1 - Accommodate a variety of activities while managing the adverse effects that may occur and potential reverse sensitivity.	The proposal seeks to establish a variety of activities, and as assessed above, will not result in reverse sensitivity effects.
Policy 16.2.1.2 - Enable a range and mix of compatible business, residential and other complementary activities to achieve an urban environment that is desirable to work and live in.	The range of activities within the development are complementary to each other, and to those in the surrounding and developing area, to enable an enjoyable place for people to live, visit, stay and work.

Policy 16.2.1.5 - Provide appropriate noise limits to minimise adverse noise effects received within the business mixed use zone and by nearby properties.	As assessed by AES, noise will be compliant from the site on the surrounding area, and well managed within the site between activities.
Policy 16.2.1.6 - Ensure that residential development and visitor accommodation provide acoustic insulation over and above the minimum requirements of the Building Code to limit the potential for reverse sensitivity effects.	Acoustic insulation will be provided within those specifically affected units/townhouses that could be affected by noise emitted from the other uses within the site, and from State Highway 84 nearby, as recommended by AES.
Policy 16.2.1.7 - Ensure that the location and direction of lights does not cause significant glare to other properties, roads and public places and promote lighting design that mitigates adverse effects on views of the night sky and provide a safe and well-lit environment for pedestrians.	Lighting will be sensitively designed to ensure on- and off-site safety, whilst limiting light pollution through down-lighting, limited lumen, bollards etc. Lighting details will be established through the next design phases.
Policy 16.2.1.8 - Ensure that outdoor storage areas are appropriately located and screened to limit any adverse visual effects on public places and adjoining residential zones.	Any outdoor storage areas will be appropriately screened from public places and adjoining residential sites.
Policy 16.2.1.9 - Minimise opportunities for criminal activity through incorporating Crime Prevention through Environmental Design (CPTED) principles as appropriate in the design of lot configuration and the street network, carparking areas, public and semi-public spaces, accessways/pedestrian links/lanes, and landscaping.	CPTED principles have been incorporated into the holistic design and approach to the development, particularly the central shared spaces within the landscape amenity area and those between buildings, to avoid any entrapment areas. Active frontages have been provided to all buildings, and a good level of overlooking of public and private spaces has been provided through the design.
Objective 16.2.2 – New development achieves high quality building and urban design outcomes that minimises impacts on infrastructure and roading networks and minimises adverse effects on adjoining residential areas and public spaces.	The buildings are a high quality design, with high urban design outcomes, where the proposal will minimise effects on infrastructure and the transport network, and adjoining sites and public spaces.
Policy 16.2.2.1 - Require development to provide or enhance connections to active transport networks (walking, trails and cycleways) where appropriate and encourage the provision of facilities that would help facilitate mode shift;	The proposal will provide connections to the public pedestrian network along Sir Tim Wallis Drive and Sir Cliff Skeggs Drive, which will enable further connection to more active transport routes in the vicinity.
Policy 16.2.2.2 - Require the design of buildings to contribute positively to the visual quality, vitality, safety and interest of streets and public spaces by providing active and articulated building frontages, and avoid large expanses of blank walls fronting public spaces.	Large blank walls have been designed out through provision of adequate fenestration, balconies, articulation on all façades. The buildings provide a strong and active building frontage to the Sir Tim Wallis Drive and Sir Cliff

	Skeggs Drive public spaces, through sufficient articulation and interest.
Policy 16.2.2.3 - Require development close to residential zones to provide suitable screening to mitigate adverse visual effects, loss of privacy, and minimise overlooking and shading effects to residential neighbours.	Sufficient screening through building design, location and landscaping will be provided to adjacent sites, however the future use of these adjacent sites to the BMUZ are not yet known.
Policy 16.2.2.4 - Require a high standard of amenity, and manage compatibility issues of activities within and between developments through site layout, landscaping and design measures.	
Policy 16.2.2.6 - Incorporate design treatments to the form, colour or texture of buildings to add variety, moderate their scale and provide visual interest from a range of distances.	The proposal through building and landscape design adequately responds to this policy through variation of form, colour and texture of all elements within the site.
Policy 16.2.2.9 - Apply consideration of the operational and functional requirements of non-residential activities as part of achieving high quality building and urban design outcomes.	The hotel has been designed with the functional and operational considerations included such that the response to the adjoining residential uses has been carefully considered.
Policy 16.2.2.11 - Require consideration of the relevant design elements identified in the Business Mixed Use Design Guide 2021.	As assessed above, the proposal aligns with the BMU Design Guide 2021.

The proposal achieves a well-designed, appropriately located high-density development providing a variety of uses within the BMUZ, and is consistent with the objectives and policies of the zone.

Chapter 25 – Earthworks	**Comment**
Objective 25.2.1 – Earthworks are undertaken in a manner that minimises adverse effects on the environment, including through mitigation or remediation, and protects people and communities.	The earthworks are designed to minimise works as much as possible, but limited to those necessary for servicing, a level site, and basements for the hotel and apartment building 1.
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.	Erosion and sediment control has been sensitively designed, and erosion and land instability are a low risk.
Policy 25.2.1.3 - Avoid, where practicable, or remedy or mitigate adverse visual effects of earthworks on visually prominent slopes, natural landforms and ridgelines.	The earthworks are limited in extent and scale such that they will not affect the nearby Mount Iron landform.
Policy 25.2.1.5 - Design earthworks to recognise the constraints and opportunities of the site and environment.	The constraints and opportunities of the site have been incorporated into the design, and

	the OLFP has been adequately accounted for in the earthworks design.
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 adjoining sites are vacant, and it is considered there is very little, if any risk to them for the duration of the works. The adjacent sites across the road and further afield are a distance sufficient to ensure they are not affected by the earthworks, and any natural hazard risk associated with the works.
Policy 25.2.1.11 - Ensure that earthworks minimise natural hazard risk to people, communities and property, in particular earthworks undertaken to facilitate land development or natural hazard mitigation.	

The effects of earthworks will be minimised and mitigated, aligning with the relevant objectives and policies of this chapter.

Chapter 29 – Transport	**Comment**
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 ITA has considered the parking, loading, access and manoeuvring to be acceptable, with mitigation measures incorporated into the design and functioning of the proposal. The proposal, including the transport aspect will result in a compact urban development, providing for economic development within the area, in an area that will facilitate walking and cycling, all the while achieving a high level of residential amenity.
Policy 29.2.2.1 - Manage the number, pricing, location, type, and design of parking spaces, queuing 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*	The ITA assesses parking, queuing, access and loading to be acceptable, with mitigation measures incorporated into the design and functioning of the proposal. Management of the loading and Coach access will be provided, which will ensure the safe and efficient functioning of these spaces and the accesses which serve them. The effect on the main spine road Sir Tim Wallis Drive is anticipated through the level of development proposed within this large corner site, with two enabling zones. Sufficient on-site manoeuvring is provided, to ensure vehicles, including larger vehicles

reversing on or off roads in situations where it will compromise the effective, efficient, and safe operation of roads. *c. contributes to an increased uptake in public transport, cycling, and walking in locations where such alternative travel modes either exist; are identified on any Council active transport network plan or public transport network plan; or are proposed as part of the subdivision, use, or development;* *d. provides sufficient parking spaces to meet demand in areas that are not well connected by public or active transport networks and are not identified on any Council active or public transport network plans;* *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; and* *h. provides adequate vehicle access width and manoeuvring for all emergency vehicles.*	and coaches will enter and exit the site in a forward and safe fashion. No public transport routes exist at this stage, however given the site's proximity to the State Highway and main spine road through Three Parks, it is likely to be located on, or near a public transport route in the future, such that easy access will be enabled. In the meantime, the site is adjoining active transport routes around Mount Iron, and directly into Lake Wānaka and Wānaka Town Centre. Sufficient on-site loading is provided, as assessed in the ITA. The character and amenity of the surrounding environment is one of a changing and developing nature, such that the proposal is a largely anticipated nature, scale and activity within the site and area. Adequate vehicle access is provided for all emergency vehicles.
Policy 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 A, High Density Residential, Medium Density Residential A, 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.*	The proposal supports increased walking and cycling considering its location, the provision of bike parking and the ability for bike storage within each townhouse. The provision of car parking spaces is limited to what is appropriate for such a development, however this provision will remain supportive of active travel.

The proposal is consistent with the transport-related objectives and policies of the PDP.

Chapter 31 – Signs	Comment

Objective 31.2.1 - Signage which is of a scale and extent that maintains the character and amenity values of the District and enhances access.	The signage proposed is limited in scale and extent to what was considered appropriate for the site and scale of development. The number, size, location, design and appearance of the signs maintains the character of the site, and the amenity values of the street and surrounding area. All signs will be located within the site, and not outside the site, affecting neighbouring sites or public spaces. The signs are sized to ensure public safety or distraction will not be a concern. The design of the signage is sympathetic to the buildings within the development, such that they are appropriately designed and scaled and compatible. The signage is well integrated within the building design where they are attached to buildings, and compatible with the character of the surrounding commercial environment, and consistent with the BMU Design Guide 2021.
Policy 31.2.1.1 - Ensure the number, size, location, design and appearance of signs maintain the character and amenity values anticipated for the site, street scene and surrounding environment.	
Policy 31.2.1.2 - When considering the character and amenity values that apply to the site and surrounding environment, consider the character and amenity values anticipated by any relevant District Plan Zone, or in the case of signs proposed within the road, consider the character and amenity values anticipated by the nearest adjoining Zone.	
Policy 31.2.1.3 - Encourage signs to be located on the site of the related activity.	
Policy 31.2.1.6 - Acknowledge that off-site signs that convey information to assist the public or convey public notices, rather than being for the purpose of commercial advertising, can have social and cultural benefits.	
Objective 31.2.2 –Signs have limited adverse effects on public safety, including the safety of pedestrians and users of the transport network.	
Policy 31.2.2.2 - Ensure the design and location of signs does not adversely affect traffic safety by causing confusion or distraction, or obstructing the sight lines of road users.	
Objective 31.2.3 - Signs are complementary to, or do not detract from, the design values of the building they are attached to and are sympathetic to the design values of nearby developments and public places.	
Policy 31.2.3.2 - Ensure the design of signs attached to buildings is compatible with and maintains the amenity, visual, heritage, landscape and streetscape values of the site and surrounding environment.	
Policy 31.2.3.3 - For signs attached to buildings that exceed the sign size or dimension limits specified in this chapter, only provide approval where the sign: *a. is well integrated with the building design;* *b. is compatible with the character of surrounding development;* *c. is consistent with the relevant Council design guidelines, being either the Queenstown Town Centre Special Character Area Design Guidelines 2015, Wānaka Town Centre Character Guideline 2011, Arrowtown Design Guidelines 2016 or the Cardrona Village Character Guideline 2012; or has considered the relevant design elements identified in the Business Mixed Use Design Guide 2021;* *d. does not create adverse effects on the quality of a streetscape or a public place, including creating visual dominance; and* *e. is visually compatible with the wider surrounding environment.*	

The proposed signage is consistent with the relevant objectives and policies in Chapter 31 of the PDP.

Overall the proposal aligns and is consistent with the relevant objectives and policies of the subdivision chapter of the PDP.

7.3.3. Assessment Criteria

The relevant assessment criteria as sourced from the QLDC PDP cover the same matters that have been discussed in the previous sections of this report, in particular those that address environmental effects (Section 7.2 above) as well as the objectives and policies of the PDP (Section 7.3.2). These assessments, as well as the supporting specialist documentation, have all considered the relevant assessment criteria.

The assessment above has deemed the proposal to result in acceptable effects on the environment and considers that the proposal is consistent with the relevant policies and objectives of the ODP and PDP. On this basis, it is considered that the proposal is also consistent with the relevant assessment criteria.

To confirm, it is not considered that the assessment criteria would introduce any additional considerations that have not already been addressed.

7.3.4. National Policy Statement on Urban Development 2020

The proposal is highly consistent with the NPS-UD.

The NPS-UD directs that urban environments enable well-functioning urban areas, including sufficient housing supply, competitive land markets, and intensification in locations with high accessibility and demand. This proposal delivers additional housing in a prime centre location, directly supporting Objectives 1–4.

In particular, the development:

- Advances housing supply and affordability (Objective 2)
- Is located in a highly accessible centre, close to jobs and services (Objective 3)
- Represents efficient, higher-density urban form anticipated by Policy 3
- Contributes positively to a well-functioning urban environment (Policy 1)

Under Policy 6, significant weight should be given to the site's accessibility and the strong demand for housing in Wānaka. The proposal aligns closely with the NPS-UD's directive to enable intensification and remove unnecessary constraints.

Overall, the proposal gives strong effect to the NPS-UD and is supported in principle, subject to management of site-specific effects.

7.3.5. National Environmental Standard for Assessing and Managing Contaminants in Soil (**'NES-CS'**)

The NES-CS applies to land that is or has been used for a hazardous activity or industry. These activities are listed on the Hazardous Activities and Industries List.

The application site has not been used for a hazardous activity or industry. This confirmed by the PSI undertaken for the wider site at the time of rezoning and reconfirmed through the subdivision to create the current parcel of land[11].

As such, the NES does not apply.

7.3.6. National Policy Statement for Natural Hazards 2025 (**'NPS-NH'**)

The newly operative NPS-NH sets out a risk-based approach to manage the risk of natural hazards to subdivision, use and development. Kirk Roberts have assessed the NPS-NH risk matrix in **Appendix M** – see Table 2. The assessment concludes that most risk levels are low, except retaining and potential groundwater, which are medium risk currently, however post development these risks reduce to low, through on-site management and mitigation. No groundwater was found in any geotechnical test pits, so it is unlikely groundwater will be encountered. With the recommendations of the geotechnical assessment, mitigation measures will be sufficient to manage this risk throughout development and post development.

Objective 2.1 directs to use a risk-based proportionate approach to natural hazard risk. The above assessment aligns with Policy 1. This risk-based assessment concludes the natural hazard risks to the proposal is low, and medium, and the risks will not increase significant natural hazards on other sites.

The proposal aligns with the approach, and objective and policies of the NPS-NH.

7.4. Any Other Matters

Section 104(1)(c) requires Council to have regard to any other matter that it considers relevant and reasonably necessary to determine an application.

7.4.1. Queenstown Lakes Spatial Plan

The Site is located within the Wānaka Town Centre – Three Parks Corridor of the Queenstown Lakes Spatial Plan ('**The Plan**'). This is considered a priority development area.

[11] QLDC Reference: RM181439

Strategy 1 of The Plan seeks to increase density in appropriate locations. The Wānaka Town Centre – Three Parks Corridor is considered a 'mixed-use, high-density corridor providing new housing choices'. As such, increasing intensification and providing a high-density development on this Site aligns with Strategy 1.

Strategy 3 of The Plan seeks to improve housing diversity and choice. The proposal will provide 84 additional residential units to the Wānaka housing market, of varying sizes, types and number of bedrooms, providing diversity in housing, and a provision of choice to also offer visitor accommodation within the residents' homes. The proposal will align with Strategy 3 of The Plan.

Strategy 4 of The Plan seeks to provide more affordable housing options. Through the provision of 84 additional residential units, including apartment units and terraced housing, this will enable residential units at a lower price point to those with substantial landholdings. The proposal will align with Strategy 4 of The Plan.

Outcome 2 seeks that public transport, walking and cycling is the preferred option for daily travel. The proposal provides a high-density development on a Site in close proximity to the Wānaka Town Centre, and within Three Parks, alongside established active travel routes whereby walking and cycling will be the most practical option for travel.

The proposal overall aligns with The Plan, considering the location of the Site, the nature and scale of the proposal, providing diversity of housing and visitor accommodation to the Wānaka market.

8. Part 2 Matters

All considerations under s104 are subject to Part 2 of the RMA, which sets out the purpose and principles of the legislation.

Section 6 requires consent authorities to recognise and provide for a number of matters of national importance in exercising powers and functions under the RMA. Whilst the previous notified application received a submission from Ngāi Tahu relating to the effects of the height of the buildings on Mount Iron - a cultural landscape, the decision considered the effects to be no more than minor. The application seeks a similar scale and activity to that previously approved, however since the decision was made, the statutory environment has considerably changed, and much of the bulk, scale and height of buildings are largely permitted. As such, there are not considered to be any matters of national importance that are relevant to the application.

In addition, the application would sit comfortably with the 'other matters' contained in section 7. The development would maintain, if not enhance existing amenity values while

enabling the efficient use of the physical resources of the site to deliver an intensity of development commensurate with the HDRA zone.

Overall, it is considered that the application would not offend any of the matters contained within Part 2. The proposal would enable the applicant and subsequently the community to provide for their social and economic wellbeing through an increase in quality housing stock and supply, as well as visitor accommodation and commercial uses, while avoiding, remedying or mitigating any adverse effects on the environment. The proposal is considered an efficient use of land (physical resource) and can demonstrably be developed without generating significant adverse effects on the environment or the amenity values of the planned urban character in this area.

9. Other Relevant RMA Sections

9.1. Section 106A

The RMA sets out additional circumstances when a consent authority may refuse land use consent. The provisions of section 106A state as follows:

> *"(1) A consent authority may refuse to grant a land use consent, or may grant the consent subject to conditions, if it considers that there is a significant risk from natural hazards.*
>
> *(2) For the purpose of subjection (1), an assessment of the risk from natural hazards requires a combined assessment of all of the following taken together:*
>
> *a) The likelihood of natural hazards occurring (whether individually or in combination)*
>
> *b) The material damage to land in respect of which the consent is sought, other land, or structures that would result from natural hazards*
>
> *c) Whether the proposed use of the land would accelerate, worsen, or result in material damage of the kind referred to in paragraph (b)*
>
> *d) Whether the proposed use of the land would result in adverse effects on the health or safety of people.*
>
> *(3) Conditions imposed under subsection (1) must be—*
>
> *a) for the purposes of avoiding, remedying, or mitigating the effects referred to in subsection (1); and*
>
> *b) of a type that could be imposed under section 108."*

The site is not subject to a significant risk from natural hazards. The proposal will not create any adverse issues with respect to the above, and it is not likely to exacerbate or worsen any existing erosion, subsidence or flooding that may exist on other land.

As a consequence, it is considered that the subdivision would not raise any concerns that might prompt the Council to invoke the provisions of s106A.

10. Notification

As set out in Rules 9A.6, the following activities in the HDRAZ shall not be publicly notified:

- Residential development for 4 or more residential units, where the standards in Rule 9A.5 are complied with
- Building height setback at upper floors
- Recession plane contraventions
- Boundary setback contraventions of up to 0.6m into the required setback depth of the yard
- Visitor accommodation.

In this case the proposal seeks more than 4 residential units, however the standards in Rule 9A.5 are not all complied with. Therefore the proposal is not exempt from public notification of these standards.

As set out in Rules 16.6, the following activities in the BMUZ shall not be publicly notified:

- Buildings
- Setbacks and sunlight access – sites adjoining a residential zone.

10.1. Public Notification (S95A)

10.1.1. Step 1 - Mandatory in certain circumstances

The application does not meet any of the criteria under s95A(3), therefore **public notification is not required by Step 1.**

10.1.2. Step 2 - Precluded in certain circumstances

The application does not meet either of the criteria under s95A(5), therefore **public notification is not precluded by Step 2.**

10.1.3. Step 3 (Part 1) - Required by rule

The application does not require public notification under s95A(8), therefore **Step 3 of the Public Notification assessment is to be continued below.**

10.1.4. Step 3 (Part 2) - Effects on wider environment assessment (s95D)

In accordance with s95D, the application will not have and is not likely to have adverse effects on the environment that are more than minor, therefore **public notification is not required by Step 3.**

10.1.5. Step 4 - Special circumstances

It is considered that no special circumstances warranting public notification of the application exist, therefore **public notification is not required by Step 4.**

10.2. Limited Notification (S95B)

10.2.1. Step 1 - Certain affected groups and affected persons must be notified

No affected groups and/or affected persons have been identified in relation to the application (under s95B(2) and s95B(3)), therefore, **no limited notification is required under Step 1.**

10.2.2. Step 2 - Precluded in certain circumstances

The application does not meet either of the criteria under s95B(6), therefore **limited notification is not precluded by Step 2.**

10.2.3. Step 3 - Affected persons assessment (s95E)

As this application is not for a boundary activity or a prescribed activity, there are no affected persons related to those types of activities (s95B(7)).

The following assessment addresses whether there are any affected persons that the application is required to be limited notified to (s95B(8)).

The considerations that were relevant in determining whether the activity would give rise to adverse environmental effects are also applicable to the identification of affected persons. These have largely been considered within Section 7.2, where it has been demonstrated that potential adverse effects towards amenity values of adjoining properties, will be less than minor.

In term of the adjacent sites, when taking into consideration the existing environment (see section 4.3 above), the following is noted:

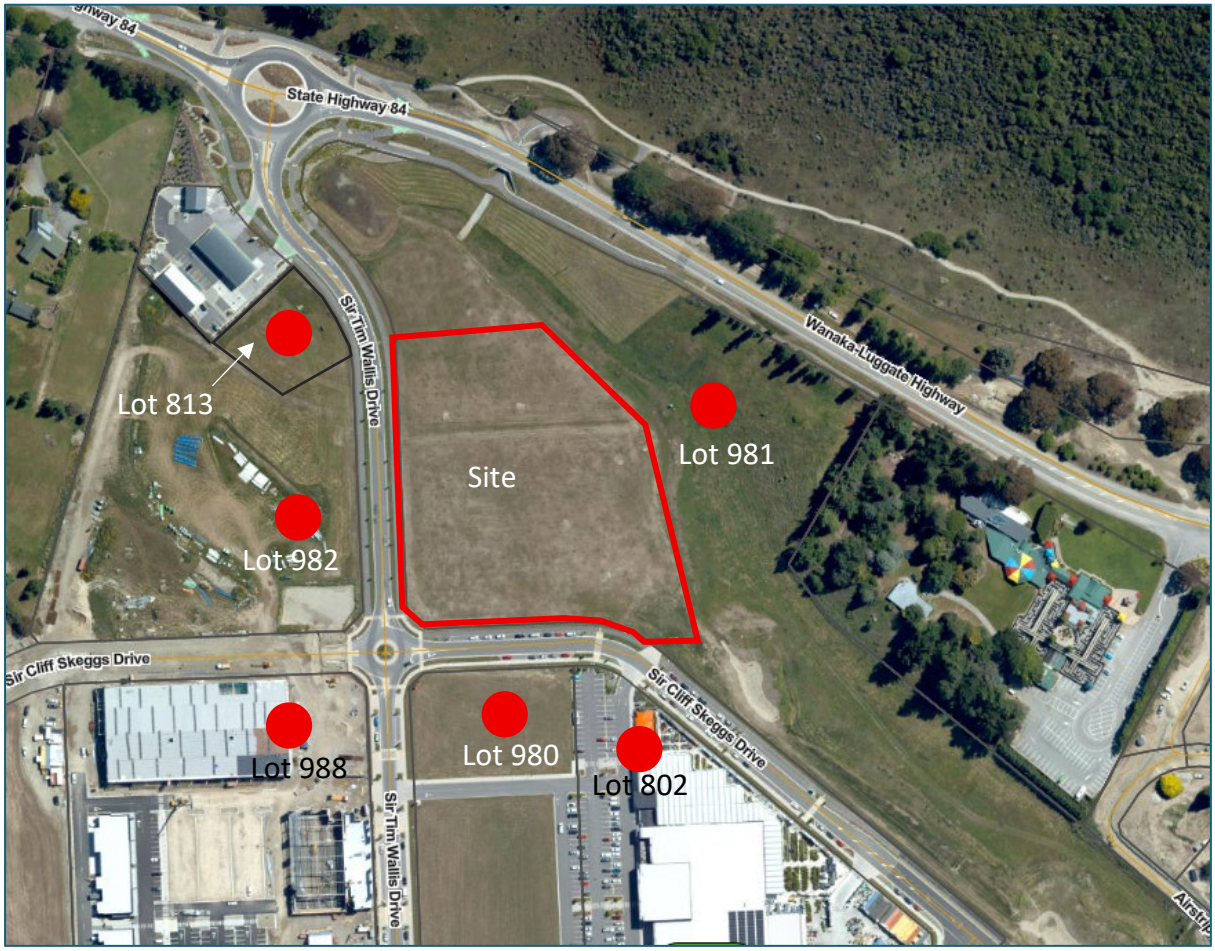


Figure 8 - Adjoining sites

It is noted Willowridge Developments Limited have provided their written approval to the application, as landowner of the subject site and owner of all but one of the adjacent sites – attached at **Appendix B**.

Address	Summary of Effects
Lot 813, Sir Tim Wallis Drive (McDonalds under construction)	Owned by Willowridge Developments Limited. APA provided.
Lot 982	Owned by Willowridge Developments Limited. APA provided.
Lot 988	Owned by Willowridge Developments Limited. APA provided.
Lot 980	Owned by Willowridge Developments Limited. APA provided.
Lot 802	Owned by Ironside Properties Limited. Whilst one of the directors is the same as Willowridge Developments Limited (Alan Dippie), for completeness, an assessment is made on the effects on this property.

	The site is adequately separated from this adjacent site by the width of Sir Cliff Skeggs Drive, such that any effect resulting from building bulk would be limited. The residential development within this area opposite Lot 802 is largely compliant with the HDRAZ and fronts an internal accessway and the garden retail centre of the Mitre 10 building within this adjacent site. Considering the commercial nature of this adjacent site, it is considered the proposal will result in less than minor adverse effects on this property.
Lot 981	Owned by Willowridge Developments Limited. APA provided.

In summary, taking into consideration the written approval of Willowridge, and the permitted baseline, adverse effects on adjacent properties are considered to be less than minor.

As such, it is considered that **there is no requirement to serve any person with notice of the application under s95B(2).**

10.2.4. Step 4 - Special circumstances

It is considered that no special circumstances warranting limited notification of the application exist, therefore **no one else is to be notified under Step 4.**

10.3. Notification Conclusion

The steps set out in s95A and s95B of the RMA were followed to determine whether public or limited notification is warranted for this application. Overall, it is considered that no circumstances warranting public or limited notification exist, therefore **the application can be processed on a non-notified basis.**

11. Invitation to Adopt Assessment of Environmental Effects

Section 42A of the RMA was amended by the Resource Management (Simplifying and Streamlining) Amendment Act 2009. The Amendment Act introduced subsections 1A and 1B which, in reference to the Council planner's report, state:

> *(1A) The report does not need to repeat information included in the applicant's application under section 88(2).*
> *(1B) Instead, the report may—*
> *(a) adopt all of the information; or*
> *(b) adopt any part of the information by referring to the part adopted.*

The provisions were introduced to provide an opportunity for consent authorities to utilise a more efficient process, with consequential reductions in processing costs.

The reporting planner is invited to audit the AEE submitted with this application and adopt all those parts that are consistent with their own conclusions. Any adopted parts can simply be referred to in the s42A report in accordance with subsection (1B).

12. Conclusion

This resource consent by Mount Iron Investments Limited is related to the site located at the corner of Sir Tim Wallis Drive and Sir Cliff Skeggs Drive, Three Parks, Wānaka. It is proposed to undertake the construction of a comprehensive resort complex, similar to that already approved through RM220141, with some changes. The new proposal seeks:

- 5 level hotel, offering 136 rooms with conference centre and restaurant/bar
- 33 apartments units within 3 separate buildings of four and five levels
- 39 townhouses - 2- and 3-storey, each with a single garage, 2- 3- and 4-bedrooms
- A central amenity building, incorporating a gym and fitness room, swimming pool, sauna, hydrotherapy pool, changing rooms, residents lounge/bar, kitchen, amenities, and a wine cellar; and
- A total of 143 car parking spaces, including five mobility spaces, 15 bike stands, a loading bay and a coach drop-off park.

The application is a discretionary activity overall, under the QLDC Proposed District Plan.

Having assessed the actual and potential effects of the proposal, it is considered that the proposal will not generate any significant adverse effects over those permitted by the District Plan, that cannot be avoided or potentially mitigated through conditions of consent. Thus, the effects of the proposal are considered to be less than minor.

The proposal will be consistent and not contrary to the relevant objectives, policies and assessment criteria of the Operative District Plan and Proposed District Plan. Overall, it is concluded that granting consent to the proposal on a non-notified basis is appropriate, subject to conditions.

Report prepared by:

Jo Fyfe
Principal Planner
Campbell Brown Planning Limited

(For and on behalf of Mount Iron Investments Limited)