JOHN EDMONDS & ASSOCIATES

Assessment of Environmental Effects
Building for Office, Community, Retail and Commercial Purposes with associated subdivision

111 Frankton – Ladies Mile Highway
For Latitude 45 Development Limited
October 2026

EXECUTIVE SUMMARY OF PROPOSAL

Latitude 45 Development Limited (the applicant) seeks resource consent to construct and establish a building for commercial/retail purposes with associated subdivision at 111 Frankton – Ladies Mile Highway, Queenstown.

Location:	111 Frankton – Ladies Mile Highway, Queenstown
Legal Description:	Lot 2 DP 578984
Territorial Authority:	Queenstown Lakes District Council
Plan:	Proposed District Plan (PDP)
Zoning:	Business Mixed Use Business Mixed Use – Area A – Frankton North High Density Residential
Natural Hazards:	The site is subject to a LIC 1 Liquefaction Risk – 'Nil to Low'.
Other:	There are no known heritage features, cultural heritage or HAIL activities. Archaeological site F41/442 is located within the wider site.
Activity Status:	Non-complying

APPENDICES

Appendix A -	Record of Title
Appendix B -	Architectural Drawings
Appendix C -	Scheme Plan(s)
Appendix D -	Urban Design Assessment
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1 INTRODUCTION

This Assessment of Effects on the Environment (AEE), inclusive of appendices, has been prepared in accordance with Schedule 4 of the Resource Management Act (RMA). Together these documents provide:

- A description of the application site and surrounding environment;
- A description of the proposal;
- A description of the consents sought;
- An assessment of environmental effects;
- Identification and assessment of relevant objectives and policies of the Operative and Proposed District Plan; and
- A conclusion.

1.1 Overview

Resource consent is sought to construct and establish a building for commercial purposes with associated subdivision at 111 Frankton – Ladies Mile Highway, Queenstown. The site is outlined in red in Figure 1 below. The site is zoned High Density Residential and Business Mixed Use – Area A of Frankton North – within the PDP.



Figure 1: Site Location (site identified in red)

It is considered that the proposal will result in a less than minor effect on the environment and adjoining properties and the proposal is consistent with the strategic direction provided for in the PDP and Structure Plan for Frankton North. On this basis, it is considered that the application can be approved non-notified.

1.2 Frankton North

The 'Frankton North' Structure Plan area comprises 27 hectares of land on the northern side of State Highway 6. Frankton North comprises ~20 hectares of medium and high density residential zoned land, as well as ~7 hectares of Business Mixed Use zoned land on the flat paddocks that are located to the west of the Hawthorne Drive roundabout and adjacent to the State Highway.

The zoning and associated provisions in the PDP for Frankton North are deemed operative pursuant to s86F of the RMA. The Frankton North area includes three zones: Medium Density Residential, High Density Residential and Business – Mixed Use. The area relies upon a Structure Plan to co-ordinate the provision of essential services and overall patterning of use. Essential to this Structure Plan is a future road pattern, which includes avoidance of any new access connections to the State Highway, except for through a new fourth leg to the existing Hawthorne Drive roundabout.

1.3 Site Description

The site is located on the northern side of State Highway 6 (Frankton – Ladies Mile Highway), opposite the Queenstown Central shopping area. The site comprises both flat land along the highway edge and moderately sloping pastoral farmland to the north-west. The site is 3.96ha.

The site is currently vacant and subject to earthworks for formation of road access and underlying subdivision consents. Construction of townhouse apartments is underway. The site has an established 'farm access' on the State Highway, approximately 75m to the west.

The adjacent property to the west comprises a Transpower substation.

The site is partially screened from the State Highway by a row of mature pine trees and exotic vegetation. These trees are all within the subject site and are not identified or protected by the District Plan or any instrument registered on the Record of Title. These trees will be removed over time as the site is developed.



Figure 2: Site location (shown in blue). Source: QLDC Map Navigator

1.4 Legal Description

The site is legally described as Lot 2 DP 578984 and held in Record of Title 1073840 (attached as **Appendix A**). There are numerous interests registered on the Title. None of these instruments will be affected by the proposal.

1.5 Natural Hazards

The site is subject to the Liquefaction Susceptibility overlay – LIC 1 – 'Nil to Low Risk' in Council's Hazard Register.

1.6 Consent History

Resource consents that have been granted in relation to the subject site are summarised in Table 1 below.

Table 1: Resource Consent History

Consent #	Date	Description
RM170134	9 May 2017	Subdivision consent was granted to subdivide the parent lot into Lots 1 and 2 (111 and 113 Frankton – Ladies Mile Highway, different boundaries than existing) and to cancel the amalgamation condition on the Record of Title. This consent has been given effect to.

RM211055	16 February 2022	Subdivision consent was granted to adjust the boundaries of Lots 1 and 2, as per the current property configuration. This consent has been given effect to.
RM211212	21 December 2023	Subdivision consent granted to create three future development lots and an access lot to vest as road, including provision of pedestrian / cycle linkages, earthworks to construct the road and prepare the land for future development.
RM230416	21 March 2024	Resource consent approved for land use and subdivision to develop 50 residential units within three townhouse buildings and one apartment building, including 365-night residential visitor accommodation use of all residential units and subdivision of car parks.
RM240894	20 January 2025	Resource consent variation to RM211212 to provide an additional bulk title lot at the southern end of the site (Lots 70 and 71 in Figure 3 below).
RM250444	Lodged 8 August 2025	Resource consent to develop 51 residential units, with associated subdivision, height infringements, transport breaches and RVA for 365 nights per annum.
RM260640	Lodged 6 June 2026	Bulk title variation and application for subdivision, to structure staging conditions and provide for a new access layout across the subject site. Application processing with QLDC.
RM260678	Lodged 17 June 2026	Construct And Use A Building For Office, Community, Retail And Commercial Purposes. Application processing with QLDC.
RM260749	Lodged 17 July 2026	Car park building and commercial purposes. Application processing with QLDC.
RM260689	16 July 2026	Variation to stage 1 residential development, to provide a reduced building height and new floor plans within building 1 of RM230416.

The proposed building is located within Lot 200 of the underlying scheme plan, as shown in Figure 3 below.



Figure 3: RM260640 subdivision

These boundaries are subject to a separate resource consent application to vary the boundary lines, with access to Lot 2 from the north. This is shown as Lot 65 in Figure 4. This resource consent application is processing with QLDC (RM260640).

The following resource consents have been granted on the neighbouring site.

Table 2: Resource Consent 77A Hansen Road

RM210213	25 March 2022	Subdivision consent was granted for two future road lots and three future development bulk lots within the National Grid Subdivision Corridor and land use consent for earthworks associated with construction roads and installing services. Consent granted under the NES: Contaminated Soils to subdivide a piece of land where a Detailed Site Investigation states that soil contamination does not exceed the applicable standard. Although a different site, this consent is held in the applicant's name and will provide lawful access to the site from SH6 via a fourth leg from the Hawthorne Drive Roundabout in accordance with the Frankton North Structure Plan. The road is currently under construction.
RM260861	23 September 2026	Variation to update road alignment and termination point

1.7 Electricity Transmission

There are High-Tension Powerlines extending from east to west through the middle of the site, characterised by one lattice tower on the western side of the site that provides connection to the Transpower New Zealand Limited sub-station. The substation is located on the adjacent property at 93 Frankton – Ladies Mile Highway and is identified as Designation #1 in the PDP.

The Aurora Energy Ltd transmission lines have been undergrounded in conjunction with RM210213 and RM211212. These are located to the north of the proposed building. The Aurora Energy yard is identified as Designation #338 in the PDP.

1.8 Three Waters Infrastructure

The site is flanked by two overland flow paths (the western overland flow path and the eastern overland flow path) which can inundate land and the adjacent State Highway in larger rainfall events. These overland flow paths are otherwise dry land.

Lake Johnson is the nearest surface water body to the site, approximately 400m northwest of the site (up gradient). The site is approximately 1km from the Frankton arm of Lake Wakatipu and 1km from the Shotover River Delta to the east.

Servicing for the wider site has been designed, and this infrastructure is being upgraded, extended and future proofed through resource consents RM211212 and RM240894.

1.9 State Highway 6

State Highway 6 is a limited access highway that extends across the southern boundary of the site. The Highway is identified as Designation #84 and is managed by the New Zealand Transport Agency.

This application will not have any direct effect upon the safety or efficient operation of the highway, as all traffic movements from the State Highway to the site will be via the proposed fourth leg of Hawthorne Drive that will connect to internal access roads (to be constructed in future).

1.10 Contaminated Land

The site is known to have been used for farming purposes historically, as well as a small orchard and parking facility. A Detailed Site Investigation was carried out for the site by WSP Opus for previous resource consent applications. Site specific sampling for the Detailed Site Investigation did not identify widespread contamination of site soils. Two soil samples exhibited elevated arsenic and zinc levels respectively, however, the investigation considered these to

be outliers. In terms of risk to human health, the DSI concluded that the site is suitable for mixed residential and commercial end-use.

1.11 Archaeology

The site contains archaeological site F41/442 (recorded on ArchSite). F41/442 is a recorded find spot containing a stone adze and possible moa bone. The locations of archaeological interest on the site are in the vicinity of the former dwelling and a shed in the northern extent of the property, which is considered potentially original and constructed prior to 1900. The archaeological site is not within the proposed development area.

2 DESCRIPTION OF PROPOSAL

The applicant seeks all necessary resource consents to provide for a commercial/retail building at 111 Frankton – Ladies Mile Highway, with associated parking and subdivision in accordance with the sections detailed below.

The proposed subdivision will allocate ownership across 50 parking spaces, a free hold subdivision of areas of the building listed in **section 2.1** and unit title subdivision of Lots 20 & 22, within the built form proposed.

2.1 Building

Architectural Plans have been prepared by Sheppard & Rout Architects and are included in **Appendix B**.

The proposal seeks to establish 2 – 3 storey buildings for commercial/retail purposes within future Lot 200 of 111 ladies Mile Highway.

The building comprises a maximum height of 14.01m. The gross floor area of the proposed building is 2134.32m^2 across 3 floors. The ground floor area is 837.27m^2. Building coverage will be 80%

The materials palette includes shiplap timber cladding, selected timber/aluminium batten and selected stone cladding. The façade includes large areas of glazing, particularly on the southern façade facing the State Highway.



Figure 4: Indicative render, view of façade from the south

The internal layout of the building includes one lift and a toilet block for each proposed tenancy area. The building is proposed to be used primarily for commercial, retail and/or office tenancies.

The building will comprise of seven individual lots/tenancies, in accordance with the proposed modulation shown in **Figure 6** above.

2.2 Parking & Access

The applicant proposes to include 50 parking spaces in association with this building. Access will be provided into the parking area associated with the proposed building, via Lot 65, proposed in RM260640.

A row of tandem parking spaces is proposed to the South of Lot 65 as shown in **Appendix B**.

As detailed in **section 2.3** below, a subdivision component is included within this application to provide for the separate ownership of each car parking space in the tandem area.

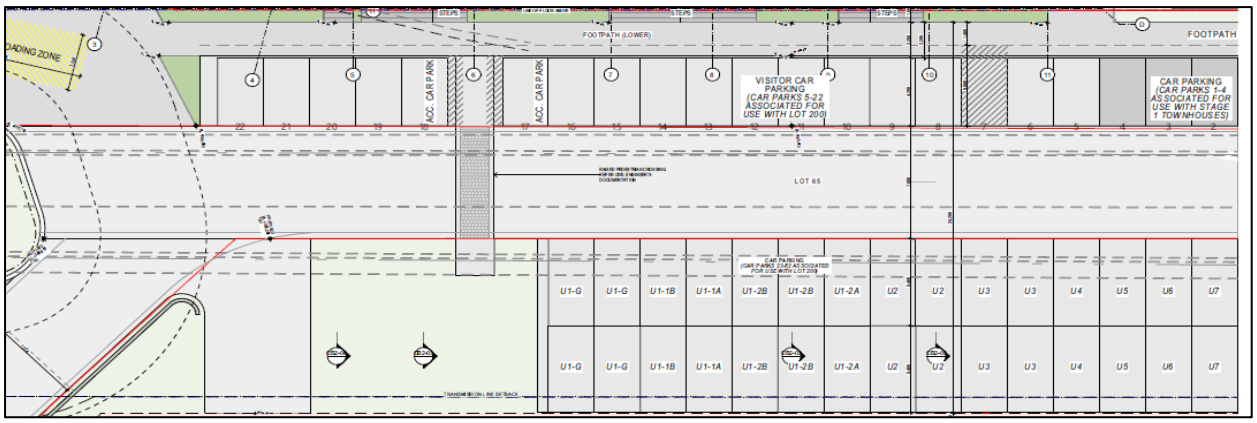


Figure 7: Proposed parking arrangement for vehicles

The sets of tandem spaces will be associated with the same commercial unit & in the event that one car is blocked by another, the owner of that car will be known and can simply be asked to move it. This management solution is volunteered as a resource consent condition.

A cycle parking area has been proposed on the western edge of the proposed building, with an area of 9.5 by 3.5 metres. Details for the area are proposed to be provided as a condition of consent, in accordance with the volunteered wording below:

> *"Prior to the occupation of the proposed building, the applicant must confirm the provision of 8 cycle parking spaces for customers/visitors plus 9 spaces for staff on site."*

This will meet the minimum number of cycle parks required by the PDP.

2.3 Subdivision

The applicant proposes a 7 lot (forming proposed lot 20 – 26) subdivision with the associated unit title subdivision & amalgamation of parking spaces to the south of the proposed building.

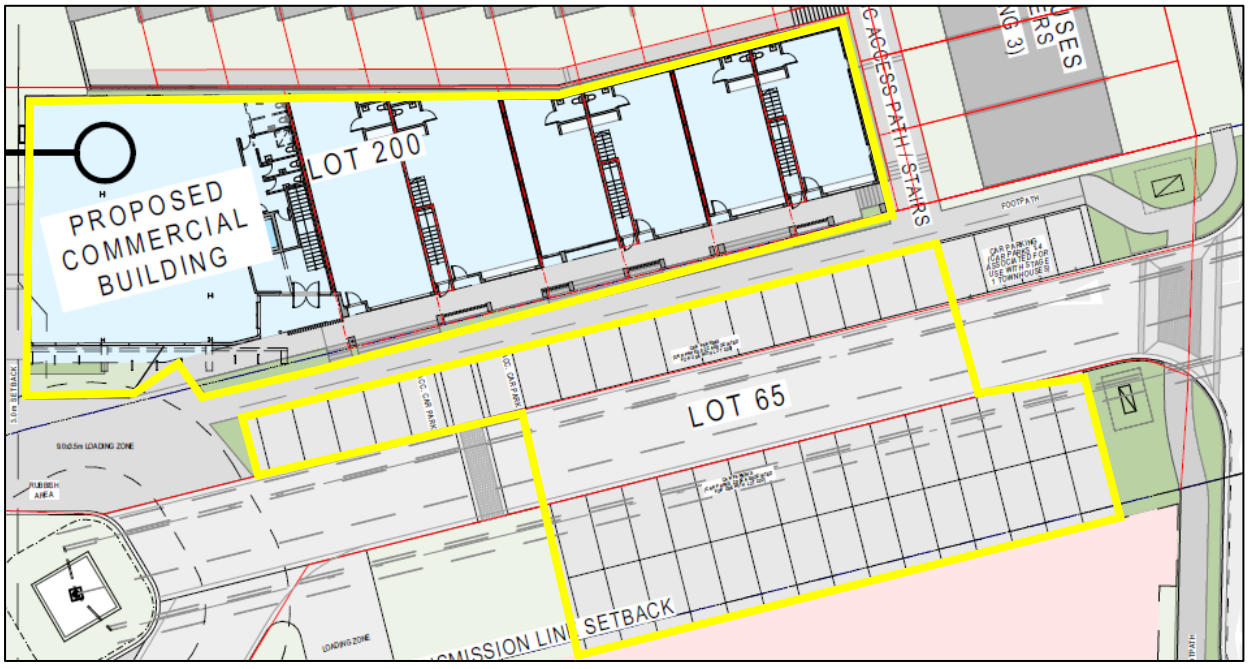


Figure 9: Proposed site plan and areas of subdivision included within this application shown in yellow

It is noted that the parking areas to the south of Lot 65 will be shown as a Right To Park (RTP) on the submitted scheme plan, with dimensions in these areas large enough to provide tandem parking. The associated ownership structure of the RTP's is allocated by the amalgamation conditions shown on Drawing '0.6.15' of **Appendix B**.

The associated unit title of the larger buildings within the development is shown in drawings 06.15 & 06.17 of **Appendix C**, which will split larger areas into separate tenancies of commercial/retail tenancy.

All lots are provided legal and physical access within the development via Right To Park (RTP) , Right Of Way (ROW) or pedestrian access.

2.4 Earthworks

The site is already prepared as a result of bulk earthworks in RM211212. Any earthworks will be undertaken in accordance with the Environmental Management Plan that has been prepared and accepted by QLDC for earthworks on the site.

2.5 Infrastructure

Three waters and utility services will be installed as part of the subdivision. Trunk mains are already installed in the vicinity of the site. A fire hydrant is proposed adjacent to the right of way to the north-west of the building. This will be installed as part of the bulk title subdivision.

The proposed road will be formed to access the site as required by Frankton North zone rules.

Stormwater will be managed on site in accordance with RM211212 and associated variations going forward.

3 DISTRICT PLAN PROVISIONS

3.1 Proposed District Plan

The site is zoned as High Density Residential, Business Mixed Use and Business Mixed Use Area A in the PDP. The site is also subject to the Queenstown Airport Outer Control Boundary in the southern extent (shown as an orange line in Figure 9).

The zoning of the area of the site where the building is proposed is Business Mixed Use Zone – Area A. The area of the site where the building is proposed is outside of the Airport Outer Control Boundary.

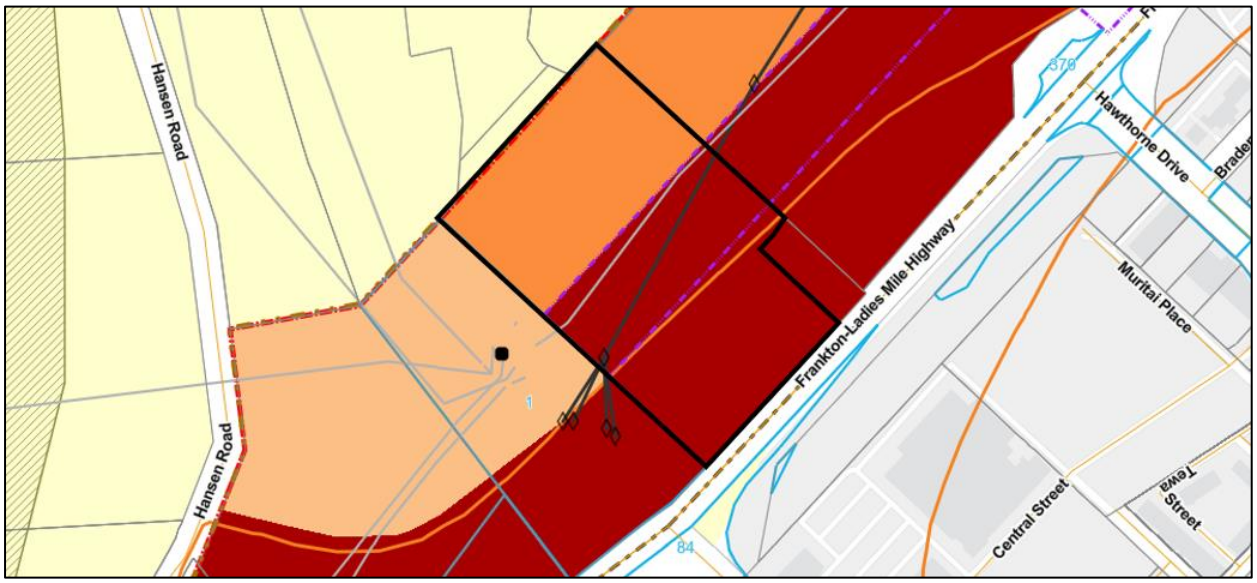


Figure 5: Proposed District Plan Zoning

The purpose of the Business Mixed Use Zone is described in Section 16.1 of the PDP:

> *"The intention of this zone is to provide for complementary commercial, business, retail and residential uses that supplement the activities and services provided by town centres. Higher density living opportunities close to employment and recreational activities are also enabled. Significantly greater building heights are enabled in the business mixed use Zone in Queenstown, provided that high quality urban design outcomes are achieved".*

The relevant rules are provided in Tables 3 – 6 below.

Table 3: Assessment of Relevant Proposed District Plan Rules - BMUZ

Clause	Description	Comment
Chapter 16 – Business Mixed Use Zone		
16.4.1	Activities which are not listed in this table and comply with all standards	Permitted – no consent required for Commercial Activities and Community Activities that meet all standards (refer Table 4 below).
16.4.4	Buildings	Restricted Discretionary – **consent required**.
	Discretion is restricted to: a. Building materials; b. Glazing treatment; c. Symmetry; d. Vertical and horizontal emphasis; e. Location of storage; f. Signage platforms; g. Landscaping; h. Where residential units are proposed as part of a development, provision made for open space on site whether private or communal; i. Where applicable, integration with Horne Creek, including site layout and landscaping; and j. Where a site is subject to any natural hazard and the proposal result in an increase in gross floor area: i. The nature and degree of risk the hazard(s) pose to people and property; ii. Whether the proposal will alter the risk to any site; and iii. The extent to which such risk can be avoided or sufficiently mitigated. k. Where Electricity Sub-transmission Infrastructure or Significant Electricity Distribution Infrastructure as shown on the District Plan web mapping application is located within the adjacent road and any proposed building is located within 9.5m of that road boundary, any adverse effects on that infrastructure. Assessment matters relating to buildings: a. The impact of the building on the streetscape including whether it contributes positively to the visual quality, vitality, safety and interest of streets and public places by providing active and articulated street frontages and avoids large expanses of blank walls fronting public spaces; b. Whether the design of the building blends well with and contributes to an integrated built form and is sympathetic to the surrounding natural environment. Written approval of other persons is not required and notification (limited or public) is precluded pursuant to Rule 16.6.2.1 for this 'Buildings' activity.	
16.4.9	Office and retail activities at Frankton North within Area A as shown on the District Plan web mapping application, except for: a. retailing associated with trade suppliers (as provided for by rule 16.4.7); b. administrative offices that are ancillary to the principal use of the site; and c. retail activities that are ancillary to the principal use of the site and not greater than 50m^2 GFA.	The proposed building is located within Area A – discretionary **consent required**.
16.5A.1	Statement confirming that the relevant design elements from the	Provided in Urban Design Memo, **Appendix D** – no consent required.

	Business Mixed Use Design Guide 2021 have been considered.	

The relevant standards for activities are listed in Table 4 below.

Table 4: Assessment of Standards in Rule 16.5

Clause	Description	Comment
Standards for activities located in the Business Mixed Use Zone		
16.5.1	Setbacks and sunlight access – sites adjoining a Residential zone or separated by a road from a Residential zone	The building is set back more than 3m from the western boundary of the site. Noting it is only the northern most edge of the western boundary that adjoins a residential zone. Complies – no consent required.
16.5.2	Storage – Outdoor storage and storage of waste and recycling shall be screened from public places and adjoining Residential zones.	Complies – no consent required.
16.5.3	Residential and visitor accommodation activities	N/A
16.5.4	Building Coverage – maximum of 75%	Does not comply, 80% proposed. Discretionary consent required.
16.5.5	Acoustic insulation – for all residential development and visitor accommodation	N/A
16.5.6	Fencing – a solid 1.8m fence shall be erected on the boundary of any residential zone	N/A
16.5.7	Commercial Activities within 30-46 Gorge Road	N/A
16.5.8	Discretionary building Height – 12m	Maximum building height of 14.01m. Does not comply – **restricted discretionary consent required.**
16.5.9	Maximum building height – 20m Any fourth storey and above shall be set back a minimum of 3m from the building frontage	N/A - consent not required.
16.5.10	Noise	Complies – no consent required.
16.5.11	Lighting and Glare	No external lighting is proposed. Complies – no consent required.
16.5.12	Development on land at Frankton North shall be undertaken in accordance with the Frankton North Structure Plan	The transport connections specified in this standard will be provided prior to the proposed building being used – complies.
16.5.13	Residential Visitor Accommodation	N/A
16.5.14	Homestay	N/A
16.5.15	At Frankton Marina (Sugar Lane) the following limits on GFA	N/A
16.5.16	Sound Insulation and Mechanical Ventilation for Activity Sensitive to Road Noise	N/A

The proposed commercial and community activity tenancies within the building meet the standards listed in Table 4 and are permitted activities pursuant to Rule 16.4.1.

Table 5: assessment of relevant rules and standards of Chapter 27.

Clause	Description	Comment
Chapter 27 – Subdivision		
27.5.17	*A Unit Titles Act subdivision lodged concurrently with an application for building consent, or land use consent.*	*Discretionary consent required.*
27.5.23	*A subdivision under the Unit Titles Act not falling within Rules 27.5.5 or 27.5.17 where the building is not completed (meaning the applicable code of compliance certificate has not been issued), or building consent or land use consent has not been granted for the buildings.*	*Non-Complying consent required.*
27.5.10	*Any subdivision of land in any zone within the National Grid Corridor, except where any allotment identifies a building platform to be located within the National Grid Yard.*	*Restricted Discretionary consent required.*
27.7.9	*Frankton North* *27.7.9.1 Subdivision in accordance with the Structure Plan 27.13.9 Frankton North.* *27.7.9.2 All subdivision at Frankton North that complies with the following standards:* *a. access to the wider roading network shall only be via one or more of:* *i. Hansen Road;* *ii. Ferry Hill Drive; and/or* *iii. Hawthorne Drive/State Highway 6 roundabout.* *b. no subdivision shall be designed so as to preclude compliance with clause 27.7.9.2a, including in respect of access to adjacent sites.* *c. provision for a pedestrian and cycle path along the boundary with State Highway 6.*	*Restricted Discretionary consent required.*

	Discretion is restricted to: *a. the matters contained in Rule 27.5.7;* *b. safe and effective functioning of the State Highway network, including no new access to State Highway 6;* *c. provision and integration of internal connections throughout Frankton North with the primary road that links State Highway 6 to Quail Rise, and Hansen Road;* *d. integration with pedestrian and cycling networks, including those across State Highway 6.* *e. provision for a pedestrian and cycle path along the boundary with State Highway 6. This is intended to provide a minimum path width of 2.5 metres, within the existing State Highway corridor, or where there is insufficient land within the State Highway corridor, within adjacent private land.* *f. Road design accounts for long-term traffic demands without the need for subsequent retrofitting or upgrade.*	

Lot size and Dimensions

It is acknowledged that Rule **27.7.38.1** does not require proposed lots to comply with minimum lot size and associated dimension standards, where a combined land use and subdivision consent is sought (with the subdivision to be determined concurrently with the land use).

Table 5: Assessment of Relevant PDP Rules – Transport

Clause	Description	Comment
Chapter 29 – Transport		
29.4.1	Activities that are listed in this Table as permitted (P) and comply with all relevant standards in Table 29.3 in this chapter.	Permitted – no consent required for the transport activities that comply with the standards i.e. loading space. Assessment of compliance provided in table below.
29.4.4	Loading spaces, set down spaces, manoeuvring (including the installation of vehicle turntables), and access	
29.4.11	High Traffic Generating Activities Any new land-use or subdivision activity, including changes in use that exceeds the traffic generation standards or thresholds set out in Table 29.5, excluding in the Airport Zone.	Threshold for Commercial Activities and Office Activities is 2,000m^2 total floor area. 2,134m^2 is proposed. **Restricted discretionary consent required**. Transport Assessment provided in **Appendix F**.
	Discretion is restricted to effects on the transport network in relation to: a. Integration with the existing transport network; b. Measures to reduce traffic generation; c. Measures to facilitate modal shift;	

	d. Any functional and operational needs of the activity to locate in that environment; e. Any positive effects on the efficient use or amenity of the site or overall subdivision layout; f. Any positive effects on the urban design quality of the land use or subdivision activity; and g. Any recommendations from an Integrated Transport Assessment. This rule shall not apply to Park and Ride and Public Transport Facilities.

The relevant standards for transport activities outside roads are listed in Table 6 below.

Table 6: PDP Standards for Activities outside Roads

Clause	Description	Comment
Standards for activities outside roads		
PARKING AND LOADING		
29.5.1	Loading and Availability of Parking Spaces	The tandem spaces are not associated with residential units and therefore are not permitted. **Restricted discretionary consent required.**
29.5.2	Size of Required Parking Spaces and layout	Complies
29.5.3	Gradient of Parking Spaces and Parking Areas	Complies – no consent required.
29.5.4	Mobility Parking spaces b. Where two or more activities are located on one site, the activity with the greater mobility parking requirement is the number of mobility parks provided. 29.5.4.10 – Commercial activity – 2 spaces for 2500m^2 GFA plus 1 additional space for every additional 1,250m^2 29.5.4.14 – Office – 2 spaces for 5000m^2 GFA plus 1 additional space for every additional 2500m^2	The GFA is 2,134m^2. If wholly used for offices, 2 mobility parks required. If wholly used for commercial activities, 2 mobility parks required. 2 mobility parking spaces are proposed.
29.5.5	Drop off/ pick up (set down) areas in all zones except in the Queenstown Town Centre Zone, the Wānaka Town Centre Zone, the Arrowtown Town Centre Zone and within the Te Pūtahi Ladies Mile Zone	N/A
29.5.6	Reverse Manoeuvring	Outlined in **Appendix E.** Complies – no consent required.
29.5.7	Residential Parking Space Design	N/A
29.5.8	Queuing	6m queuing space provided between road and parking area. Complies – no consent required.
29.5.9	Loading Spaces Minimum size: 9m length x 3.5m wide x 4.5m high	Loading space provided.
29.5.10	Surface of Parking Spaces, Parking Areas, and Loading Spaces	Complies – no consent required.
29.5.11	Lighting of parking areas	Lighting will be provided as required by the COP/the PDP Southern Lighting Strategy.
29.5.12	Bicycle parking and the provision of lockers and showers	Table 29.6 requirements for Offices: Short-term bicycle parking – 2 bicycle spaces for the first 500m^2 GFA and 1 space for every 750m^2 GFA thereafter. 4 cycle parks required for short-term bicycle parking.

		Long term bicycle parking – 1 space per 150m^2 GFA. 14 cycle parks required for long-term bicycle parking. End of trip facilities – 1 locker for every space required and 1 shower per every 10 spaces required. No bicycle parks are shown, but a condition of consent to provide a minimum number has been volunteered by the applicant (8 customer parks and 9 staff) **Restricted discretionary resource consent required.**
ACCESS		
29.5.13	Access and Road Design	N/A
29.5.14	Width and design of vehicle crossings – urban zones Vehicle crossing width at property boundary – 4.0m minimum and 9.0m maximum	N/A – the activity will utilise an existing crossing as part of a wider development on the subject site.
29.5.15	Design of vehicle crossings – Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct	N/A
29.5.16	Maximum Gradient for Vehicle Access	Complies – no consent required.
29.5.17	Minimum Sight Distances from Vehicle Access on all roads other than State Highways	N/A
29.5.18	Minimum Sight Distances from Vehicle Access onto State Highways	N/A
29.5.19	Maximum Number of Vehicle Crossings	N/A
29.5.20	Minimum distance between vehicle crossings onto State Highways	N/A
29.5.21	Minimum distances of Vehicle Crossings from Intersections	N/A
29.5.22	Minimum distances of Vehicle Crossings from Intersections onto State Highways	N/A
29.5.23	Service Stations	N/A
29.5.24	Maximum Parking Requirements	N/A
29.5.25	Roading and access within the Te Pūtahi Ladies Mile Zone	N/A
29.5.26	Carparking and vehicle crossings within the Te Pūtahi Ladies Mile Zone	N/A

In summary, under the PDP, Resource Consent is sought for the following:

- A **Restricted Discretionary** activity resource consent pursuant to Rule 16.4.4 for a building.
- A **Discretionary** activity resource consent pursuant to rule 16.5.4 for greater than 75% building coverage
- A **Restricted Discretionary** activity resource consent pursuant to Rule 16.5.8 for building height exceeding 12m.
- A **Restricted Discretionary** activity resource consent pursuant to Rule 29.4.11 for a High Traffic Generating Activity.

- A **Restricted Discretionary** activity resource consent pursuant to Rule 29.5.12 for bicycle parking and end of trip facilities.

- A **Restricted Discretionary** activity resource consent pursuant to rule 29.5.1, for providing tandem parking spaces are associated with commercial activity and not permitted under the PDP diagrams.

- A **Non-Complying** resource consent pursuant to rule 27.5.23, for a unit title subdivision around a multi-unit commercial development, where subdivision is subsequently undertaken in accordance with a land use resource consent, which has not yet been approved

- A **Restricted Discretionary** resource consent pursuant to rule 27.5.7, for urban subdivision within the Business Mixed Use Zone.

- A **Restricted Discretionary** resource consent pursuant to rule 27.5.9, for subdivision in accordance with the Frankton north Structure Plan.

- A **Restricted Discretionary** resource consent pursuant to rule 27.5.10, for subdivision within the National Grid Subdivision Corridor (NGSC), except where any allotment identified a building platformed to be located within the NGY. The proposed unit plan for parking is within the NGSC.

3.2 Activity Status Summary

The activity status of the application is **Non complying**.

4 ACTIVITY STATUS

Sections 104 and 104B set out the relevant assessment matters for resource consent applications carrying the Discretionary activity status:

104 Consideration of applications

(1) When considering an application for a resource consent and any submissions received, the consent authority must, subject to Part 2, have regard to–

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

(b) any relevant provisions of—

(i) a national environmental standard:

(ii) other regulations:

(iii) a national policy statement:

(iv) a New Zealand coastal policy statement:

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

(vi) a plan or proposed plan; and

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

104B Determination of applications for discretionary or non-complying activities

After considering an application for a resource consent for a discretionary activity or a non-complying activity, a consent authority –

(a) may grant or refuse the application; and

(b) if it grants the application, may impose conditions under section 108.

5 ASSESSMENT OF EFFECTS

5.1 Receiving Environment

The receiving environment beyond the subject site includes permitted activities under the relevant plans, lawfully established activities (via existing use rights or resource consent), and any unimplemented resource consents that

are likely to be implemented. The effects of any unimplemented consents on the subject site that are likely to be implemented (and which are not being replaced by the current proposal) also form part of this reasonably foreseeable receiving environment, such as the approved residential development. The receiving environment also includes the consented access across the adjoining land to connect the site to the State Highway. This is the environment within which the adverse effects of this application must be assessed.

5.2 General

In respect of the 4th Schedule of the RMA, this assessment is framed around the basis that:

- The proposal will not adversely affect ecosystems.
- The proposal will not adversely affect the exercise of any protected customary right.
- The scale and significance of the activity's effects are mitigated through design of the building, setback from the boundary and landscaping to mitigate the effects of built form.
- The proposal does not include the use of hazardous installations. Accordingly, it will not increase any risk to the neighbourhood, the wider community, or the environment through hazardous installations.
- The proposal will not result in any significant adverse effect on the environment (so a description of any possible alternative locations or methods for undertaking the activity has not been provided).
- The physical effect on the locality, including any landscape and visual effects are mitigated through the utilisation of the existing site context and the proposed design. Accordingly, the activity will not result in any adverse effect on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual, or cultural value, or other special value, for present or future generations. It is therefore also considered the proposal will not have any adverse effect on people in the surrounding area.

5.3 Actual & Potential Effects

Taking into account effects that must or may be disregarded, the following assessment determines whether the proposed activity will have, or is likely to have, adverse effects on the environment that are more than minor.

Where the activity status for specific activities within the proposal is restricted discretionary, the relevant matters of discretion are referred to below as helpful guidance for assessing effects related to that element of the proposal.

5.4 Effects of the Building

The relevant matters in Rule 16.4.4 are reproduced and assessed below. The Urban Design Assessment, **Appendix D**, informs the assessment below. The Urban Design Assessment supports the proposal from an urban design perspective and confirms the building aligns with the design elements in the Business Mixed Use Design Guide.

a. Building materials;

The building is clad in shiplap timber cladding, selected timber/aluminium batten and selected stone cladding. The building utilises a number of different materials and textures that are well articulated and varied to maintain high levels of visual interest.

The variation in materials used will contribute to positive urban design outcomes.

b. Glazing treatment;

The building has large areas of glazing, particularly on the southern elevation facing the State Highway 6 corridor.

The glazing also promotes a high level of passive surveillance.

c. Symmetry;

The building is relatively symmetrical in terms of building footprint to maximise efficient use of the site.

The southern façade creates a strong defined edge on the interface with the adjacent pedestrian network and lower carparking area.

d. Vertical and horizontal emphasis;

The building design comprises a combination of vertical cladding and horizontal design features. The combination of the building with hard and soft landscaping in the foreground of the pedestrian/parking area, adds to the horizontal and vertical emphasis of the wider surroundings.

e. Location of storage;

No outdoor storage is proposed. Any effects related to the location of storage will therefore be internal to the building.

f. Signage platforms;

No signage platforms are proposed in this application.

g. Landscaping;

A range of landscaping is provided on the edges of the proposed building, to assist with softening visual effects of the building for passing pedestrians and integrate with surrounding buildings/developments approved on the subject site.

Assessment Matters

The assessment matters relating to buildings are:

a. The impact of the building on the streetscape including whether it contributes positively to the visual quality, vitality, safety and interest of streets and public places by providing active and articulated street frontages and avoids large expanses of blank walls fronting public spaces;

The building will have hard surfacing changes to define the building from the surrounding environment and integrate with landscaping and a pedestrian footpath. The proposed building façade on the elevation adjoining the pedestrian environment adjacent will have a range of glazing, encouraging an active street frontage. The building will not create a large blank wall frontage along a boundary with public space.

b. Whether the design of the building blends well with and contributes to an integrated built form and is sympathetic to the surrounding natural environment.

The Urban Design Memorandum considers the absence of fencing will maintain open connections and a sense of permeability between the proposed development and its surroundings.

The building is located within the Frankton North area that has been identified for development in the Proposed District Plan. Furthermore, the proposed building has been assessed as consistent with the Business Mixed Use Design Guide.

On the basis of the above assessment, it is considered that the proposed building will have less than minor effects on the environment and people.

5.5 Height Effects

The 12m height non-compliance is limited to the upper-level roof, including a mono pitched roof and small triangular window to provide light to the upper portion of the buildings high point.

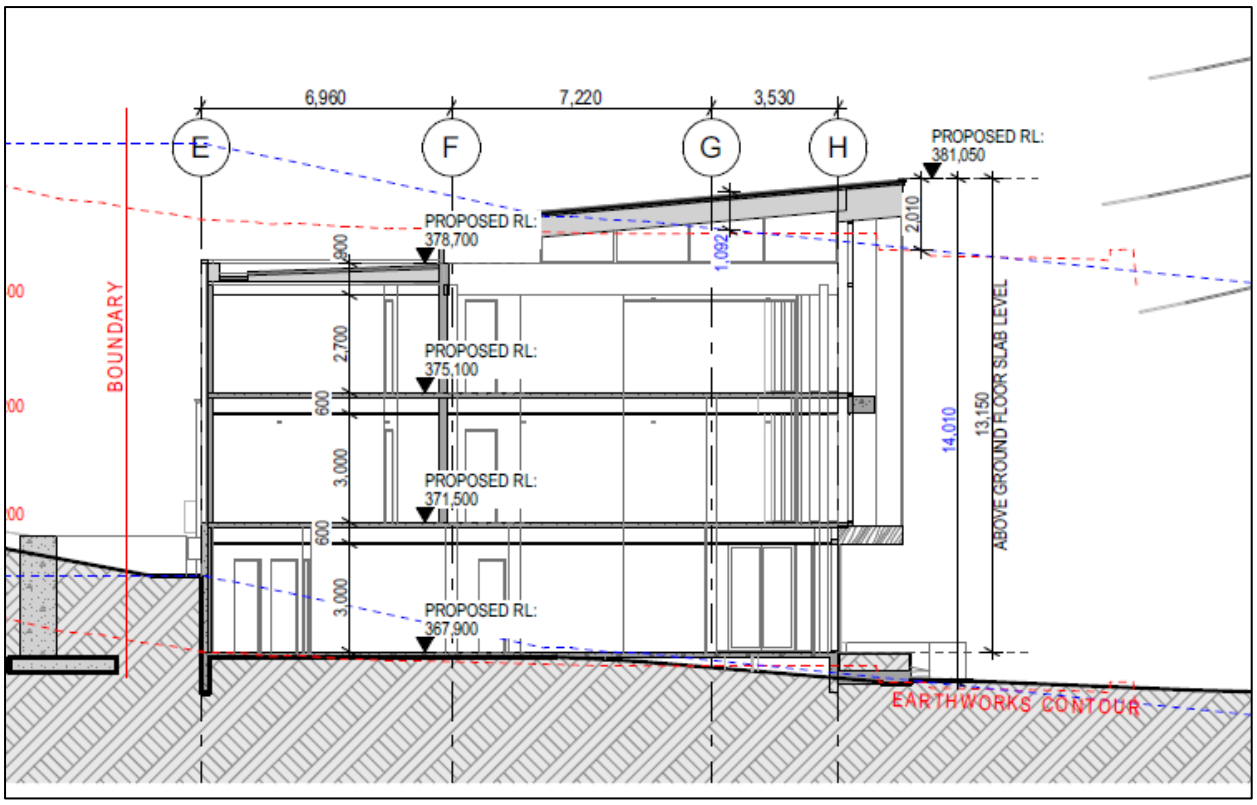


Figure 11: Proposed infringement area of the 12m height limit

Although the built form is a change from the existing environment, the proposed building design is distinctive and will create a positive street level interaction for passing pedestrians.

The Urban Design Assessment (**Appendix D**) considers the additional height to generate 'Very Low' adverse effects for the following reasons:

- *The building is located within close proximity to a major highway road corridor which is of a scale and width that has the capacity to absorb larger buildings;*
- *The ground floor retail and associated high-level of glazing, together with the building's scale and form, delivers an active and engaging street-level pedestrian experience.*
- *Each façade is highly articulated, with a variety of materials and modulation of each tenancy.*
- *Quality building materials have been used, and there is an appropriate level of modulation in roof and built form.*
- *It is considered that the design of the proposed building is appropriate, and the additional height is not seen as out of context with other nearby developments.*

The shading diagrams provided in **Appendix B** show that shading will not exceed the boundaries of the subject site and will be contained within land owned by the applicant.

The effects of the proposed height non-compliance on the environment and persons will be less than minor.

5.6 Transport Effects

5.6.1 High Traffic Generating Activity

The proposed building exceeds the High Traffic Generating Activity threshold, based on the gross floor area.

A site wide Integrated Transport Assessment is provided in **Appendix F**. This ITA has informed the modelling and allocated areas for vehicle movement and parking across the subject site.

The Integrated Transport Assessment prepared by Carriageway Consulting, **Appendix F**, makes the following findings:

- *The location of Waipuna Rise means that it will be highly accessible by non-car modes of travel, with good public transport, walking and cycling connections. It is also proximate to the Five Mile Shopping Centre, and the residential areas in the Five Mile area. As such, we expect that traffic generation of the site will be lower than other sites that do not have such good accessibility.*

Even under this conservative modelling scenario, the analysis shows that the traffic generated by Waipuna Rise can be accommodated on the adjacent roading network.

- *In summary then, although the size of Waipuna Rise (in whole or in its various parts) exceeds the thresholds of Rule 29.4.11 (High Traffic Generating Activities) of the District Plan, provided that the activities and areas lie below the following thresholds, then the following scale of development can be supported:*

  Residential: 90 units

  Visitor accommodation: 200 units

  Offices: 18,850sqm GFA

  Retail: 3,400sqm GFA

  Car showroom: 1,000sqm GFA

  Car servicing: 1,000sqm GFA

The proposed activity is consistent with this modelling, and the site wide ITA indicates that non car travel will be heavily encouraged by the site layout and location relative to other activities in the basin.

5.6.2 Tandem parking effects

The applicant proposes 15 rows of tandem parking spaces, associated with the commercial use of the proposed building on Lot 200.

As detailed within the submitted transport assessment, the spaces are not related to residential use (which provides for tandem parking layouts) and is therefore not consistent with typical layouts for commercial activities listed in rule 29.5.1.

The spaces are allocated for commercial use only and will not be available for customers visiting the site. It is acknowledged that there is a parking building proposed on the subject site in a separate resource consent application, that will provide parking for overflow visitors of the site.

Further, there are another 31 available spaces in this carparking area that can be utilised by guest users of this site. There is also a private parking building proposed to the south of the activity area in a separate resource consent application.

To manage the commercial use of these spaces, the applicant has volunteered the following condition, to ensure vehicles at the southern side of the tandem spaces are not stuck when wanting to come to and from the site:

- *"Tandem parking spaces must be specifically marked as staff only"*

- *"Tandem parking space pairs must be associated with the same business to avoid conflict, in accordance with the proposed unit title plan"*

Subject to the management of these spaces outlined above, effects will be less than minor with no persons adversely affected.

5.6.3 Bicycle Parking

Secure bicycle parking for bicycles and lockers will be provided in the carparking building, subject the conditions volunteered in **section 2.2** of this report.

There will be a specific area for bicycle parking, which will provide the minimum number of spaces required under the PDP.

Overall, with the provision of cycle parking and integration with the public and active transport networks (formed by surrounding resource consent approvals), the effects on the transport network will be manageable.

5.7 Subdivision effects

The proposed subdivision will be in accordance with **Appendices C1 – C3** submitted with this application.

As shown in the underlying engineering approvals for the subject site, there is available 3 waters infrastructure to provide for the building and each future tenancy will be appropriately serviced.

Easements will be provided in accordance with the schedules on **Appendix C**, with final easements to be confirmed prior to issue of the relevant titles.

There is no minimum applicable lot size to assess, as the proposal is exempt from these, as outlined in **section 3** of this report.

All lots will be provided with legal and physical access.

Overall, subdivision effects are considered less than minor with no persons adversely affected.

5.8 Summary

On the basis of the above assessment, it is considered that the proposed building and associated land use(s) will have less than minor effects on the environment and people.

6 OBJECTIVES AND POLICIES ASSESSMENT

An assessment of the relevant Objectives and Policies from the Proposed District Plan has been attached to this application as **Annexure 1**. The Objectives and Policies of the Proposed District Plan for the Business Mixed Use Zone are not subject to appeals and as a result, the Operative District Plan has not been assessed.

Of particular relevance, Objective 16.2.1 and Policy 16.2.1.1 enable a wide range of activities, including a compatible mix of both residential and non-residential activities. The anticipated mixed use of commercial activities (as defined) and other non-residential activities is enabled by these provisions. These provisions indicate that many activities are anticipated within buildings in the zone.

In summary, it is considered that the proposal is not contrary to the overall objectives and policy direction provided for in the Proposed District Plan.

7 NOTIFICATION SUMMARY

7.1 Public notification

Having undertaken the s95A public notification tests, the following conclusions are reached:

Under step 1, public notification is not mandatory.

Under step 2, there is no rule or NES that specifically precludes public notification of the activities, and the application is for activities other than those specified in s95A(5)(b)

Under step 3, public notification is not required as the application is for activities that is are not subject to a rule that specifically requires it, and it is considered that the activities will not have adverse effects on the environment that are more than minor.

Under step 4, there are no special circumstances that warrant the application being publicly notified.

It is therefore recommended that this application be processed without public notification.

7.2 Limited notification

Having undertaken the s95B limited notification tests, the following conclusions are reached:

Under step 1, limited notification is not mandatory.

Under step 2, there is no rule or NES that specifically precludes limited notification of the activities, and the application is for activities other than that specified in s95B(6)(b).

Written approval of other persons is not required and notification (limited or public) is precluded pursuant to Rule 16.6.2.1 for the 'Buildings' activity.

Under step 3, limited notification is not required as it is considered that the activities will not result in any adversely affected persons.

Under step 4, there are no special circumstances that warrant the application being limited notified to any other persons.

It is therefore recommended that this application be processed without limited notification.

8 REGULATIONS

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

The land has been identified as a 'piece of land' for the purposes of this NES due to previous agricultural uses. The Detailed Site Investigation prepared for RM230416 confirmed that the site is considered suitable for mixed residential and commercial end-use. Additional resource consent pursuant to this NES is not required for the proposed activity.

8.2 National Environmental Standards for Electricity Transmission Activities

This NES applies to high voltage transmission lines, including the lines crossing part of the site to the north of the proposed building. The proposed building will not impact upon the transmission line network, therefore this NES is not applicable to the application.

8.3 National Policy Statement on Electricity Transmission

The proposed building is located near to the national grid corridor, however, will not compromise the ongoing operation of that alignment and network for electricity transmission.

8.4 National Policy Statement for Urban Development

The proposed commercial building will be one of the first commercial developments within the Frankton North urban area. This will become a wider high-density housing and business mixed use area going forward that will give effect to the objectives of this NPS.

Policy 5 of the NPS-UD directs district plans to enable heights and density of urban form commensurate with the greater of the level of accessibility by existing or planned active or public transport, or relative demand for housing in that location.

The QLDC PDP is subject to a plan variation process, the Urban Intensification Variation (UIV), to give effect to this direction. The decisions on the UIV are subject to appeal, however, there are no appeals affecting the relevant rules for this application.

The site is located within Frankton, a highly accessible area, which provides employment and housing opportunities. The direction of the NPS-UD provides for greater intensification, including greater building height, in areas of high accessibility.

9 PART 2 OF THE RESOURCE MANAGEMENT ACT (1991)

In accordance with Clause 2(1)(f) of Schedule 4, an assessment of the activity against the matters set out in Part 2 is required for all resource consent applications. The relevant matters of Part 2 have been reproduced and assessed below;

5. Purpose

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

(2) In this Act, sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while –

a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and

b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and

c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.

7. Other matters

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to –

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

(c) The maintenance and enhancement of amenity values:

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

The proposed building will enable an efficient use of the site, within the functional and operational constraints of the location near Queenstown Airport and electricity infrastructure. The effects of the building have been mitigated and will be less than minor on the environment.

There are no relevant matters of national importance in section 6.

The proposal will maintain and enhance the quality of the environment by providing for a variety of activities within the site. The proposed use will complement the consented residential use of the site to the north of the transmission lines.

10 CONCLUSION

Resource consent is sought to construct a non-residential building for commercial, community and retail activities with associated subdivision at 111 Frankton – Ladies Mile Highway, Queenstown.

Overall, it is considered that the proposal will have a less than minor effect on both the environment and people and is in line with the overall policy direction prescribed within the Proposed District Plan. As such, it is considered appropriate to process this application on a non-notified basis.

Appendix G: PROPOSED DISTRICT PLAN OBJECTIVES AND POLICIES

Table 1: Assessment of Relevant Provisions

Clause	Provision	Assessment
Chapter 16 – Business Mixed Use Zone		
16.2.1	**Objective – An area comprising a high intensity mix of compatible residential and non-residential activities is enabled.**	The proposed non-residential use of this section of the site is compatible with the existing residential activity (townhouses) consented on the northern aspect of the site (RM230416) and surrounding commercial/carparking activities proposed in surrounding resource consent applications. The combined uses give effect to this objective.
16.2.1.1	Accommodate a variety of activities while managing the adverse effects that may occur and potential reverse sensitivity.	Potential adverse effects of the proposed building are assessed in Section 5 of this AEE. Effects can be managed and are considered less than minor on people and the environment. Reverse sensitivity effects are not anticipated. The proposal introduces potential for a variety of activities on the wider site, consistent with this 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 proposed building will provide for a variety of potential tenants and floor area arrangements. The building will provide for a variety of uses that will enable a desirable work and live environment for the wider Waipuna and Frankton North area. The mixture of activities proposed within the building, and across the site are enabled by this policy.
16.2.1.3	Avoid activities that have noxious, offensive, or undesirable qualities from locating within the business mixed use Zone to ensure that a high quality urban environment is maintained.	The proposed building will not generate noxious, offensive or undesirable qualities. The Urban Design Assessment (**Appendix D**) supports the proposal from an urban design perspective. The proposal will maintain the high-quality urban environment.
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.	No external lighting is proposed.

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.	No outdoor storage areas are proposed.
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.	The proposal will contribute to private and safe environments as set out in the Urban Design Report (**Appendix D**), with a clearly defined 'public edge' and informal surveillance of the public open space, footpath areas and SH6 road corridor.
16.2.2	**Objective – New development achieves high quality building and urban design outcomes that minimises adverse effects on adjoining residential areas and public spaces.**	The proposed building is separated from the consented residential development on the site by a consented walkway and associated retaining wall, providing physical and topographical separation, assisting the proposal to minimise adverse effects on residential areas.
16.2.2.1	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.	The proposed building has been architecturally designed to include metal panels and glazing for articulation and visual interest. The glazed façade on the southern side of the building will enable the internal use of the building to be visible from the street/adjacent carpark and provides an active frontage.
16.2.2.2	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.	The proposed building is separated from the High-Density Residential Zone (on the same site) by a walkway and associated retaining wall. The building is set on the lower / southern side of the consented residential buildings, creating separation from residential neighbours (noting the closest residential users will be within the same site). No overlooking, shading or privacy effects will be generated on residential neighbours.
16.2.2.3	Require a high standard of amenity, and manage compatibility issues of activities within and between development through site layout, landscaping and design measures.	The building has been designed to complement the approved activities within the same site and integrate with the internal roading network. Landscaping and design measures will provide for a high standard of amenity.
16.2.2.5	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 proposed building comprises metal and concrete cladding, as well as glazing to provide visual interest in the building façade. Further detail is provided in the Urban Design Assessment, **Appendix D**.

16.2.2.8	Apply consideration of the operational and functional requirements of non-residential activities as part of achieving high quality building and urban design outcomes.	The site is subject to operational constraints given the location of the Aurora and Transpower electricity lines through the centre, as well as the Queenstown Airport Outer Control Boundary in the southern third of the site, of which this building sits outside. The proposed building use responds well to the constraints of airport noise and transmission infrastructure.
16.2.2.10	Require consideration of the relevant design elements identified in the Business Mixed Use Design Guide 2021.	The Urban Design Memorandum (**Appendix D**) concludes that the proposal is consistent with the Business Mixed Use Design Guide and can be supported from an urban design perspective.
16.2.3	**Objective – A high quality, well designed urban environment on the northern side of State Highway 6 at Frankton, that is integrated with a primary road that connects State Highway 6 at Hawthorne Drive to Quail Rise, pedestrian and cycle access, and appropriate servicing.**	The proposed building will be accessed from an internal road that connects to State Highway 6 at Hawthorne Drive, with provision for footpaths in the consented access. The proposed building will be accessible from SH6 for active transport users and will be appropriately serviced.
16.2.3.1	Ensure subdivision and development at Frankton North is undertaken in accordance with the Frankton North Structure Plan (Schedule 27.13.9) to promote integration and provision of access to and throughout Frankton North.	The proposed land use development is consistent with the Frankton North Structure Plan and will promote integration of the wider activities of the site and access to and throughout Frankton North, including active transport access from SH6.
16.2.3.5	Within Area A as shown on the District Plan web mapping application, require sound insulation and mechanical ventilation of any critical listening environment within new buildings, relocated buildings, and any alterations and additions to existing buildings that contain an Activity Sensitive to Road Noise to be designed to provide protection from sleep disturbance and to otherwise maintain reasonable amenity values for occupants.	The proposal does not contain any Activity Sensitive to Road Noise.
16.2.5	**Objective – The commercial function and viability of other commercial areas are not undermined by any new office and retail activities within Area A at Frankton North (shown on the District Plan web mapping application).**	The proposed building will create potential for a range of tenancy sizes and layouts. The proposed activities on the site are not anticipated to undermine the function and viability of Queenstown Town Centre or Frankton urban areas. The office and retail activities will complement the wider development of the site, which includes consented residential activities and permitted commercial and community activities within the BMUZ.
16.2.5.1	Within Area A at Frankton North, as shown on the District Plan web mapping application, provide for office and retail activities where they are ancillary, or where they will not undermine the function and viability of Queenstown Town Centre, Frankton urban areas (including Remarkables Park mixed use centre,	

	Frankton Flats A and B Zones, and the Local Shopping Centre at Frankton North).	
Chapter 29 – Transport		
29.2.1	**Objective – An integrated, safe, and efficient transport network that:** **a. provides for all transport modes and the transportation of freight;** **b. provides for future growth needs and facilitates continued economic development;** **c. reduces dependency on private motor vehicles and promotes the use of shared, public, and active transport;** **d. contributes towards addressing the effects on climate change;** **e. reduces the dominance and congestion of vehicles, particularly in the Town Centre zones; and** **f. Enables the significant benefits arising from public walking and cycling trails.**	The proposal promotes the use of shared, public and active transport, with provision of connection for the building to the State Highway road corridor for active transport and public transport users (no vehicle access). The proposal is integrated with the link road being constructed to connect to the Hawthorne Drive roundabout, as provided for in the Frankton North Structure Plan. The proposal will provide practical connections between the mixed use activities within the same site (i.e. consented residential) and the building, as well as to the Five Mile commercial centre. The proposed building and pathways connect to the NZUP works being developed along the State Highway 6 corridor. The proposal is consistent with these provisions.
29.2.1.1	Require that transport networks including active transport networks, are well-connected and specifically designed to: a. enable an efficient public transport system; b. reduce travel distances and improve safety and convenience through discouraging single connection streets; and c. provide safe, attractive, and practical walking and cycling routes between and within residential areas, public facilities and amenities, and employment centres, and to existing and planned public transport.	
29.2.2	**Objective - 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;**	The proposal includes two mobility parks in proximity to the building. A car parking building is proposed in proximity to the building (to the north of the right of way), which will provide additional car parking for private vehicles where required.

	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 site is well connected by public and active transport networks (including three bus routes) and proposed bus lanes and shared paths. An appropriately sized loading area is proposed adjacent to the building, with sufficient space for manoeuvring. The development of the site will not generate adverse effects on the amenity of the streetscape. Further comment on effects on the streetscape is provided in the Urban Design Assessment, **Appendix D**. Vehicle access to the site is via internal road from the existing roundabout (under construction) and a right of way that will be formed with the bulk title subdivision. Servicing, including a fire hydrant, is provided for through the approved resource consents.
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; 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; 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.	
29.2.4	**Objective - An integrated approach to managing subdivision, land use, and the transport network in a manner that:** **a. supports improvements to active and public transport networks;** **b. promotes an increase in the use of active and public transport networks and shared transport;**	The proposal includes increased connections to the active and public transport network, intended to reduce traffic generation. Effects of private vehicles on the transport network are mitigated through limiting access to the consented access road to the site, consistent with the Frankton North Structure Plan.

	c. reduces traffic generation; and **d. manages the effects of the transport network on adjoining land uses and the effects of adjoining land-uses on the transport network.**	
29.2.4.3	Promote the uptake of public and active transport by requiring that specific large scale commercial, health, community, and educational activities provide bicycle parking, showers, and changing facilities/ lockers while acknowledging that such provision may be unnecessary in some instances due to the specific nature or location of the activity.	Bicycle parking will be provided, with the minimum yield of spaces to be provided prior to occupation as a condition of resource consent.
29.2.4.4	Avoid or mitigate the adverse effects of high traffic generating activities on the transport network by adopting an integrated approach to addressing the following matters, as relevant to the application: a. the design and layout of the activity, as it relates to integration with the transport network; b. providing high levels of amenity for cyclists and pedestrians; c. travel planning; d. improving access to active and public transport; e. other methods to limit increases in traffic generation; and f. other methods to encourage people to walk, cycle, or travel by public transport.	The proposal has been designed to integrate with the transport network, such that no vehicle access is provided from the State Highway. High levels of amenity will be provided for cyclists and pedestrians, with direct access to the site and building from proposed shared paths detailed in underlying resource consent decisions. The site is located in close proximity to public transport options and will provide opportunities for modal shift, given convenience of bus lane and public transport access.
29.2.4.4B	Require an Integrated Transport Assessment to be submitted with all applications for high traffic generating activities, that: a. is of a level of detail commensurate with the nature and scale of the activity requiring consent, and b. takes into account any relevant Structure Plans and Comprehensive Development Plans within the District Plan.	Although a specific Integrated Transport Assessment is not provided with this application, reference is made in section 5 to comments provided previously in an Integrated Transport Assessment for the site. These comments are relevant to the proposed activity on the site with respect to the surrounding transport environment, such that a separate ITA is not required. The proposal is consistent with the Frankton North Structure Plan. The proposal is inconsistent with this policy, however, not contrary to it.
29.2.4.5	Recognise, when considering the avoidance or mitigation of adverse effects of a high traffic generating activity, that land should be able to be developed	The purpose of the Business Mixed Use Zone in section 16.1 of the PDP is to provide for complementary commercial, business, retail and residential uses,

	in accordance with the purpose and objectives of the relevant zone and any structure plan that is included in the District Plan.	and enable higher density living opportunities close to employment and recreational activities. The proposal will provide for employment opportunities close to the consented residential development on the site and high-density residential areas provided for in the Structure Plan.
29.2.4.6	Encourage compact urban growth through reduced parking requirements in the most accessible parts of the District.	Frankton is a highly accessible part of the district, including public transport and active transport networks. The proposal is consistent with this policy.