



DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL
NOTIFICATION UNDER s95A AND s95B AND DETERMINATION UNDER s104
OF THE RESOURCE MANAGEMENT ACT 1991

Applicant:	Orchard Road Holdings Ltd
RM reference:	RM200259
Application:	Application under Section 88 of the Resource Management Act 1991 (RMA) to undertake a 93 lot subdivision with associated roading, services and earthworks.
Location:	Ballantyne Road, Wanaka
Legal Description:	Lot 999 Deposited Plan 535926 held in Record of Title 888102
Zoning:	ODP: Low Density Residential/Industrial B/Rural General PDP: Lower Density Suburban Residential/General Industrial and Service
Activity Status:	Non-Complying
Decision Date	11 November 2021

SUMMARY OF DECISIONS

1. Pursuant to sections 95A-95F of the Resource Management Act 1991 (**RMA**) the application will be processed on a **non-notified** basis given the findings of Section 5 of this report. This decision is made by Sarah Gathercole, Acting Team Leader, Resource Consents, on 11/11/2021 under delegated authority pursuant to Section 34A of the RMA.
2. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 108 of the RMA. This consent can only be implemented if the conditions in Appendix 1 are complied with by the consent holder. The decision to grant consent was considered (including the full and complete records available in Council's electronic file and responses to any queries) by Sarah Gathercole, Acting Team Leader, Resource Consents, as delegate for the Council.

1. SUMMARY OF PROPOSAL AND SITE DESCRIPTION

Consent is sought to undertake a 93 lot subdivision with associated earthworks, roading and servicing. It is proposed to undertake 273,200m³ of earthworks in association with the subdivision, with a maximum depth of cut of 2.6m and maximum height of fill of 2.8m.

The applicant has provided a detailed description of the proposal, the site and locality and the relevant site history in Sections 1 – 3 of the report entitled “*Assessment of Effects on the Environment Alpine Meadows Stage 1*”, prepared by Alison Devlin of Orchard Road Holdings Ltd, and submitted as part of the application (hereon referred to as the applicant’s AEE and attached as Appendix 2). This description is considered accurate and is adopted for the purpose of this report.

2. ACTIVITY STATUS

QLDC currently has an Operative District Plan (ODP) and Proposed District Plan (PDP).

Council notified its decisions on Stage 1 of the PDP on 7 May 2018, notified its decisions on Stage 2 of the PDP on 21 March 2019 and notified its decisions on Stages 3 and 3B of the PDP on 1 April 2021. There are a number of appeals on these decisions.

Where there are rules in the PDP that are treated operative under s.86F of the RMA, corresponding rules in the ODP are treated as inoperative. Consent is required under Section 9(3) of the RMA, pursuant to the ODP and PDP rules which are listed below.

2.1 OPERATIVE DISTRICT PLAN (ODP)

The subject site is zoned Low Density Residential, Industrial B and Rural General in the ODP and the proposed activity requires resource consent for the following reasons:

Rules that are treated as operative under s86F:

Subdivision

- A **controlled** activity resource consent pursuant to Rule 15.2.3.2 which states except where specified as a Discretionary or Non-complying Activity, any subdivision or development in any zone which complies with all of the Site and Zone Standards shall be a Controlled Activity. Council’s control is with respect to:
 - Lot sizes, averages and dimensions
 - Subdivision design
 - Property access
 - Esplanade Provision
 - Natural and other hazards
 - Water supply, storm water, sewage treatment and disposal, energy supply and telecommunications
 - Open space and recreation
 - Easements
 - Earthworks
- A **discretionary** activity resource consent pursuant to Rule 15.2.3.3(vi) for the proposed subdivision in the Rural General Zone.
- A **non-complying** resource consent pursuant to Rule 15.2.3.4(i) as the proposed subdivision breaches Zone Standard 15.2.6.3(i) for the Ballantyne Road Low Density Residential Zone in relation to minimum lot sizes, which are required to be 700m² net. It is proposed to create lots with net areas between 600m² – 895m².
- A **non-complying** resource consent pursuant to Rule 15.2.3.4(xix) for the proposed subdivision of land within the Ballantyne Road Low Density Residential Zone prior to all of the earthworks and

landscaping being completed within the no building area. It is proposed to undertake these works prior to subdivision being undertaken, but these works have not yet been completed.

- A **non-complying** activity resource consent pursuant to Rule 15.2.6.3(iii)(b) for the proposed rural general subdivision in which building platforms have not been identified. No building platforms have been identified for any lot, including the balance lot.

Land Use

- A **restricted discretionary** activity resource consent pursuant to Rule 15.2.3.3(xiii) for any earthworks or landscaping within the Ballantyne Road Low Density Residential Zone no building area. It is proposed to undertake earthworks in this location. Council's discretion is restricted to:
 - (a) Clarify the use of the space and for this to be designed/ planted accordingly;
 - (b) Identify the range of plant species proposed, including evergreen species where year-round screening of the development is required;
 - (c) Outline the long term ownership, management, and maintenance regime for the open spaces;
 - (d) The Council expects the mounding and planting to provide effective mitigation in respect of visual amenity and be in general accordance with Figure 15. 3 Ballantyne Road Low Density Residential Zone Mounding Plan Cross Section. To achieve this Council expects either:
 - a. combination of naturalistic mounding and predominantly evergreen planting;
 - b. minimum 15 metre strip of dense predominantly evergreen planting is required in order to provide effective mitigation.
 - c. Whether and to what extent the earthworks on the open space areas will, together with landscaping, contribute to effective screening of the future subdivision and development when viewed from public and private places, particularly when viewed from Riverbank Road.
- A **restricted discretionary** activity resource consent pursuant to Rule 14.2.2.3(ii) as the proposal breaches Site Standard 14.2.4.2(vi) in relation to minimum sight distances. The proposed Lots 110 and 125 will not comply with the minimum sight distances required. Council's discretion is restricted to this matter.

Overall, the proposal is considered to be a **non-complying** activity under the ODP.

2.2 PROPOSED DISTRICT PLAN

The area of land included in Plan Change 48 has not been subject to the District Plan Review. Therefore the PDP rules do not relate to this central part of the site. However, the northern part of the site is zoned General Industrial and Service and a sliver of the southern portion of the subject site is zoned Lower Density Suburban Residential under the PDP.

The proposed activity requires resource consent under the PDP for the following reasons:

Subdivision

- A **restricted discretionary** activity resource consent pursuant to Rule 27.5.7 for all urban subdivision activities, unless otherwise provided for, within the following zones:
Lower Density Suburban Residential Zone;
General Industrial and Service Zone.
Council's discretion is restricted to:
 - a. subdivision design and any consequential effects on the layout of lots and on lot sizes and dimensions;
 - b. Internal roading design and provision, relating to access to and service easements for future subdivision on adjoining land, and any consequential effects on the layout of lots, and on lot sizes and dimensions;
 - c. property access and roading;
 - d. esplanade provision;
 - e. the adequacy of measures to address the risk of natural hazards;

- f. fire fighting water supply;
 - g. water supply;
 - h. stormwater design and disposal;
 - i. sewage treatment and disposal;
 - j. energy supply and telecommunications, including adverse effects on energy supply and telecommunication networks;
 - k. open space and recreation;
 - l. ecological and natural values;
 - m. historic heritage;
 - n. easements.
- A **restricted discretionary** activity pursuant to Rule 27.7.17.1 for subdivision consistent with the Ballantyne Road Structure Plan 27.13.14. Council's discretion is restricted to:
 - a. the matters of control listed in Rule 27.7.1
 - b. roading layout;
 - c. the provision and location of walkways and the green network; and
 - d. the integrated approach to landscaping of the building restriction areas.

Land Use

- A **restricted discretionary** activity pursuant to Rule 25.5.18 in regard to earthworks greater than 0.3m in height being set back from the site boundary by a minimum of the distance equal to the height of the fill as measured from the toe of the fill, or 300mm plus a distance at least equal to 1.5 times the maximum depth of the cut, as measured from the crest of the cut.

Overall, the proposal is considered to be a **restricted discretionary** activity under the PDP.

2.4 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH 2011 ("NES")

Based on the applicant's review of Council records, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply.

2.5 ACTIVITY STATUS SUMMARY

Overall, the application is considered to be:

- a **non-complying** activity under the ODP; and
- a **restricted discretionary** activity under the PDP.

Pursuant to section 88A, as the application was lodged prior to decisions being made on Stage 3 of the PDP, the activity status continues to be processed, considered, and decided as an application for the type of activity that it was for, or was treated as being for, at the time the application was first lodged.

As per the above, the application is therefore being processed and considered as a **non-complying** activity.

NOTIFICATION DETERMINATION DECISION UNDER SECTIONS 95A AND 95B OF THE RESOURCE MANAGEMENT ACT

3. SECTION 95A – PUBLIC NOTIFICATION

Section 95A of the RMA requires a decision on whether or not to publicly notify an application. The following steps set out in this section, in the order given, are used to determine whether to publicly notify an application for a resource consent.

3.1 Step 1 – Mandatory public notification

The applicant has not requested public notification of the application (s95A(3)(a)).

Public Notification is not required as a result of a refusal by the applicant to provide further information or refusal of the commissioning of a report under section 92(2)(b) of the RMA (s95A(3)(b)).

The application does not involve exchange to recreation reserve land under section 15AA of the Reserves Act 1977 (s95A(3)(c)).

Therefore, public notification is not required by Step 1.

3.2 Step 2 – Public notification precluded

Public notification is not precluded by any rule or national environmental standard (s95A(5)(a)).

The proposal is not:

- a controlled activity; and/or
- a subdivision or residential activity that is a restricted discretionary or discretionary activity; and/or
- a boundary activity as defined by section 87AAB that is restricted discretionary, discretionary or non-complying;
- a prescribed activity

Therefore, public notification is not precluded (s95A(5)(b)(i)-(iv)).

Public notification is not precluded by Step 2.

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

Public notification is not specifically required under a rule or national environmental standard (s95A(8)(a)).

A consent authority must publicly notify an application if notification is not precluded by Step 2 and the consent authority decides, in accordance with s95D, that the proposed activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(8)(b)).

An assessment in this respect is therefore undertaken, and decision made in sections 3.3.1 - 3.3.4 below:

3.3.1 Effects that must / may be disregarded (s95D(a)-(e))

Effects that must be disregarded:

A: *Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).*

B: *Trade competition and the effects of trade competition (s95D(d)).*

Effects that may be disregarded:

- C: *An adverse effect of the activity if a rule or national environmental standard permits an activity with that effect (s95D(b)), a permitted baseline assessment is undertaken (if applicable) in section 3.3.2 below).*

3.3.2 Permitted Baseline (s95D(b))

The consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect. In this case all subdivision requires resource consent. Therefore the permitted baseline is considered to be of limited relevance to the below assessment.

3.3.3 Assessment: Effects On The Environment

Taking into account sections 3.3.1 and 3.3.2 above, 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 that will require public notification (s95A(8)(b)).

Subdivision Design

The applicant has provided an urban design report prepared by Paula Williams of Williams and Co. (attached as Appendix 3). Ms Williams is of the opinion that the grid pattern of the proposed subdivision enables there to be few rear lots, and is satisfied that all lots have good solar orientation. Ms Williams is of the opinion that good connections have been provided out of the site as well as through it. Ms Williams also notes that the design respects the controls put in place in relation to the interface with the industrial zone to the north. Ms Williams states that no park is proposed but considers this appropriate in this instance given the size of the subdivision.

Ms Williams has also commented on the proposed pedestrian rather than vehicle link between Lots 131 and 132. The indicative plans provided with the application show that this would connect through to a cul-de-sac. While cul-de-sacs are generally not considered to provide for positive connectivity outcomes, Ms Williams considers that the provision of pedestrian rather than vehicle access in this location is appropriate given the number of north-south road links proposed. Ms Williams has recommended a condition relating to fence heights long the link to minimise any adverse effects in relation to safety of the users of the reserve.

The proposed subdivision allows for all Lots to be over 450m² which is compliant with the Low Density Residential Zone, therefore is in line with the current zoning.

Overall, adverse effects from the proposed subdivision design are considered to be no more than minor.

Reserves

No reserves are proposed within the proposed subdivision. While it is proposed to vest Lot 903 as a reserve, this reserve provides a buffer with the adjacent industrial area rather than an area for recreation.

Ms Williams has assessed the proposal in relation to reserves and open space. Ms Williams is of the opinion that the Council should acquire land in the vicinity to create a park for the current and future subdivisions.

Council's Senior Parks Planner Mr Aaron Burt has reviewed the proposal (attached as Appendix 4). Mr Burt comments that no recreation reserves are proposed by the development. Mr Burt considers that, while it is proposed to vest Lot 906, this land is inadequate to provide for recreational open space.

Mr Burt is satisfied that Lot 901 can facilitate a connection, provided any path is formed to a minimum Grade 2 standard and infrastructure does not interfere with the function of the pathway. Mr Burt has recommended that consent notice conditions be imposed to ensure that any fences along the reserve would be no higher than 1.2m and 50% permeable.

In relation to Council purchasing land for a reserve in the area, the reserves development contribution associated with this development will be used in the future to purchase land to provide recreational space for future residents.

The applicant has agreed to the proposed conditions of consent.

Overall, adverse effects in relation to reserves are considered to be less than minor.

Works in the No Build Area

It is proposed to undertake earthworks within the no build area, and to undertake the planting as part of those earthworks. The timing of these works would be such that they would occur and be completed prior to 224c. It is considered that these works are necessary to enable the subdivision of the site and undertake the bunding and planting required by the provisions of the plan.

The planting on the 2.5m bund includes a mix of evergreen natives, including Kanuka, griselinea, cabbage trees and flax at 1.5m centres. It is considered that these species will obtain a minimum height of 2.5m and are therefore sufficient to provide an evergreen buffer that will screen built form.

A condition has been recommended to ensure that planting occurs prior to 224c being issued, and a consent notice condition has been recommended to ensure that this planting is retained in perpetuity. The applicant has agreed to the proposed conditions.

Overall, adverse effects in relation to the works within the no build area and the landscape planting are considered to be no more than minor.

Earthworks

The bulk earthworks associated with the subdivision were consented by Resource Consent RM191334. However it is proposed to include the same earthworks proposal as part of the subdivision consent in order to ensure that original ground level as defined by the District Plan is measured from the finished contours.

The effects from the proposed 279,000m³ of earthworks were assessed through the processing of RM191334 and determined to be no more than minor. Council's Resource Management Engineer, Mr Cameron Jones, has reviewed the proposed earthworks in association with the subdivision (attached as Appendix 5) and recommended that the conditions imposed under RM191334 be re-imposed under this consent.

The proposed earthworks will create a level development site, and enable the construction of roads and trenching of services. The application site is not visible from any public place and, therefore, the proposed earthworks would not have adverse amenity effects on the wider environment. Sediment and erosion control conditions have been recommended to ensure that adverse effects in relation to run off and dust are adequately mitigated and minimised.

The applicant has agreed to the proposed conditions.

Overall, adverse effects from the proposed earthworks are considered to be no more than minor.

Roading and Access

The applicant has provided a transportation assessment prepared by Avanzar Consulting (attached as Appendix 6).

Mr Jones has read the transport assessment and reviewed the proposal in relation to roading and transport. Mr Jones considers that Avalon Station Drive and Deans Drive would be adequate to provide for the proposed subdivision. Mr Jones also considers that the intersection between Avalon Station Drive and Cardrona Valley Road can cater for the proposed subdivision.

In relation to the internal road arrangement, Mr Jones is satisfied that the design of intersections can be addressed as part of the detailed design process and has recommended conditions in relation to this. Mr Jones is satisfied with the proposed formation of the roads and has recommended conditions requiring that roads be formed in accordance the proposed design prior to 224c.

Mr Jones has recommended conditions requiring the formation of crossings onto those lots where the formation of crossing is restricted by limited sight distances. Mr Jones notes that the crossings onto Lots 126, 128 129, 131 and 132 will breach minimum sight distances but considers that the future formation of crossings onto these lots would not result in unsafe traffic outcomes.

In relation to vehicle crossings from Road 1, the application states that it is proposed to form indented car parking such that it will not conflict with vehicle crossings. However, Mr Jones notes that the indented parking would need to be formed first, during the formation of the road, and that crossings would be proposed subsequently. Therefore, Mr Jones has recommended that the crossings be formed prior to 224c. In addition, Mr Jones has identified that there are several lots with less than 11m long frontages. Mr Jones has recommended that crossings into these lots also be formed prior to 224c.

The applicant has agreed to the proposed conditions.

Overall, adverse effects in relation to roading and access are considered to be less than minor.

Servicing

Mr Jones, has reviewed the proposed subdivision in relation to servicing.

Mr Jones has confirmed that the existing water network has adequate capacity to supply the proposed development with domestic and firefighting water supply. Mr Jones is also satisfied that the existing wastewater network has sufficient capacity to service the proposed development. Mr Jones has recommended that a detailed design of the water and wastewater network be provided to Council for engineering acceptance.

In relation to stormwater, the applicant has proposed a consent notice requiring lot owners to install on-site soakage systems. However no soakage testing has been undertaken. The geotechnical report provided with the application, prepared by GCL, confirms that on-site soakage is likely to be achievable on most sites. Given the level of uncertainty around whether on-site soaking will be feasible on any lot, Mr Jones has recommended a condition requiring more extensive soakage testing results be provided to Council for Engineering Acceptance. Lots that are found to have unfavourable ground conditions will be required to dispose of stormwater to Lot 902.

Stormwater from the road network is proposed to be disposed of to Lot 902. Mr Jones is satisfied this is feasible, pending confirmation of the required size of Lot 902.

An indicative size for proposed soakpits within Lot 902 has been provided, which would provide for stormwater generated within the road reserve during a 5% AEP storm event. However Mr Jones has identified that independent testing has not been undertaken and has advised the applicant that the stormwater reserve may not be large enough to cater for the required flows. Mr Jones further notes that it is likely the system within Lot 902 will also have to provide for stormwater disposal for those lots on which on-site soakage is not feasible. The applicant has confirmed in an e-mail dated 25 May 2020 that they are willing to take the risk that a future variation may be required to increase the size of Lot 902. Mr Jones has recommended a condition requiring that the detailed design of the stormwater reticulation and infrastructure design be submitted to Council for Engineering Acceptance prior to the commencement of works. Mr Jones further recommends that the accepted designs for reticulation be installed prior to 224c Certification.

Mr Jones is satisfied with the proposed provision of electricity and telecommunications to the lots.

The applicant has agreed to the proposed conditions.

Overall, adverse effects of servicing are considered no more than minor.

Natural Hazards

The applicant has provided a geotechnical report prepared by GCL. Mr Jones has read the report and is satisfied that the subdivision will not be at undue risk due to natural hazards.

Overall, adverse effects in relation to natural hazards are considered to be less than minor.

3.3.4 Decision: Effects On The Environment (s95A(8))

On the basis of the above assessment, it is assessed that the proposed activity will not have adverse effects on the environment that are more than minor. Therefore, public notification is not required under Step 3.

3.4 Step 4 – Public Notification in Special Circumstances

There are no special circumstances in relation to this application.

4. LIMITED NOTIFICATION (s95B)

Section 95B(1) requires a decision on whether there are any affected persons (under s95E). The following steps set out in this section, in the order given, are used to determine whether to give limited notification of an application for a resource consent, if the application is not publicly notified under section 95A.

4.1 Step 1: certain affected groups and affected persons must be notified

Determination under s95B(2)

The proposal does not affect protected customary rights groups, and does not affect a customary marine title group; therefore limited notification is not required.

Determination under s95B(3)

Limited notification is not required under Step 1 as the proposal is not on or adjacent to, or may affect land subject to a statutory acknowledgement under Schedule 11, and the person to whom the statutory acknowledgement is made is not determined an affected person under section 95E (s95B(3)).

4.2 Step 2: if not required by Step 1, limited notification precluded in certain circumstances

Limited notification is not precluded under Step 2 as the proposal is not subject to a rule in the District Plan or is not / is subject to a NES that precludes notification (s95B(6)(a)).

Limited notification is not precluded under Step 2 as the proposal is not a controlled activity, and/or is not a prescribed activity (s95B(6)(b)).

Therefore, limited notification is not precluded.

4.3 Step 3: if not precluded by Step 2, certain other affected persons must be notified

If limited notification is not precluded by Step 2, a consent authority must determine, in accordance with section 95E, whether the following are affected persons:

Boundary activity / Prescribed activity

The proposal is not a boundary activity where the owner of an infringed boundary has not provided their approval, **and** the proposal is not a prescribed activity under (s95B(7)).

Any other activity

As limited notification is not required under s95B(7), the proposed activity falls into the 'any other activity' category (s95B(8)), and the adverse effects of the proposed activity are to be assessed in accordance with section 95E.

4.3.1 Considerations in assessing adverse effects on Persons (S95E(2)(a)-(c))

- a) The consent authority **may** disregard an adverse effect of the activity on a person if a rule or national environmental standard permits an activity with that effect. In this case the permitted baseline is found within section 3.3.2 above and is considered to be of limited assistance. However, it is noted that the construction of one dwelling per 450m² is of some assistance to the below assessment.
- b) The consent authority **must** disregard an adverse effect of the activity on the person if the effect does not relate to a matter for which a rule or a national environmental standard reserves control or restricts discretion; and
- c) The consent authority **must** have regard to every relevant statutory acknowledgement specified in [Schedule 11](#).

4.3.2 Assessment: Effects on Persons

Taking into account the exclusions in sections 95E(2) and (3) as set out in section 4.3.1 above, the following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor:

The properties located at 234, 246 and 248 Riverbank Road, 83 and 85 Cardrona Road, the lots in the Ballantyne Ridge subdivision, Lot 102 DP 524184 Avalon Station Drive, 3, 5 and 6 Wallace Place, 7, 8 and 9 McDonald Street and Lot 905 DP 541492 Marjon Drive are located adjacent to the application site. An assessment in regard to these properties follows.

234, 246 and 248 Riverbank Road

These properties are located to the south of the application site. Views from these properties are of rural living to the east and west and the undeveloped application site to the north. The no build area, with the associated landscaping bund, would be located along the subject site's southern boundary adjacent to these properties.

The proposed subdivision would result in a change in amenity as experienced by the owners of these properties. However, given the residential zoning of the site, it is considered that residential development is anticipated in this location. The lots directly to the north of these properties would have areas of 610-745m² net. These lots are considered compliant with the lot size required in the LDR zone in Wanaka. Further, the height of all dwellings on the adjacent lots would be limited to 5.5m.

The proposed earthworks would lower the ground level to the north of the bund, ensuring that any future development would be approximately 1.5m lower than the ground level at these properties.

Conditions have been recommended to ensure the nuisance from earthworks, including dust, noise and sediment are adequately managed.

The applicant has agreed to the proposed conditions of consent.

For the above reasons, it is considered that the proposed subdivision would not have minor or more than minor effects on the amenity experienced by the owners or occupiers of 234, 246 and 248 Riverbank Road.

Mr Jones is satisfied the proposed development can be sufficiently serviced.

Overall, it is considered that any adverse effects on the owners or occupiers of 234, 246 and 248 Riverbank Road will be less than minor.

83 and 85 Cardrona Road

The properties at 83 and 85 Cardrona Road are also located to the south of the application site. However, no development is proposed adjacent to these properties. While the change to the application site would be visible from these properties, the proposed residential development would be consistent with what is anticipated in this location and would not appear denser than what is enabled by the plan.

Conditions have been recommended to ensure the nuisance from earthworks, including dust, noise and sediment are adequately managed. Mr Jones is satisfied the proposed development can be sufficiently serviced.

The applicant has agreed to the proposed conditions of consent.

Overall, it is considered that any adverse effects on the owners or occupiers of 83 and 85 Cardrona Road will be less than minor.

Ballantyne Ridge

There is an industrial subdivision to the north-east of the application site. This subdivision has recently been granted 224c. There is reserve buffer area proposed between the industrial area and the residential area. It is proposed to landscape this area and vest it with Council. This buffer is considered sufficient to ensure that any industrial activities are suitable screened from the residential development, both visually and acoustically.

Given the above, it is considered that any reverse sensitivity effects would be less than minor.

Overall, it is considered that adverse effects on the owners or occupiers of the lots within Ballantyne Ridge would be less than minor.

Lot 102 DP 524184 Avalon Station Drive, 3, 5 and 6 Wallace Place, 7,8 and 9 McDonald Street and Lot 905 DP 541492 Marjon Drive

These properties are located to the north-west of the application site. These properties include several smaller residential lots and one bulk lot. Views obtained from these properties are of residential development to the north and west, and the undeveloped site to the south and east, with the mountains beyond.

Given the residential zoning of the site, it is considered that residential development is anticipated in this location. All proposed lots are considered compliant with the lot size required in the LDR zone.

The proposed earthworks will lower the ground level adjacent to these properties, but not be a substantial amount. Therefore any future built form would be lower than what could have been anticipated as of right.

Conditions have been recommended to ensure the nuisance from earthworks, including dust, noise and sediment are adequately managed. Mr Jones is satisfied the proposed development can be sufficiently serviced.

The applicant has agreed to the proposed conditions of consent.

Overall, it is considered that the adverse effects on the owners or occupiers of Lot 102 DP 524184 Avalon Station Drive, 3, 5 and 6 Wallace Place, 7,8 and 9 McDonald Street and Lot 905 DP 541492 Marjon Drive would be less than minor.

No other person is considered to be potentially affected by the proposed development. The land is zoned for residential development, and there is established residential development to the south. The proposal would be in keeping with the established character in the area. Therefore any adverse effects on any persons of the proposed development would be less than minor.

4.3.3 Decision: Effects on Persons (s95E(1))

In terms of section 95E of the RMA, and on the basis of the above assessment, no person is considered to be adversely affected.

Therefore, limited notification is not required under Step 3.

4.4 Step 4 – Further Limited Notification in Special Circumstances (s95B(10))

Special circumstances do not apply that require limited notification.

5. OVERALL NOTIFICATION DETERMINATION

For the reasons set out in sections 3 and 4 of this notification decision report, under s95A and s95B of the RMA, the application is to be processed on a non-notified basis.

Prepared by



Erica Walker
PLANNER

Decision made by



Sarah Gathercole
ACTING RESOURCE CONSENTS TEAM LEADER

DECISION UNDER SECTION 104 OF THE RESOURCE MANAGEMENT ACT

6. S104 ASSESSMENT

6.1 EFFECTS ON THE ENVIRONMENT (s104(1)(a)&(ab))

Actual and potential effects on the environment have been outlined in section 3 and 4 of this report. Conditions of consent can be imposed under s108 of the RMA as required to avoid, remedy or mitigate adverse effects (s104)(1)(a)).

6.2 RELEVANT DISTRICT PLAN PROVISIONS (s104(1)(b)(vi))

Operative District Plan

The relevant objectives and policies are contained within Parts 5, 7, 14 and 15 of the ODP.

The applicant has provided an assessment of the objectives and policies of the Operative District Plans (attached as Appendix 7). This assessment is adopted in part for the purpose of this report, with the following additional assessment:

The objectives and policies in Part 5 seek to protect the character and landscape value of the rural area, retain the capacity of soils to meet the needs of future generations, and to avoid remedy or mitigate the adverse effects of activities on rural amenity. The proposal only relates to the use of a small sliver of rural land and any adverse effects on rural amenity have been minimised. The proposal would not affect the landscape value or character of the rural area. Therefore the proposal is considered consistent with, and therefore not contrary to, the objectives and policies of Part 5.

The objectives and policies of Part 14 seek to ensure the ongoing safe and efficient operation of the transportation network. It is considered that the proposal will retain the safe and efficient operations of the transport network. Therefore the proposal is considered to be consistent with, and not contrary to, the objectives and policies of Part 14.

Overall, the proposal is considered to be consistent with, and not contrary to, the objectives and policies of the ODP.

Proposed District Plan

The relevant objectives and policies are contained within Chapters 7 and 27 of the PDP.

The applicant has provided an assessment of the objectives and policies of the Proposed District Plans (attached as Appendix 7). This assessment is adopted in part for the purpose of this report, with the following additional assessment:

Queenstown lakes District Plan	
Lower Density Suburban Residential	
7.2.1 Objective - Development within the zone provides for a mix of compatible suburban densities and a high amenity low density residential living environment for residents as well as users of public spaces within the zone.	
7.2.1.1 Ensure the zone and any development within it is located in areas that are well serviced by public infrastructure, and is designed in a manner consistent with the capacity of infrastructure networks	The subdivision has been designed accordingly to meet the infrastructure needs and the Council engineers have not raised any concerns. Therefore, this proposal is in line with this policy.
7.2.1.2 Encourage an intensity of development that maximises the efficient use of the land in a way that is compatible with the scale and character of the existing suburban residential	The subject site is located within close proximity to the suburban environment to the west, and has been designed to maximise and maintain suburban

development, and maintains suburban residential amenity values including predominantly detached building forms, and predominantly one to two storey building heights.	residential amenity values. Therefore this proposal can be considered in line with this policy.
1.3 Require remedial works and re-vegetation to be implemented in a timely manner.	The site will be revegetated and rehabilitated once earthworks are complete, therefore is in line with this policy.
1.4 Avoid, remedy or mitigate the long term adverse effects of unfinished projects.	The earthworks are to be undertaken to facilitate the proposed subdivision and landscaped bund, and can will be stabilized and revegetated once completed.
7.2.3 Objective - Encourage higher density development where it responds sensitively to the context and character of the locality and is designed to maintain local amenity values.	
7.2.3.3 Encourage landscaped areas to be well-designed and integrated into the development layout and design, providing high amenity spaces for recreation and enjoyment, having particular regard to the visual amenity of streets and street frontages.	The subdivision has been designed to allow for high amenity landscaping areas, with regard to high visual amenity street frontages.

18A General Industrial Service Zone

The proposal is in line with the proposed objectives and policies of the zone, and the site contains a buffer area that will protect the overall amenity of the subdivision from general industrial activities that may occur on the neighbouring sites. No sites for the purposes of residential use within this subdivision are located in this zone, Lot 903 will be retained as shown on the Structure Plan.

Overall, the proposal is considered to be consistent with, and not contrary to, the objectives and policies of the PDP.

Weighting between Operative District Plan and Proposed District Plan (Stage 1 Decisions Version 2018, Stage 2 Decisions Version 2019, and Stage 3 Notified Version 2019)

In this case, as the conclusions reached in the above assessment lead to the same conclusion under both the ODP and PDP, no weighting assessment is required.

6.3 PARTICULAR RESTRICTIONS FOR NON-COMPLYING ACTIVITIES (s104(D))

With respect to the assessment above, the first gateway test for a non-complying activity required under section 104D(1)(a) has been met in that the application will not have an adverse effect on the environment which is more than minor.

With respect to the second gateway test under section 104D(1)(b), the application considered to be not contrary to the relevant policies and objectives of the Operative District Plan or the Proposed District Plan.

Accordingly, as the application has passed both of the gateway tests in s104D, consent can be granted for this non-complying activity.

6.4 SECTION 106 FOR SUBDIVISIONS

A consent authority may refuse to grant a subdivision consent, or may grant a subdivision consent subject to conditions, if it considers that the land is or is likely to be subject to, or is likely to accelerate material damage from natural hazards, or where sufficient provision for legal and physical access to each allotment has not been made. In this case sufficient legal access has been provided to each lot and risk from natural hazard is minimal. Therefore it is considered that consent can be granted for subdivision.

6.5 PART 2 OF THE RMA

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

The proposal relates to the sustainable use of a physical and natural resource being an undeveloped site. The proposal will enable the construction of several residential dwellings, enabling the community to provide for their wellbeing. The proposal will not affect the availability of resource for future generations, and adverse effects have been suitably minimised, mitigated or avoided.

Overall, the proposal is considered to meet the purpose and principles of the RMA.

7.0 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA

Consent is **granted** to undertake a 93 lot subdivision with associated access and earthworks subject to the conditions outlined in *Appendix 1* of this decision report imposed pursuant to Section 220 of the RMA.

Prepared by



Erica Walker
PLANNER

Decision made by



Sarah Gathercole
ACTING RESOURCE CONSENTS TEAM LEADER

8.0 DEVELOPMENT CONTRIBUTIONS AND ADMINISTRATIVE MATTERS

Local Government Act 2002: Development Contributions

In granting this resource consent, pursuant to the Local Government Act 2002 and the Council's Policy on Development Contributions the Council has identified that a Development Contribution is required. Payment will be due prior to any application for certification pursuant to section 224(c) of the RMA.

Please contact the Council if you require a Development Contribution Estimate.

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or if all conditions have been met.

This resource consent is not a building consent granted under the Building Act 2004. A building consent must be obtained before construction can begin.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of section 125 of the RMA.

If you have any enquiries please contact Erica Walker on phone (03) 441 0499 or email erica.walker@qldc.govt.nz

9.0 APPENDICIES LIST

- APPENDIX 1** – Consent Conditions
- APPENDIX 2** – Applicant's AEE
- APPENDIX 3** – Urban Design Assessment
- APPENDIX 4** – Parks Comment
- APPENDIX 5** – Engineering Report
- APPENDIX 6** – Transport Assessment
- APPENDIX 7** – Assessment of Objectives and Policies

APPENDIX 1 – CONSENT CONDITIONS

SUBDIVISION

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:

Paterson Pitts Group Job No W5620

- 'Scheme Plan Lots 31-43, 59-138, 900-906 Being a Subdivision of Lot 999 DP 535926' Dwg 002 Sheet 100 Rev E 12/10/2021
- 'Scheme Plan Lots 31-43, 59-138, 900-906 Being a Subdivision of Lot 999 DP 535926' Dwg 002 Sheet 100a Rev D 06/05/2020
- 'Scheme Plan Lots 31-43, 59-138, 900-906 Being a Subdivision of Lot 999 DP 535926' Dwg 002 Sheet 101 Rev E 12/10/2021
- 'Vehicle Entrances Lots 31-43, 59-138, 900-906 Being a Subdivision of Lot 999 DP 535926' Dwg 002 Sheet 101a Rev D 21/05/2020
- 'Scheme Plan Lots 31-43, 59-138, 900-906 Being a Subdivision of Lot 999 DP 535926' Dwg 002 Sheet 102a Rev E 12/10/2021
- 'Scheme Plan Lots 31-43, 59-138, 900-906 Being a Subdivision of Lot 999 DP 535926' Dwg 002 Sheet 102b Rev E 12/10/2021
- 'Scheme Plan Lots 31-43, 59-138, 900-906 Being a Subdivision of Lot 999 DP 535926' Dwg 002 Sheet 102c Rev E 12/10/2021
- 'Scheme Plan: Typical Road Cross Section' Dwg 002 Sheet 103 Rev C 16/08/2019
- 'Scheme Plan: Roading Longsections' Dwg 002 Sheet 104a Rev C 16/08/2019
- 'Scheme Plan: Roading Longsections' Dwg 002 Sheet 104b Rev C 16/08/2019
- 'Scheme Plan: Roading Long Sections' Dwg 002 Sheet 104c Rev C 16/08/2019
- 'Earthworks Plan Existing Contours' Dwg 003 Sheet 101 Rev 0 16/08/19
- 'Earthworks Plan Proposed Contours' Dwg 003 Sheet 102 Rev 0 16/08/19
- 'Earthworks Plan Cut/Fill Plan' Dwg 003 Sheet 103 Rev 0 16/08/19
- 'Earthworks Plan Cross Sections' Dwg 003 Sheet 104a Rev 0 16/08/19
- 'Earthworks Plan Cross Sections' Dwg 003 Sheet 104b Rev 0 16/08/19
- 'Earthworks Plan Cross Sections' Dwg 003 Sheet 104c Rev 0 16/08/19
- 'Earthworks Plan Landscaping Bund Plan' Dwg 003 Sheet 105 Rev 0 16/08/19

stamped as approved on 11/11/2021

and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

Environmental Management Plan (EMP)

To be completed prior to the commencement of any works on-site:

3. At least 15 working days prior to any works commencing on site the Consent Holder shall submit an Environmental Management Plan (EMP) to Council's Monitoring and Enforcement Team for review and acceptance **HOLD POINT 1**. This document must be prepared by a Suitably Qualified and Experienced Person. The EMP shall be in accordance with the principles and requirements of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans* and specifically shall address the following environmental elements as specified in the guidelines:

- a) Administrative Requirements

- (i) Weekly site inspections
 - (ii) Monthly environmental reporting
 - (iii) Independent audit by Suitably Qualified and Experienced Person
 - (iv) Notification and management of environmental incidents
 - (v) Records and registers
 - (vi) Environmental roles and responsibilities of personnel (including nomination of Principal Contractor)
 - (vii) Site induction
- b) Operational Requirements
- (i) Erosion and sedimentation (including Erosion and Sediment Control Plan to be prepared by a Suitably Qualified and Experienced Person)
 - (ii) Water quality
 - (iii) Dust
 - (iv) Cultural heritage
 - (v) Noise
 - (vi) Vibration
 - (vii) Contaminated sites
 - (viii) Indigenous vegetation clearance
 - (ix) Chemical and fuel management
 - (x) Waste management

The EMP (and any sub-plans e.g. ESCP described below) shall also be consistent with any recommendations outlined in the geotechnical report prepared by Paterson Pitts Group and submitted with the application.

4. Prior to ground-disturbing activities on the initial stage of works or any subsequent new stage of works, the Consent Holder shall engage an Appropriately Qualified Person to prepare and submit an Erosion and Sediment Control Plan (ESCP) to Council's Monitoring and Enforcement Team for review and acceptance. This plan shall be a sub-plan of the overarching EMP and must be prepared in accordance with the requirements outlined on pages 13 – 18 in *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*. These plans must be updated when:
 - a) The construction program moves from one Stage to another; or
 - b) Any significant changes have been made to the construction methodology since the original plan was accepted for that Stage; or
 - c) There has been an Environmental Incident and investigations have found that the management measures are inadequate.
5. Prior to commencing ground-disturbing activities, the Consent Holder shall nominate an Environmental Representative for the works program in accordance with requirements outlined on pages 9 and 10 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
6. Prior to commencing ground disturbing activities, the Consent Holder shall ensure that all staff (including all sub-contractors) involved in, or supervising, works onsite have attended an Environmental Site Induction in accordance with the requirements on page 8 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.

During construction:

7. Prior to bulk earthworks operations (and vegetation clearance) for the initial stage or any subsequent new stage of works, the Consent Holder must install erosion and sediment controls in accordance with the ESCP as well as provide As-built documentation for these controls by Suitably Qualified and Experienced Person **HOLD POINT 2**. It is noted that earthworks required to construct environmental management controls are allowed to commence once Council has provided notice that **HOLD POINT 1** has been met.
8. All works shall be undertaken in accordance with the most current version of the EMP, as accepted as suitable by Council.
9. The EMP shall be accessible on site at all times during work under this consent.
10. The Consent Holder shall establish and implement document version control. Council shall be provided with an electronic copy of the most current and complete version of the EMP at all times.
11. The Consent Holder shall develop and document a process of periodically reviewing the EMP as outlined on page 6 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*. No ground disturbing activities shall commence in any subsequent stage of development until an EMP has been submitted and deemed suitable by Council's Monitoring and Enforcement Team. Any monitoring, inspection and reporting conditions in the latest approved EMP shall take precedence over these EMP conditions.
12. The Consent Holder shall undertake and document weekly and Pre and Post-Rain Event site inspections as outlined on pages 10 and 11 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
13. A SQEP shall monitor the site monthly to ensure that the site is complying with its EMP, identify any new environmental risks arising that could cause an environmental effect and suggest alternative solutions that will result in more effective and efficient management. This must include a specific audit by the SQEP of the effectiveness of the ESCP. The outcome of these inspections should be included in the Monthly Environmental Report referred to Condition 27 below.
14. The Consent Holder shall complete and submit exception reporting to QLDC in the form of a monthly environmental report. The monthly environmental report shall be submitted to QLDC's Regulatory Department within five (5) working days of the end of each month.
15. In accordance with page 9 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*, where any Environmental Incident where the EMP has failed leading to any adverse environmental effects offsite occurs the Consent Holder shall:
 - a) Report to QLDC details of any Environmental Incident within 12 hours of becoming aware of the incident.
 - b) Provide an Environmental Incident Report to QLDC within 10 working days of the incident occurring as per the requirements outlined in Section 3.3.1 of *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
16. Environmental records are to be collated onsite and shall be made available to QLDC upon request; immediately if the request is made by a QLDC official onsite and within 24 hours if requested by a QLDC officer offsite. Records and registers to be managed onsite shall be in accordance with the requirements outlined on page 14 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
17. Any Discharge (refer definition in the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*) that leaves the site shall comply with the Water Quality Discharge Criteria outlined on page 19 of the *Guideline*, with the exception of Total Suspended Solids which should be at a concentration of no more than 50mg/L.

Parks

To be completed prior to the commencement of any works on-site

18. Prior to the commencement of any works under this consent on the site, the consent holder shall first provide detailed landscape plans and design specifications by a suitably qualified Landscape Architect to be certified by the Queenstown Lakes District Council's Parks & Open Spaces Planning Manager as achieving the following:

- a) All works shall meet Part 7: Landscape of QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

Note: The current standards are available on Council's website via the following link:
<http://www.qldc.govt.nz>

- b) Ensure that areas of reserve exclude any areas of road;
- c) Details of landscape trees and plants that includes the species, size and location;
- d) Irrigation plan showing how trees are to be irrigated.
- e) Tree pit details showing root ball treatment and staking.
- f) Ensure that all grassed batter slopes and mounds, with the exception of those proposed to be located within private land, are to a gradient not exceeding 1:5 when measured across any point to ensure that all slopes are mowable. This will require that plans clearly demonstrate that this gradient will not be exceeded. Any batter slopes steeper than 1:5 shall be planted in accordance with the approved landscape plan.
- g) Path width, material and construction details so that all tracks achieve a grade 2 standard as set out in standards <http://www.qldc.govt.nz/assets/Uploads/Council-Documents/Parks-Planning-Documents/QLDC-Cycle-Trail-Track-Design-Standard-2016.pdf>
- h) Detail of any stormwater detention areas, including planting, maintenance and confirmation that the surrounding areas can be easily mown.
- i) Details and locations for any other proposed assets, such as park seats, irrigation and fencing.
- j) Maintenance requirements.
- k) A potable water supply point to be provided to the boundary of reserve lots;

No works may be undertaken upon the site until the plan has been certified.

Advice Note: The Consent Holder is welcome to seek guidance from the Parks & Open Spaces Planning Manager when preparing the landscape plan. This may facilitate certification if any matters of concern are addressed. Street Tree Planting Guidelines are available on request from the QLDC Arborist.

The Consent Holder should also be aware that the certification or acceptance of any landscape plan does not remove the requirement to ensure Council approval for vesting of reserve areas.

Engineering

General

19. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent. Current version 1.1.

Note: The current standards are available on Council's website via the following link: <https://www.qldc.govt.nz/planning/resource-consents/land-developments-and-subdivisions/>

To be completed prior to the commencement of any works on-site

20. The owner of the land being developed shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.
21. The consent holder shall obtain and implement a traffic management plan approved by Council prior to undertaking any works within or adjacent to Council's road reserve that affects the normal operating conditions of the road reserve through disruption, inconvenience or delay. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor (STMS). All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS to manage the site in accordance with the requirements of the NZTA's "*Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management*". The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.
22. Prior to commencing works on the site, with the exception of earthworks, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (19), to detail the following requirements:
- a) The provision of a water supply to all residential lots created in terms of Council's standards and connection policy. This shall include an Acuflo GM900 as the toby valve and an approved water meter as detailed in QLDC Water Meter Policy (Appendix A), dated June 2017. The costs of the connections shall be borne by the consent holder.
 - b) Provision of irrigation to local purpose reserves, if required by Council's Property & Infrastructure Division.
 - c) The provision of a foul sewer connection from all residential lots created to Council's reticulated sewerage system in accordance with Council's standards and connection policy, which shall be able to drain the buildable area within each lot. The costs of the connections shall be borne by the consent holder.
 - d) The provision of a stormwater collection and disposal system which shall provide both primary and secondary protection for future development within all residential allotments, in accordance with Council's standards and connection policy. This shall include:

- (i) Percolation testing shall be undertaken on each residential lot created following the completion of site earthworks to determine the suitability of each lot for on-site soakage. The percolation testing shall be undertaken by a suitably qualified person and the method for soakage testing is to be agreed with the Manager of Resource Management Engineering and Council prior to testing. A copy of the test results shall be provided to the Manager of Resource Management Engineering at Council.

Lots which are unsuitable for on-site soakage are to be identified based on the results of the percolation testing undertaken within each lot, and a connection shall be provided from all potential impervious areas within each lot deemed unsuitable for on-site soakage to the Council reticulated stormwater disposal system. The individual lateral connections shall be designed to provide gravity drainage for the entire area within each lot.

A consent notice shall be registered on each lot which is suitable for on-site soakage, in accordance with Condition (33a) to ensure that on-site soakage systems are adequate to cater for the 5% AEP storm event. The percolation test results shall be provided in table form for inclusion in the consent notice condition described in Condition (31a).

- (ii) A reticulated primary system to collect and dispose of stormwater from all potential impervious areas within the roading lots and all lots identified as being unsuitable for on-site stormwater disposal under Condition 22(d)(i) to the soakage systems approved under Condition 22(d)(iv). This shall include details of treatment solutions to avoid adverse water quality effects on receiving waters. As a minimum there shall be provision for the interception of settle-able solids. The individual lateral connections shall be designed to provide gravity drainage for the entire area within each lot.
- (iii) A secondary protection system consisting of secondary flow paths to the soakage systems approved under Condition 22(d)(iv) to cater for the 1% AEP storm event and/or setting of appropriate building floor levels to ensure that there is no inundation of any buildable areas within the lots, and no increase in run-off flow rates and/or velocities onto land beyond the site from the pre-development situation.
- (iv) The provision of soakage systems within Lot 902 adequate to dispose of runoff from all contributing impervious areas (including the roading lots and all residential lots identified as being unsuitable for on-site soakage under Condition 22(d)(i)) within the development and catchment area during the critical 5% AEP storm event and adequate to ensure that there is no increase in run-off flow rates and/or velocities onto land beyond the site from the pre-development situation during the critical 1% AEP storm event, designed in general accordance with the following documents:

- *'Orchard Road Holdings Ltd, Ballantyne Ridge Residential Subdivision, Wanaka. Stormwater Disposal Assessment: Stage 1,'* prepared by Ground Consulting Limited. GCL ref R5012-2A, dated 14 September 2019.
- *'Re: Alpine Meadows Subdivision – Stormwater RFI,'* prepared by Ground Consulting Limited. GCL ref L5012-2A, dated 12 May 2020

The detailed design of the soakage system shall be accompanied by the results of percolation testing undertaken by a suitably qualified person undertaken within the soakage area, adequate to determine the bulk soakage characteristics of the soakage basin area. The method for soakage testing is to be agreed with the Manager of Resource Management Engineering at Council prior to testing. A copy of the test results shall be provided to the Manager of Resource Management Engineering at Council along with the design of the soakage system based on the percolation test results.

The final design and sizing of the soakage systems shall be based on the individual percolation test results, shall account for the critical storm and shall drain within 24 hours of the critical event.

- (v) In addition to the permanent solution, details shall be provided of a temporary stormwater and sediment management solution, which shall be adequate to service the site in the interim until the permanent stormwater management system is lived/activated. The temporary system shall perform the same functions outlined above as required for the permanent system.
- e) The provision of fire hydrants with adequate pressure and flow to service the development with a minimum Class FW2 firefighting water supply in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008 (or superseding standard). Any alternative solution must be approved in writing by the Area Manager for the Central North Otago branch of the Fire and Emergency New Zealand.
- f) The provision of a sealed vehicle crossing that shall be constructed to Lots 40 – 42, 91, 108, 109, 117 & 131 - 132, and any lot where the road frontage is restricted to less than 11m due to landscaping and infrastructure, or restricted by sight lines to Council's standards.
- g) The provision of road lighting in accordance with Council's road lighting policies and standards, including the *Southern Light* lighting strategy. Any road lighting installed on private roads/rights of way/access lots shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on private roads/rights of way/access lots shall be isolated from the Council's lighting network circuits.
- h) The formation of Roads 1, 2A; and Road 3 road stubs for Roads 2B, 4A, 4B, 5 & 9A; and right of way areas 'F' and 'H', in accordance with Council's standards. This shall include:
 - (i) The roading formations shall be in general accordance with Paterson Pitts Group's plans '*Orchard Road Holdings Ltd, Alpine Meadows Stage 1, Wanaka. Scheme Plan: Typical Road Cross Sections*' (PPG job number W5620, dwg 002, sheet 103, dated 16/08/2019) and the Code of Practice Figure numbers referenced therein, except where amendments are required by the following conditions or the recommendations made during the road safety audit process.
 - (ii) Rights of way 'F' and 'H' shall be formed in accordance with Figure E9 of QLDC's '*Land Development and Subdivision Code of Practice*.'
- i) The formation of all intersections, in accordance with the latest Austroads intersection design guides. These designs shall be subject to review and acceptance by Council with any associated costs met by the consent holder. All signage and marking shall be in accordance with MOTSAM and the TCD Manual.
- j) The consent holder shall engage an independent and suitably qualified and experienced traffic engineer to carry out a detailed design safety audit in general accordance with the NZTA Manual "Road Safety Audit Procedures for Projects" and section 3.2.7 of the Council's Code of Practice. This shall include confirmation that appropriate traffic signs and road marking have been provisioned in accordance with the NZTA's Manual of Traffic Signs and Markings (MOTSAM) and the Traffic control devices manual. The consent holder shall comply with any recommendations at their own cost. A copy of this report shall be submitted to Council for review and Acceptance.
- k) The provision of Design Certificates for all engineering works associated with this subdivision submitted by a suitably qualified design professional (for clarification this shall include all

Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.

23. At least 7 days prior to commencing excavations, the consent holder shall provide the Manager of Resource Management Engineering at Council with the name of a suitably qualified geo-professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice who is familiar with the Ground Consulting Limited report (*'Orchard Road Holdings Limited. Ballantyne Ridge Residential Subdivision, Wanaka. Geotechnical Assessment for Proposed Subdivision.'* GCL ref R5012-1A, dated 2 August 2019) and who shall supervise the earthworks procedure, in accordance with the report recommendations. Should the site conditions be found unsuitable for the proposed excavation/construction methods, then a suitably qualified and experienced engineer shall submit to the Manager of Resource Management Engineering at Council new designs/work methodologies for the works prior to further work being undertaken, with the exception of any necessary works required to stabilise the site in the interim.

To be monitored throughout earthworks

24. The earthworks, batter slopes and retaining shall be undertaken in accordance with the recommendations of the report by Ground Consulting Limited (*'Orchard Road Holdings Limited. Ballantyne Ridge Residential Subdivision, Wanaka. Geotechnical Assessment for Proposed Subdivision.'* GCL ref R5012-1A, dated 2 August 2019).
25. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.
26. No earthworks, temporary or permanent, are to breach the boundaries of the site.

To be completed before Council approval of the Survey Plan

27. Prior to the Council signing the Survey Plan pursuant to Section 223 of the Resource Management Act 1991, the consent holder shall complete the following:
- a) All necessary easements shall be shown in the Memorandum of Easements attached to the Survey Plan and shall be duly granted or reserved. This shall include any Easements in Gross as required by Council for infrastructure to vest. Requirements for vested infrastructure and Easements in Gross shall be agreed with Council's Land Development Engineer prior to Council signing the Survey Plan and prior to obtaining 'Engineering Review and Acceptance' for design of infrastructure.
 - b) The names of all roads, private roads & private ways which require naming in accordance with Council's road naming policy shall be shown on the survey plan.

[Note: the road naming application should be submitted to Council prior to the application for the section 223 certificate]

Amalgamation Condition

28. The following shall be registered with Land Information New Zealand (CSN 1670309):
- That Lots 903 & 904 hereon are to be amalgamated and be held together in the same Record of Title.

To be completed before issue of the s224(c) certificate

29. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:
- a) The consent holder shall complete all earthworks and landscaping within the '15m No Building Area' shown in Figure 15.2 **Ballantyne Road Low Density Residential Zone Structure Plan**.
 - b) The Consent Holder shall obtain a Full Council decision confirming that all areas of reserve have been formally agreed to be vested.
 - c) The completion and implementation of the landscaping and requirements detailed in Condition 18 above.
 - d) The Consent Holder shall enter into a maintenance agreement under S207A of the Local Government Act 2002 Amendment Act, with the QLDC (Parks and Reserves), with the obligation being upon the Consent Holder to fulfil the requirements detailed in (i) to (iv) below. The maintenance period shall be three years from any issue of 224(c):
 - e) All new assets, including irrigation and fencing, shall be kept in good working order and be free of defects or disrepair.
 - f) Trees and vegetation shall be irrigated and maintained to an acceptable standard as specified by QLDC Parks and Reserves Planning team. It shall be the responsibility of the consent holder to ensure that any new plantings, as shown on the approved landscape plans, that die or decline at any time over the 3-year maintenance period following the initial planting shall be replaced. The replacement plants shall be of the same species, grade and size as the original specimens and planted no later than the following planting season or as instructed by QLDC.
 - g) The vested Reserves shall be kept in a tidy condition and shall be free of litter and refuse.
 - h) Health and safety plans shall be provided for all non-QLDC approved contractors undertaking maintenance in the reserves or road reserves.
30. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:
- a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of ways and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).
 - b) The completion and implementation of all works detailed in Condition (22) above.
 - c) An Elster PSM V100 or Sensus 620 water meter shall be provided to Council's maintenance contractor Veolia for each residential lot created as per condition (22a), above, and evidence of supply shall be provided to Council's Subdivision Inspector.
 - d) The consent holder shall enter into a developer's agreement between the developer and Council in relation to the stormwater system. This agreement shall bind the developer to its requirements and confirm the following:
 - (i) The timing of the disconnection of the temporary stormwater and sediment management solution and the livening/activation of the permanent solution.
 - (ii) The applicant takes responsibility for Operation & Maintenance of the areas initially for a 3 year period from issue of 224c.
 - (iii) The applicant shall meet the Key Performance Indicators (KPIs) for successful operation and management of the system that are established and agreed with Council through detailed design process prior to engineering acceptance by QLDC.

- (iv) The consent holder shall provide Council annually (31st March) with copies of all ongoing performance monitoring data and reporting a showing compliance with the agreed KPIs and O&M manual.
- (v) If the system is not shown to be working effectively during or at the end of the 3 year maintenance period, any remedial works required ensuring the effective and efficient operation of the stormwater disposal system in compliance with the O & M manual and associated KPIs shall be completed by the consent holder.
- (vi) In the event of the system not performing effectively during or at the end of the 3 year maintenance period, the maintenance period may be extended by a further 2 years to allow the applicant to demonstrate the effective and efficient operation of the stormwater disposal system prior to handover to Council.
- (vii) A bond provided by the consent holder/developer in relation to maintenance of the system for the maintenance period.

Advice Note: A pro forma Developers Agreement addressing the above can be provided on request to Council.

- e) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of an underground electricity supply has been made available (minimum supply of single phase 15kVA capacity) to the net area of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
- f) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone services has been made available to the net area of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
- g) All earthworks, geotechnical investigations and fill certification shall be carried out under the guidance of suitably qualified and experienced geotechnical professional as described in Section 2 of the Queenstown Lakes District Council's Land Development and Subdivision Code of Practice. At the completion of onsite earthworks, the geo-professional shall incorporate the results of ground bearing test results for each residential allotment within the subdivision regardless of whether affected by development cut and fill earthworks and include the issue of a Geotechnical Completion Report and Schedule 2A certificate covering all lots within the subdivision.

The Schedule 2A certification shall include a statement under Clause 3(e) covering Section 106 of the Resource Management Act 1991. In the event the Schedule 2A includes limitations or remedial works against any lot(s) the Schedule 2A shall include a geotechnical summary table identifying requirements against each relevant lot in the subdivision for reference by future lot owners. Any remedial works outlined on the Schedule 2A that requires works across lot boundaries shall be undertaken by the consent holder prior to 224(c) certification being issued.

- h) All vehicle access, manoeuvring and parking areas associated with the development shall be subject to a post construction safety audit by an independent traffic engineer in accordance with the NZTA Manual "Road Safety Audit Procedures For Projects" at the consent holders cost and the results shall be submitted to Council for review and certification. Should the review recommend any further works required to achieve a safe traffic environment, the consent holder shall have these works approved by Council and implemented prior to 224c certification.

- i) The submission of Completion Certificates from the Contractor and the Engineer advised in Condition (20) for all engineering works completed in relation to or in association with this subdivision (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
- j) All newly constructed foul sewer and stormwater mains shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used and lateral connections shall be inspected from inside the main. The CCTV shall be completed and reviewed by Council before any surface sealing.
- k) All signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public or private roads (if any), created by this subdivision.
- l) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.
- m) All earth worked and/or exposed areas created as part of the subdivision shall be top-soiled and grassed, revegetated, or otherwise stabilised.
- n) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Hours of Operation – Earthworks

31. Hours of operation for earthworks, shall be:

- Monday to Saturday (inclusive): 7:30am to 6.00pm.
- Sundays and Public Holidays: No Activity

In addition, no heavy vehicles are to enter or exit the site, and no machinery shall start up or operate earlier than 8.00am. All activity on the site is to cease by 6.00pm.

Accidental Discovery Protocol

32. If the consent holder:

- a) does not have an archaeological authority from Heritage New Zealand Pouhere Taonga and discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder shall without delay:
 - (i) notify Council, Tangata whenua and Heritage New Zealand Pouhere Taonga and in the case of skeletal remains, the New Zealand Police.
 - (ii) stop work within the immediate vicinity of the discovery to allow a site inspection by the Heritage New Zealand Pouhere Taonga and the appropriate runanga and their advisors, who shall determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.

Any koiwi tangata discovered shall be handled and removed by tribal elders responsible for the tikanga (custom) appropriate to its removal or preservation. Site work shall recommence following consultation with Council, the New Zealand Pouhere Taonga, Tangata whenua, and in the case of skeletal remains, the New Zealand Police, provided that any relevant statutory permissions have been obtained.

- b) discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder shall without delay:
 - (i) stop work within the immediate vicinity of the discovery or disturbance and;
 - (ii) advise Council, the Heritage New Zealand Pouhere Taonga and in the case of Maori features or materials, the Tangata whenua and if required, shall make an application for an Archaeological Authority pursuant to the New Zealand Pouhere Taonga Act 2014 and;
 - (iii) arrange for a suitably qualified archaeologist to undertake a survey of the site.

Site work may only recommence following consultation with Council.

Ongoing Conditions/Consent Notices

33. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant to s.221 of the Act.

- a) At the time a building is erected on the lot, the owner for the time being shall engage a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice to design a stormwater disposal system that is to provide stormwater disposal from all impervious areas within the site. The proposed stormwater system shall be subject to the review of Council prior to implementation and shall be installed prior to occupation of the residential unit. This shall include:
 - (i) The final design and sizing of each soak pit shall be based on the individual percolation test results provided to Council under Condition 22(d)(i) of subdivision consent RM200259 and shall be adequate to drain stormwater flows generated during the critical 5% AEP storm event. The final design of each soak pit shall be provided to Council for acceptance prior to installation.
 - (ii) The lot owner for the time being shall be responsible for the ongoing monitoring and maintenance of the stormwater disposal system to ensure the soak pits continue to provide adequate soakage and do not become blocked or damaged.

The final wording of the consent notice condition shall be checked and approved by the Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected, and that the requirements for design of the soakage systems is clearly conveyed to future lot owners. The tabulated percolation test results provided under Condition 22(d)(i) shall be included in the consent notice.

- b) A consent notice condition pursuant to s.221 of the Resource Management Act 1991 shall be registered on the Records of Title for the relevant lots providing for the performance of any ongoing requirements for protection of secondary flow paths or minimum floor levels for buildings, where deemed necessary by Council to satisfy Condition 22(d)(iii) above. The final wording of the consent notice instrument shall be checked and approved by the Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected.
- c) In the event that the Schedule 2A certificate and Geotechnical Completion Report issued under Condition (30g) contains limitations, such as specific foundation requirements for each lot that does not meet NZS3604 foundation conditions, or remedial works required on particular lots, then a consent notice shall be registered on the Records of Title for the affected lots detailing requirements for the lot owner(s). **place holder**

- d) At the time a residential unit is constructed the owner for the time being shall construct a sealed vehicle crossing to the site to Council's standards. The design of the vehicle crossing shall be subject to approval by Council under a 'Connection to Council Service Application'. The approval should be obtained and construction of the crossing approved by a Council Inspector prior to occupation of the residential unit. The vehicle crossings to the following lots shall be in the locations specified below:
- Lot 69 – against the southeast or northwest boundary.
 - Lot 77 – against the northwest or northeast boundary.
 - Lot 97 – against the southwest or southeast boundary.
 - Lot 98 – towards the north western boundary.
 - Lot 103 – towards the south west boundary.
- e) Lots 903 & 904 are balance allotments intended for further development and have not been serviced in accordance with Council's standards and no development contributions have been paid. At the time of any future development of Lots 903 and/or 904, all necessary services shall be provided to the lot(s) (and any additional lots) in accordance with Council's standards and connection policy as they apply at the time of the future development. For the purposes of this condition the term "necessary services" includes wastewater disposal, water supply, stormwater disposal, telecommunications and electricity supply. The costs of providing services and making any connections shall be borne by the owner of the lot for the time being and they shall also pay to the Queenstown Lakes District Council any applicable development contributions at that time.

Lots 116-125

- f) All buildings shall have a height of no greater than the height indicated on the plan prepared by Paterson Pitts Group title 'Maximum Building Height Levels' Job No W5620 Dwg 002 Sheet 106 Rev A Date 03/10/2019;
- g) No buildings shall be located within 15m no build area identified on the Structure Plan, Figure 15.2 of the Operative District Plan 1998;
- h) All planting and mounding established within the '15 metre wide No Build Area' identified on Figure 15.2. Ballantyne Road Low Density Residential Zone Structure Plan shall be maintained by the landowner of each lot into perpetuity.

Lots 120-121, 131-132, 59, 116-117

- i) All boundary fences along or adjoining any areas of reserve shall be no greater than 1.2 metres in height and shall be no less than 50% visually permeable.
31. In the event that the Engineering Acceptance issued under Condition (22) contains ongoing conditions or requirements associated with the installation, ownership, monitoring and/or maintenance of any infrastructure subject to Engineering Acceptance, then at Council's discretion, a consent notice (or other alternative legal instrument acceptable to Council) shall be registered on the relevant Records of Title detailing these requirements for the lot owner(s). The final form and wording of the document shall be checked and approved by Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected. The applicant shall liaise with the Subdivision Planner and/or Manager of Resource Management Engineering at Council in respect of the above. All costs, including costs that relate to the checking of the legal instrument by Council's solicitors and registration of the document, shall be borne by the applicant.

[Note: This condition is intended to provide for the imposition of a legal instrument for the performance of any ongoing requirements associated with the ownership, monitoring and maintenance of any infrastructure within this development that have arisen through the detailed

engineering design and acceptance process, to avoid the need for a consent variation pursuant to s.127 of the Resource Management Act].

32. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of a covenant pursuant to Section 108(2)(d) of the Resource Management Act 1991fappe:
 - a) The Consent Holder shall ensure that a fencing Covenant, required under s6 of the Fencing Act 1978, is registered on all land to ensure that any reserves to vest in QLDC are protected and that Council has no liability to contribute towards any work on a fence between a public reserve vested in or administered by the Council and any adjoining land.

Advice Note:

1. This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information, please contact the DCN Officer at QLDC.
2. Prior approval via a Connection to Council Services for a Temporary Water Take is required if Council's water supply is to be utilised for dust suppression during earthworks. This shall include the use of a backflow prevention device to prevent contamination of Council's potable water supply.

LAND USE

1. That the development must be undertaken/carried out in accordance with the plans:

Paterson Pitts Group Job No W5620

- 'Scheme Plan Lots 31-43, 59-138, 900-906 Being a Subdivision of Lot 999 DP 535926' Dwg 002 Sheet 101 Rev E 12/10/2021
- 'Vehicle Entrances Lots 31-43, 59-138, 900-906 Being a Subdivision of Lot 999 DP 535926' Dwg 002 Sheet 101a Rev D 21/05/2020
- 'Scheme Plan Lots 31-43, 59-138, 900-906 Being a Subdivision of Lot 999 DP 535926' Dwg 002 Sheet 102a Rev E 10/12/2021
- 'Scheme Plan Lots 31-43, 59-138, 900-906 Being a Subdivision of Lot 999 DP 535926' Dwg 002 Sheet 102b Rev E 12/10/2021
- 'Scheme Plan Lots 31-43, 59-138, 900-906 Being a Subdivision of Lot 999 DP 535926' Dwg 002 Sheet 102c Rev E 12/10/2021
- 'Scheme Plan: Typical Road Cross Section' Dwg 002 Sheet 103 Rev C 16/08/2019
- 'Scheme Plan: Roading Longsections' Dwg 002 Sheet 104a Rev C 16/08/2019
- 'Scheme Plan: Roading Longsections' Dwg 002 Sheet 104b Rev C 16/08/2019
- 'Scheme Plan: Roading Long Sections' Dwg 002 Sheet 104c Rev C 16/08/2019
- 'Earthworks Plan Existing Contours' Dwg 003 Sheet 101 Rev 0 16/08/19
- 'Earthworks Plan Proposed Contours' Dwg 003 Sheet 102 Rev 0 16/08/19
- 'Earthworks Plan Cut/Fill Plan' Dwg 003 Sheet 103 Rev 0 16/08/19
- 'Earthworks Plan Cross Sections' Dwg 003 Sheet 104a Rev 0 16/08/19
- 'Earthworks Plan Cross Sections' Dwg 003 Sheet 104b Rev 0 16/08/19
- 'Earthworks Plan Cross Sections' Dwg 003 Sheet 104c Rev 0 16/08/19
- 'Earthworks Plan Landscaping Bund Plan' Dwg 003 Sheet 105 Rev 0 16/08/19

stamped as approved on 11/11/2021

and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

Advice Notes

No further signs, such as window signs or sandwich boards, are permitted by this resource consent.

This site may contain archaeological material. Under the Heritage New Zealand Pouhere Taonga Act 2014, the permission of the Heritage New Zealand Pouhere Taonga must be sought prior to the modification, damage or destruction of any archaeological site, whether the site is unrecorded or has been previously recorded. An archaeological site is described in the Act as a place associated with pre-1900 human activity, which may provide evidence relating to the history of New Zealand. These provisions apply regardless of whether a resource consent or building consent has been granted by Council. Should archaeological material be discovered during site works, any work affecting the material must cease and the Heritage New Zealand Pouhere Taonga must be contacted (Dunedin office phone 03 477 9871).

The subject site is identified on the Council's interim hazard register as being within an area that has been notated as being subject to inundation, flooding, instability and slippage. It is recommended that the consent holder consult an appropriately qualified engineer to confirm whether such a potential threat actually exists in relation to the proposed activity.

For Your Information**Monitoring**

The conditions in your decision will advise if monitoring is required. To assist with compliance of your resource consent, and to avoid your monitoring deposit being used before your development starts, please complete the [“Notice of Works Starting Form”](#) and email to the Monitoring Planner at RCMonitoring@qldc.govt.nz

Environmental Management Plan

Please be aware of your requirements to appropriately manage environmental effects associated with your activity. Site management means having adequate controls in place on your site. This will ensure compliance is achieved and harmful by-products of construction activities do not damage the environment or cause nuisance to neighbours. We’ve provided some [advice](#) to help you mitigate any possible adverse effects that may be generated on your site as a result of construction related activities.

Engineering Acceptance

You may also have conditions that require you to apply for Engineering Acceptance. To apply, please complete the [Engineering Acceptance Application Form](#) and submit to engineeringapprovals@qldc.govt.nz. Further information regarding Engineering Acceptance can be found [here](#).

Development Contribution

If this decision requires a development contribution (DC) charge, we will be sending a notice in due course. To answer questions such as what is a DC charge, when a DC charge is triggered and timing of payments, this information is available [here](#).

If you wish to make a DC estimate calculation yourself, please use this [link](#). Full details on current and past policies can be found [here](#).

APPENDIX 2 – APPLICANT’S AEE

ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

Alpine Meadows Stage 1

March 2020



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F:	Urban Design Report

1.0 INTRODUCTION

- 1.1 This assessment of effects on the environment is prepared in accordance with section 88 and Schedule 4 of the Resource Management Act 1991 (the Act). It accompanies an application by Orchard Road Holdings Limited (ORHL) for consent to subdivide land at the new subdivision to be known as Alpine Meadows, including bulk earthworks.

2.0 SITE DESCRIPTION

- 2.1 The application site is a 17ha area of land contained within a larger parcel of 42.215ha legally described as Lot 999 DP 535926. A copy of the CoT and relevant consent notice is contained at **Appendix A**.
- 2.2 The site is located to the south of the Enterprise Drive industrial area, which is accessed from Ballantyne Road. A large landscaped open space area and future road separates the site from the industrial area to the north. The landscaped area and industrial land have been developed under RM161241 and RM171177.
- 2.3 The Alpine Estates subdivision lies to the west of the site with a direct connection to the site via Deans Drive. To the south of the site is land owned by ORHL which is currently rural but subject to a mediation agreement between ORHL and QLDC to rezone as Lower Density Suburban Residential Zone (LDSRZ).
- 2.4 To the west of the site is Rural General zoned land, which is also the subject of an appeal on the PDP to rezone as LDSRZ.
- 2.5 The application site itself is 17 ha of land which was zoned Low Density Residential through Plan Change 46 (a small part of the application site extends south into the Rural General Zone). The site is part of a flat glacial and fluvially created landform between Lake Wanaka, the Cardrona River, Mt Iron and the Cardrona Range. It is within a larger fluvial terrace system.
- 2.6 The site has previously been used for casual sheep grazing and pastoral grass production. It has a cover of pastoral grasses with a small group of trees approximately midway along the northern boundary. The open cover of pastoral grass continues to the south and west. The southeast boundary of the site is bordered by an established shelter belt.

3.0 DESCRIPTION OF ACTIVITY

- 3.1 The application proposes a subdivision to create 93 residential lots, one road to vest, four local purpose reserves and two balance lots. A scheme plan showing the subdivision is contained at **Appendix B**. The lots range in size from 600m² to 895m².

- 3.2 This application also seeks to include the bulk earthworks for the site already approved through RM191334.

Roading and Infrastructure

- 3.3 The following sections set out the proposed infrastructure and earthworks. Full details of infrastructure are contained in the Paterson Pitts Infrastructure Report contained at **Appendix C**, details of the earthworks area contained at **Appendix D**.

Road Dimensions and Layout

- 3.4 The Infrastructure Report shows the proposed road layout for the future overall subdivision to provide context and to allow proper consideration of the proposed intersections and future road connections sought through Stage 1.
- 3.5 The road layout has been governed primarily by the location of the existing road connections with Deans Drive, Orchard Road and Ballantyne Road, the topography of the site as well as potential future development on neighbouring sites.
- 3.6 Road dimensions have been based initially on the minimum requirements outlined in Table 3.2 of the QLDC Land Development and Subdivision Code of Practice (LDSCOP) and then modified to suit the functional and aesthetic goals of the proposed development. The LDSCOP requirements have been modified in one area:
- Road legal width.
- 3.7 Roads classified as E11 'lane' have a minimum legal width requirement of 9m. This has been increased to a minimum of 15m as it is considered that 9m creates too narrow a road corridor that is not in keeping with the open space feeling that generally exists in Wanaka. It is also considered that a 9m legal width makes it more difficult to construct underground services in the corridors specified by the relevant authorities whilst still achieving the required road cross section parameters.
- 3.8 Roads classified as E12 Local Road have a minimum legal width requirement of 15m. This has been increased to a minimum of 18m as it is considered that 15m creates too narrow a road corridor that is not in keeping with the open space feeling that generally exists in Wanaka. It is also considered that a 15m legal width makes it difficult to construct underground services in the corridors specified by the relevant authorities whilst still achieving the required road cross section parameters.
- 3.9 There are 3 main roads proposed in Stage 1 of the Alpine Meadows Development and 5 future road take offs. These roads can be summarised as follows:

Road 1

- 3.10 This Road is a continuation from Deans Drive and will provide the only access to the Stage 1 development. The parameters of Deans Drive, constructed to the site boundary as part of the

Alpine Estate subdivision, will be continued through the proposed Road 1 and this road will terminate at an intersection with the proposed Road 2A.

Road 2A

- 3.11 This road will intersect with Road 1 and provide Access to Lots before looping back around to the Road 1 termination. Even though it is a continuation, Road 2A and future Road 2B have been split for the purpose of establishing their design parameters as they will not be utilised by traffic in their entirety. There is an area reserved across from the intersection with Road 3 for an access to the adjoining Lot to provide a future connection point.

Road 3

- 3.12 Road 3 provides access to Lots and intersects with Road 1 and Road 2A.

Road 2B (Future)

- 3.13 This Road is a continuation of Road 2A from the termination of Road 1 and provides a link through to Road 5. There is an area reserved for an access to the adjoining Lot as per the QLDC structure plan.

Road 4A (Future)

- 3.14 This Road will be a main link from Orchard Road through to Ballantyne Road via Road 4B and future Road 13. At this Stage it is proposed to construct the intersection for Road 1 and Road 4A.

Road 4B (Future)

- 3.15 This Road will be a main link from Orchard Road through to Ballantyne Road via Road 4A and future Road 13. At this Stage it is proposed to construct the intersection for Road 1 and Road 4B.

Road 5 (Future)

- 3.16 This Road will provide a link from Orchard Road through to Road 1 as well as providing links to the internal subdivision.

Road 9A (Future)

- 3.17 This Road will provide access from the future subdivision to Road 1 and the wider Ballantyne Road area.

- 3.18 Typical Cross Sections for all proposed Stage 1 roads are shown on sheet 103 of the plans contained at **Appendix B**.

Place and Link Functions

- 3.19 Section 3.2.4 of the QLDC LDSCOP states that “the two fundamental roles of a road are to provide a space for interaction between people for a range of purposes and access to land so that movement between places can occur”.

Place Context

- 3.20 Place context is defined for both the specific land use served and the broader area type in which it is located.
- 3.21 The land use characteristic is defined according to the description of predominant activities in individual areas. QLDC LDSCOP uses the descriptions ‘live, play, work and learn, in addition to activities associated with growing manufacturing and transporting of goods and products’.
- 3.22 Using Table 3.1 from NZS4404:2010, the development areas have been categorised as:
- Land use: live and plan
 - Area type: suburban
- 3.23 The live and play land use is defined as ‘homes, home based businesses, and mixed use developments with residential uses, as well as parks and low impact recreation’. The proposed use of the development is for residential homes and local purpose and/or recreation reserves that is consistent with the live and play land use.
- 3.24 The suburban area type is defined as ‘low and moderate density housing up to 15 units per hectare in an area where housing is the exclusive or dominant use’. The proposed development site as a whole is approximately 42.2ha and will contain approximately 370 houses once fully developed, thus yielding a dwelling unit density of 8.8 units per hectare. Residential housing will be the prominent land use allowing for the fact that there could possibly be a few home-based businesses established.
- 3.25 The ‘urban’ area type anticipates a much higher residential density (50 units per hectare) plus the inclusion of other land uses and is therefore not an appropriate category for the subject site. Similarly, the ‘rural’ area type is not appropriate because this is intended for a residential population outside of the urban limits, this the area type is suburban.
- 3.26 Table 3.1 explains the transport context for the suburban area type is private vehicles as the dominant form of transport with public transport providing for peak flow on arterial connector/collector roads. It further explains that non-motorised trips are primarily recreational and occur on local roads. Whilst the public transport component is not currently applicable in the Wanaka context and private vehicles will be the prominent form of transport for the next few years, it is anticipated that public transport will be in place at some time in the future. Bus stops could be situated on Road 4A, 4B and/or Road 13 thus providing short walking distances from the proposed lots to the wider public transport points. These Roads

have all been classified as E13 with 20m legal width and 2 x 4.2 movement lanes which will allow for bus stops to be incorporated into these Roads.

Link Context

- 3.27 Link context is classified by the extent of access and the degree of through movement intended to be served. This standard includes three levels of link context;
- Lane: a road that provides a very high local access and very limited through movement connectivity. Very low vehicle speeds with shared pedestrian and vehicle access predominate.
 - Local road: a road that provides very high local access and connectivity for a local area. Low vehicle speeds, pedestrian and local amenity values predominate;
 - Connector/collector road: a road that provides circulation in local areas and links to arterial roads, while balancing this with pedestrian and local amenity values. Higher vehicle and access for all modes of transport, including public transport, predominate.
- 3.28 The proposed road classification table contained within the Infrastructure Report (**Appendix C**) details the design traffic movements per day and which of the above three classification options has been assigned to each of the proposed roads.

Connectivity

- 3.29 Section 3.2.5 of NZS4404:2010 states that well connected networks (roads and other links) are achieved with smaller block sizes and regular connections. Network connectivity shall be designed to achieve:
- Shorter travel distances;
 - An increased number of alternative routes for all types of users;
 - Increased opportunity for interaction;
 - Improved access to public transport, cycling and walking networks, and access to destinations.
- 3.30 The proposed road layout provides considerable options for route choice by utilising connection points to existing roads. Major road linkages are as follows:
- Orchard Road to Ballantyne Road via Road 4A, Road 4B and Road 13;
 - Orchard Road to Ballantyne Road via Road 4A, Road 1, Deans Drive, Avalon Station Drive and Gordon Road;
 - Orchard Road to Ballantyne Road via Road 5, Road 1, Deans Drive, Avalon Station Drive and Gordon Road;
 - Orchard Road to Ballantyne Road via Mountain View Drive, Deans Drive, Road 1, Road 4B and Road 13;
 - Ballantyne Road to Cardrona Valley Road via Road 13, Road 4A, Road 4B and Orchard Road;
 - Ballantyne Road to Cardrona Valley Road via Road 13, Road 4B, Road 1, Deans Drive and Avalon Station Road.

- 3.31 The proposed roading layout linkage points and connectivity is consistent with the routes shown in the Wanaka Transportation and Parking Strategy 2008 and Wanaka Structure Plan 2007.

Target Operating Speeds

- 3.32 Section 3.3.5 of the LDSCOP states that traffic management shall be included in the road design to ensure that the target operating speed are achieved. Target operating speeds can be managed by physical and psychological devices such as narrowed movement lanes, reduced forward visibility, slow points, build outs, lengths, chicanes, planting and landscaping and street furniture and art works. The two key geometric factors that contribute to achieving the target operating speed are carriageway width and forward visibility.
- 3.33 The proposed carriageway widths are consistent with the requirements of the QLDC LDSCOP in order to provide a suitable number of through lanes as well as making provision for car-parking and passing manoeuvres.

LID Principles for Stormwater Run-Off from Roads

- 3.34 It is proposed to direct all stormwater runoff from roads to the roadside kerb and channel which will in turn discharge into mudtanks and an underground piped network. Ultimately all stormwater runoff from the roads in Stage 1 will be piped to the stormwater reserve located in Lot 902 along the north-eastern boundary of the development site. The design is considered to be 'low impact' since all stormwater will be retained within the development sites and the proposed solution responds to soil types at this site.

Cyclists

- 3.35 Cyclists will share the movement land on all E13 Roads. For all roads classed at E11 and E12 cyclists will share the movement land as per table 3.2 of the QLDC LDSCOP.

Car Parking

- 3.36 Road 1 will provide separate and recessed carparking for the entire length from the Road 4A intersection to Road 2A termination. This is in keeping with the continuation from Deans Drive. It is intended that Lots will form their vehicle crossings and the parking will be located outside of these areas. There are sufficient areas within these car parks to exceed the minimum 1 car park per residential unit/lot.
- 3.37 Roads 2A and 3 allow for parking to be shared in the movement lane as per table 3.2 of the QLDC LDSCOP. A 5.7m movement lane width provides for the ability to park on one side of the road and one through lane, or alternatively two through lanes. Neither option will be delineated but rather this will be left for road users to decide.

Vesting of Assets

- 3.38 All proposed roads and services within them will vest in Council on completion of the subdivision.

Stormwater

- 3.39 A stormwater disposal assessment for the overall subdivision has been prepared by Ground Consulting Ltd and is contained at **Appendix C**. In terms of the proposal, all impervious areas within residential lots will be accommodated by private on-site soakage pits on a lot by lot basis. Design of the soakage pit for each lot will be undertaken for building consent in accordance with the following design guidelines:
- Soak-pits should accommodate a 5% AEP (1 in 20 year) storm in accordance with QLDC's Land Development and Subdivision Code of Practice.
 - Soak-pits should be located outside of the influence of building foundations and property boundaries.
 - Run-off from driveways should include a cess-pit with a suitably sized silt trap or similar.
 - Run-off from roofs should include appropriately sized gutters and down-pipes.
- 3.40 All impervious areas within the road reserve will drain to the kerb and channel and then into the reticulated drainage piping network via mudtanks. The reticulated drainage piping network will discharge into a stormwater soakage system located in the proposed Lot 902.
- 3.41 The stormwater effects are considered to be less than minor as the post-development flows will be attenuated to pre-development levels.

Wastewater

- 3.42 A wastewater assessment is contained in the infrastructure report at **Appendix C**. This assessment concludes that there is sufficient capacity in the downstream wastewater network to accommodate the increased flows from the development.
- 3.43 Each lot will be provided with a 100mm diameter lateral that is connected to the reticulated mains within the road corridors. All wastewater will gravity flow to a connection point to Council's wastewater network.

Water Supply

- 3.44 Hydraulic modelling has been undertaken by Watershed and is included in the Infrastructure Report at **Appendix C**.
- 3.45 There is an existing 150mm diameter water main on the western side of Enterprise Drive and a 150mm watermain on the northern side of Deans Drive.
- 3.46 A 150mm diameter watermain will tee into the existing 150mm watermain on Enterprise Drive and run through the proposed walkway, south along Road 2A and west along Road 1 where it will connect into the existing 150mm diameter water main on Deans Drive.

- 3.47 A 150mm diameter watermain will also run east on Road 2A and terminate at the end of Stage 1. Future development will see this 150mm diameter watermain run south along Road 2B through to Road 4A and loop back to the 150mm diameter watermain on Road 1.
- 3.48 Individual lost will be serviced with lateral connections off a new network of 150mm diameter watermain, 100mm diameter watermain and 50mm diameter ridermain. Fire hydrants and valves will be incorporated into the design in accordance with the relevant standards.
- 3.49 Fire hydrants with adequate pressure and flow will service the development with a minimum Class FW2 firefighting water supply in accordance with the NZ Fire Service Code of Practice for firefighting water supplies SNZ PAS 4509:2008.

Electricity Supply

- 3.50 Aurora have confirmed that electricity connections can be made available to all residential lost contained in the proposed subdivision. A letter from Aurora confirming this is contained in the Infrastructure Report at **Appendix C**.

Telecommunications Supply

- 3.51 A letter from Chorus confirming telecommunications connections can be made available to all residential lots is contained at **Appendix C**.

Earthworks

- 3.52 Earthworks have been consented through RM191334. Consent is sought to include these earthworks as part of the subdivision consent in order to 'reset' the ground levels for the purpose of determining maximum building heights.
- 3.53 The earthworks volumes can be summarised as follows:

Strip topsoil	54,000m ³
Cut structural fill from roads and residential lots	95,000m ³
Fill structural fill to roads and residential lots	53,000m ³
Re-spread topsoil to residential allotments and road side berms	28,000m ³
Cart excess fill to stockpile onsite	23,000m ³
Cart excess topsoil to stockpile onsite	20,200m ³
Total area of earthworks	15.47ha
Maximum cut depth	2.6m
Maximum fill depth	2.8m

- 3.54 Earthworks plans are contained at **Appendix D**.

Reserves

- 3.55 ORHL has engaged in discussions with the QLDC in regard to vesting lot 906 as a recreation reserve. If lot 906 is not vested as reserve, it will be retained by ORHL and reserve contributions met by alternative means.

4.0 ACTIVITY STATUS

Operative District Plan

- 4.1 The application site is on land identified in the Operative Queenstown Lakes District Plan (ODP) as Low Density Residential with a very small proportion of the site located within the Rural General Zone.
- 4.2 Rule 15.2.3.2 provides for subdivision as a controlled activity where it complies with all Site and Zone Standards and is not specified as a Discretionary or Non-complying activity. The proposed activity is not specified as a Discretionary or Non-complying activity insofar as it relates to the Low Density Residential Zone. Rule 15.2.3.3(vi) provides that all subdivision in the Rural General Zone is a Discretionary Activity.
- 4.3 Zone Standard 15.2.6.3i sets out minimum lots sizes for each zone. The minimum lot size for the Low Density Residential Zone in Wanaka is 700m². There are a number of proposed lots sized between 600m² and 700m² therefore the application breaches this Zone Standard. Rule 15.2.3.4 provides that any subdivision which does not comply with any one or more of the Zone Standards is a Non-Complying Activity. There is no minimum lot size specified for the Rural General Zone.
- 4.4 Rule 15.2.3.3 applies specifically to the Ballantyne Road Low Density Residential Zone and provides for landscaping and earthworks within the area shown as a 15m wide No Building Area on Planning Map 23 and Figure 15.2 as a restricted discretionary activity.
- 4.5 Rule 15.2.3.4(xix) provides for any subdivision of the land contained within Figure 15.2 as a Non-Complying Activity if it occurs prior to 100% of the landscaping and earthworks within the area shown as the 15m side No Building Area having been implemented. It is proposed to implement this planting and earthworks prior to subdivision.
- 4.6 Chapter 22 of the District Plan relates to earthworks. Site Standard 22.3.3i and Table 22.1 sets out the maximum total volume of earthworks for a site. In the Low Density Residential Zone the maximum total earthworks must not exceed 300m². The proposed earthworks will breach the maximum volume. Pursuant to rule 22.3.2.3 earthworks that do not comply with one or more Site Standards shall be a Restricted Discretionary activity.
- 4.7 Chapter 14 of the District Plan relates to Transport. Site Standard 14.2.4.2vi sets out the minimum distance of vehicle crossings from intersections. Lots 110 and 125 will not comply

with this rule. Activities that do not comply with Site Standards are Discretionary pursuant to rule 14.2.2.3ii.

- 4.8 The overall status of the application under the Operative District Plan is **Non Complying**.

Proposed District Plan

- 4.9 The part of the site zoned Low Density Residential Zone was rezoned through Plan Change 46 and has not been included in the District Plan Review.
- 4.10 The part of the site currently zoned Rural is proposed to be rezoned in the Proposed District Plan as Lower Density Suburban Residential. Rule 27.5.7 provides that all subdivision in the Lower Density Suburban Residential Zone is a Restricted Discretionary Activity (unless otherwise provided for). Rule 27.6.1 identifies the minimum lot size as 450m².
- 4.11 The activity is a **Restricted Discretionary Activity** under the Proposed District Plan.

5.0 SECTION 104(1)(b)

- 5.1 Section 104(1)(b) requires that in considering an application for a resource consent a consent authority must have regard to 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 propose plan.

- 5.2 There are no national policy statements or New Zealand coastal policy statements relevant to this application. The documents that are relevant are considered below.

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

- 5.3 The National Environmental Standard (NES) for Assessing and Managing Contaminants in Soil to Protect Human Health 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 (HAIL).
- 5.4 The site has previously been used as pastoral land and a review of Regional and District Council records and hazard maps has not identified the site as having been used for a Hail activity. ORC confirmation is contained at **Appendix E**.

Policy Statements and Plans

- 5.5 The following policy statements and plans are relevant to this application:

- The Otago Regional Policy Statement, which became operative on the 1st October 1998;
- The Partially Operative Regional Policy Statement;
- The Queenstown Lakes District Council District Plan, which was made fully operative in 2009;
- The Proposed Queenstown Lakes District Plan on which decisions were notified on the 7th May 2018. Some of the decisions are currently under appeal.

5.6 An assessment of relevant objectives and policies is included at **Attachment 1**. Overall the proposal complies with the relevant objectives and policies.

6.0 PART 2

6.1 Clause 2(1)(f) of Schedule 4 of the Act requires an assessment against the matters set out in Part 2. Part 2 sets out the purpose and principles.

6.2 The purpose of the Act is to promote the sustainable management of natural and physical resources. Section 5 of the Act defines sustainable management as;

managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables 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.

6.3 The application proposes the creation of 93 residential lots. The development is on already-zoned land and is a logical extension of residential development within Wanaka in terms of urban design and infrastructure. Although some of the lot sizes are smaller than provided for in the operative Zone, they are of a sufficient size to accommodate a family residence and the slightly higher density is a more sustainable and efficient use of the land.

6.4 Section 6 sets out matters of national importance. None of the matters listed are of relevance to the application.

6.5 Section 7 sets out other matters. 7(b) is the efficient use and development of natural and physical resources. The proposed subdivision includes smaller lots which represent the efficient use of land particularly at a time when there is very high demand for residential sections in the area.

7.0 ASSESSMENT OF ACTUAL OR POTENTIAL EFFECTS

- 7.1 The application seeks consent for a Non-Complying subdivision and earthworks. Potential effects arising from the proposal relate to urban design, transportation, earthworks effects and effects on rural amenity.

Urban Design

- 7.2 An Urban Design Report has been prepared by Williams and Co and is contained at **Appendix F**. The report finds that the proposed subdivision is considered appropriate in terms of urban design outcomes. The key features which lead to this finding are:

- A regular grid pattern is adopted, appropriate to the flat topography, which allows for (generally) lots to front street with 'backs to backs'. Rear lots, while existing, are not predominant. Lot orientation allows suitable solar access.
- Connections out from the site have been considered in all respects including to the north in terms of pedestrian access into the Open Space area associated with the Industrial B zoning and the access links to the north, south and east in terms of future proofing roading connections, and to the west by way of connection to Deans Drive.
- No specific local park space is provided with the subdivision however, given the proximity to the open space to the north along with the relative size of the subdivision and opportunities for neighbourhood park space in the development of the surrounding land, this is considered appropriate in this instance.
- The design respects the controls imposed by the planning framework in terms of the interface with the industrial zoning to the north and the buffer strip to the east.

- 7.3 In terms of consistency with the design principles of the QLDC Subdivision Design Guidelines 2015:

- The design is fundamentally logical in terms of a response to the opportunities and constraints of the site. It is a basic grid pattern which connects or provides for future connections in all directions.
- In this respect, integration is provided by way of roading and trail networks;
- The layout responds to the flat nature of the general area and provides a simple form which will not be out of character.
- There are no existing focal points in the immediate vicinity in terms of services or facilities with the exception of the activity contained within the industrial zoning. However, links to the north and west and to Ballantyne Road will enable connection to the wider surrounds including, for example, Three Parks;
- There is a standard size of lots proposed within the subdivision and given the ODP zoning, opportunity for infill is not anticipated;
- Connections including walking and cycling connections are sufficiently provided for;
- Open spaces are proposed in terms of links to and within the Industrial B zoning to the north;

- Lots generally front roads and will contribute to safety in this respect. Trails contribute to a limited extent.

7.4 In terms of site characteristics and opportunities and constraints leading to the subdivision design, the Report identifies that this is a parcel of LDR zoning sitting within a larger development context, so opportunities are generally limited to the connection points.

7.5 The other desirable outcomes of the design guidelines are addressed as follows:

Transport and connections

- The roading networks proposed are direct and provide connections beyond the site. The access lots (providing for pathways) create direct connections to the north;
- The use of cul-de-sacs is avoided;
- The roading environment is made up of a series of relatively short lengths and with lots which front the road. Standard conditions of consent in relation to lot frontages could assist with principles in terms of surveillance and public safety associated with the street environment;
- There are no considered to be any community facilities within 500m given the context of the site;
- Connections are provided and will enable links to Ballantyne Road in particular which may provide for public transportation in the future;
- No bus stops are provided in the road design, however, they could be retrospectively installed in the future.

Street and Lot Orientation and Layout

- Roads are not directly north/south but are offset. This provides for lots to have good sunlight;
- Any south facing lots have backyards which will receive good sunlight given the size of the lots;
- The length and size of the blocks is limited so pedestrian connections/breaks are not considered critical;
- Rear lots are limited and while they do occur there is no concern in respect to the poor outcomes that can be generated by infill of rear lots given that density provisions restrict development to one residential unit per lot n

Earthworks

7.9 The effects of the proposed earthworks have been considered through RM191334 and found to be no more than minor.

Access and Transportation

7.10 Transportation effects have been addressed through the Transportation Assessment contained within the Infrastructure Report at **Appendix C**. The assessment considers the effects of non-compliance with rule 14.2.4.2(v) (distance of vehicle crossings from

intersections) and finds that the non-compliant lots are located opposite tee-intersections so there is unlikely to be any confusion associated with drivers turning at the intersection or the vehicle crossings. There will be good inter-visibility between drivers at the vehicle crossing and at the tee-intersection, which will reduce the potential for conflict. The vehicle crossings will access low volume residential properties and the roads themselves will also be low volume.

- 7.11 Overall the Transportation Assessment finds that the proposed transport network for the Alpine Meadows subdivision will provide safe and efficient access to the proposed residential lots and is in general accordance with the QLDC LDSCOP. Deans Drive is considered to be an appropriate access to accommodate Stage 1 of the development.

Effects on Rural Amenity

- 7.12 A small part of the application site is zoned Rural but agreement has been reached through mediation to rezone this land as Lower Density Suburban Residential Zone along with the remaining ORHL land between the site and Orchard Road.
- 7.13 The land to the east of the site is zoned Rural in the ODP and Rural Residential in the PDP, although at least part of it is subject to a mediated agreement to be rezoned Lower Density Suburban Residential Zone. Provision has been made within the subdivision to link through to the land to the east to provide connectivity to any future residential development.
- 7.14 There is an existing vineyard to the east of the site. Reverse sensitivity effects on this property were considered as part of PC46 and it was agreed to create a planted bund, no build area and maximum height limit for properties adjoining this boundary. These measures have been incorporated into the proposed subdivision design.
- 7.15 The effects on the Rural amenity are therefore considered to be no more than minor.
- 7.16 The overall effects of the subdivision and land use are considered to be no more than minor.

8.0 ASSESSMENT OF AFFECTED PERSONS

- 8.1 There are not considered to be any parties adversely affected by the proposed subdivision. Effects on the rural neighbours were addressed as part of Plan Change 46 and agreed mitigation has been implemented through the subdivision and earthworks.

9.0 CONCLUSION

- 9.1 The application proposes a subdivision to create 93 residential lots within the Low Density Residential Zone, although a small part extends into the Rural General Zone, and seeks land use consent for earthworks.

- 9.2 The subdivision will create housing land in land zoned for that purpose and will not result in any adverse effects on the environment that are more than minor.

APPENDIX 3 – URBAN DESIGN ASSESSMENT

SEPTEMBER 11, 2019

52

WILLIAMS & CO.

PLANNING / URBAN DESIGN / DEVELOPMENT

URBAN DESIGN REPORT.

Alpine Meadows Residential Subdivision

EXECUTIVE SUMMARY

Consent is sought for the residential subdivision of land located at 'Alpine Meadows' being to the south-west of the Ballantyne Road industrial zoning, and north of Orchard Road.

The reference documents assessed comprise the the plan set prepared by Patterson Pitts Partners (dated 16 August 2019) – Alpine Meadows Stage 1 Wanaka.

This report comprises an urban design review of the of the proposed subdivision, considered against the QLDC Subdivision Guidelines 2005, urban design principles and the relevant considerations of the planning framework.

The reporting concludes that the proposed subdivision design represents urban design in accordance with the guideline and is an appropriate response to the context, site and zoning.

INTRODUCTION

Site & Context

The site of the proposed subdivision is located south of the Ballantyne Road (B) industrial area and sits 'internally' from Orchard Road to the south and Riverbank Road to the east. The land to the west and its detail in terms of roading structure is under development but includes Deans Drive connecting to Avalon Station Drive and Cardrona Valley Road.

The location of the proposed subdivision is land zoned Low Density Residential (yellow in Figure 1 below) under the Operative District Plan.

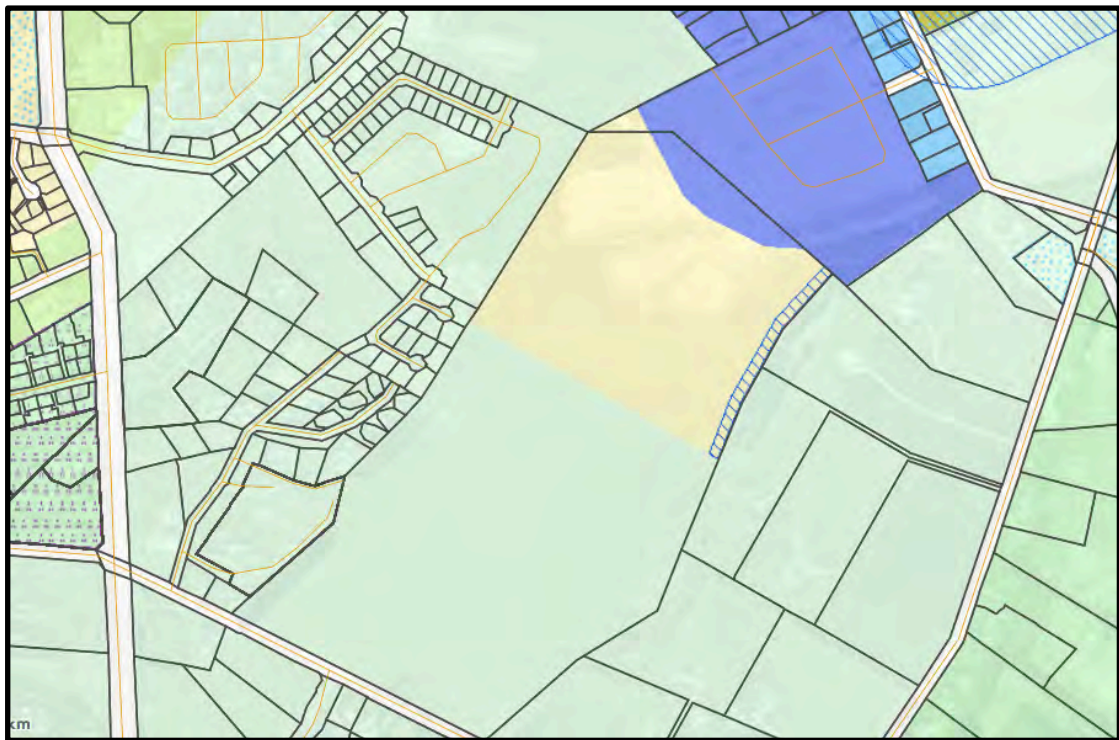


Figure 1: Site Context (QLDC GIS ODP)

As evident in Figure 1, the wider site both contains and adjoins the Ballantyne Road industrial zoning to the north-east. This subdivision will therefore include areas of the industrial zoning. This interface has been considered and its anticipated treatment set out within a Structure Plan of the ODP¹

The site also contains a 15m 'buffer strip' along its eastern boundary with the Rural lots accessed off Riverbank Road. The Operative District Plan also contains a framework inclusive of rules within the subdivision chapter which set out the expectations for treatment of this 15m buffer strip² including mounding and landscaping, and a reduced building height.

It should also be noted in terms of context, that under the Proposed District Plan, the land to the west of the site has been rezoned Lower Density Suburban Residential (shown brown in Figure 2), and that the land to the south and east is currently under appeal in terms of zoning.

Within Figure 2 below, the location of the proposed subdivision is identified as 'PC46' (white).

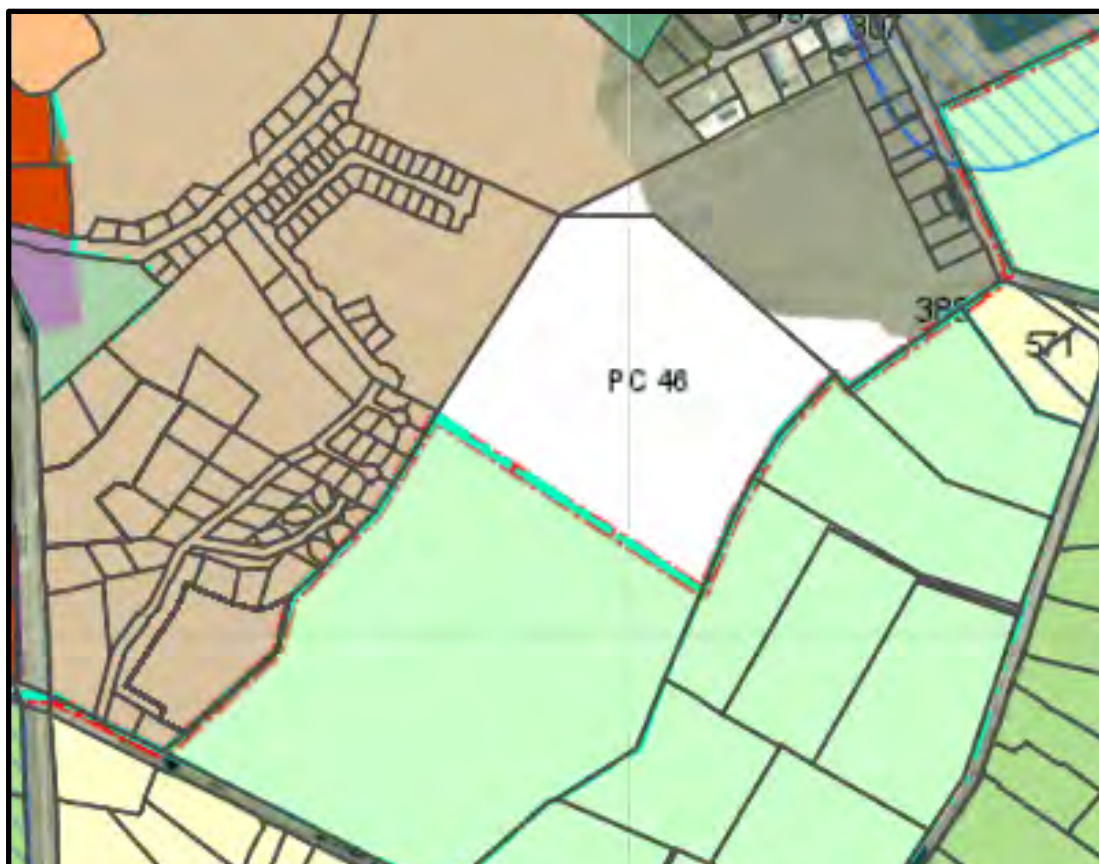


Figure 2: PDP zoning including zoning under appeal (QLDC Arc GIS)

¹ Figure 11.3 Ballantyne Road Industrial B Zone and Open Space Structure Plan - Chapter 11 QLDC Operative District Plan.

² Figure 15.2 Ballantyne Road Low Density Residential Zone Structure Plan – Chapter 15 QLDC Operative District Plan.

Proposal

Figure 3 illustrates the proposal, being the subdivision of the subject site to create allotments for residential purposes, and associated lots for roads to vest in QLDC. In addition, there are four lots to vest as reserve, Lot 901 for access, Lot 902 for drainage (also containing access) Lot 906 as reserve and Lot 905 for future roading. Lots 903 and 904 will be balance land.

Lot sizes (net) range from 600m² to 855m². Each lot is designed to contain one residential unit.



Figure 3: Subdivision Proposal (Paterson Pitts Partners)

Considerations

This report will address the proposed subdivision in terms of urban design principles generally, structured on the QLDC Subdivision Guideline 2015 and also consider the relevant planning framework.

The site is zoned Low Density Residential under the Queenstown Lakes District Council's Operative District Plan.

WILLIAMS & CO.

PLANNING / URBAN DESIGN / DEVELOPMENT

www.williamsandco.nz

ASSESSMENT: URBAN DESIGN

A] Assessment

Overall, the proposed subdivision design is considered to be appropriate in terms of urban design outcomes.

Specifically, the key features of the subdivision design which result in this are:

- A regular grid pattern is adopted, appropriate to the flat topography, which allows for (generally) lots to front street with 'backs to backs'. Rear lots, while existing, are not predominant. Lot orientation allows suitable solar access.
- Connections out from the site have been considered in all respects including to the north in terms of pedestrian access into the Open Space area associated with the Industrial B zoning and the access links here, to the south and east in terms of future proofing roading connections, and to the west by way of connection to Deans Drive.
- No specific local or community park space is provided within the subdivision however given proximity to existing open space (north) along with the relative size of the subdivision and opportunities for neighbourhood park space in the development of the surrounding land, this is considered appropriate in this instance.
- The design respects the controls imposed by the planning framework in terms of the interface with the industrial zoning to the north (Open Space) and the buffer strip to the east (lots containing buffer strip are larger in size enabling the buffer treatment to be installed without compromising outdoor space on the lots).

B] QLDC Subdivision Guideline 2015

- i The design guidelines firstly set out a set of **design principles**

In response to these:

- The design is fundamentally logical in terms of a response to the opportunities and constraints of the site. It is a basic grid pattern which connects or provides for future connections in all directions.
- In this respect, integration is provided by way of roading and trail networks.
- The layout responds to the flat nature of the general area and provides a simple form which will not be out of character.
- There are no existing focal points in the immediate vicinity in terms of services or facilities with the exception of the activity contained within the industrial zoning. However, links to the north and west and to Ballantyne Road will enable connection to the wider surrounds including for example Three Parks.

- There is a standard size of lots proposed within the subdivision and given the ODP zoning, opportunity for infill is not anticipated.
 - Connections including walking and cycling connections are sufficiently provided for as described above.
 - Open spaces are proposed in terms of links to and within the Industrial Zone B zoning to the north as anticipated by the Structure Plan.
 - Lots generally front roads and will contribute to safety in this respect. Trails contribute to a limited extent.
- ii The neighbourhood and site analysis has considered the site characteristics and opportunities and constraints leading to the subdivision design. Given this is a parcel of LDR zoning sitting within a larger development context, this is generally limited to the connection points.
- iii The design guideline then outlines desirable outcomes in terms of the following aspects:

Transport and Connections

- The roading networks proposed are direct and provide connections beyond the site. The access lots (providing for pathways) create direct connections to the north.
- The use of cul-de-sacs is avoided.
- The roading environment is made up of a series of relatively short lengths and with lots which front the road. Standard conditions of consent in relation to lot frontages could assist with principles in terms of surveillance and public safety associated with the street environment.
- There are not considered to be community facilities within 500m given the context of the site.
- Connections are provided and will enable links to Ballantyne Road in particular which may provide for public transportation in the future.
- No bus stops are provided in the road design however it is considered could be retrospectively installed if required.

Street and Lot Orientation and Layout

- Roads are not directly north/south but are offset. These do provide for lots which will still have good sunlight.
- Any south facing lots have backyards which will receive good sunlight given the size of the lots.

- The length and size of the blocks is limited – while there are no pedestrian connections/breaks between the blocks (except between Lots 131 and 132) this is not considered critical given the relatively limited block length (200m approx.).
- Rear lots are limited and while they do occur there is no concern in respect to the poor outcomes that can be generated by infill of rear lots given the density provisions restrict development to one residential unit per lot (e.g. the lots are not anticipated to provide for further density).
- Tree species are yet to be determined but a condition can ensure that they are selected to be appropriate in terms of Council's guidelines.
- No significant earthworks will be required.

Open Spaces

- No park spaces in the form of local or community parks³ will be provided in the design, however the subdivision will involve partial vesting of the Open Space area (Lot 906). This area to the north of the subdivision will provide an attractive landscaped green space containing mounds and linkages (best described as a Connection space). It is understood the landscaping of this area is being undertaken currently as part of the subdivision of industrial land so will be in place to provide amenity for this subdivision.
- On the basis of Council's Parks & Open Space Strategy it is recommended that Council look to secure local or community park space in development stages anticipated to occur in the immediate context of the subdivision, including zoned LDSR land to the west, that provides informal recreation space within a walking distance of these (and other) residential lots.
- Connections with existing walkways and open spaces, to the north of the site will be made, contributing to a network in this location.
- The accessways will be located 'between' lots but not necessarily the backs of lots. A standard condition of consent in respect to treatment of boundary fencing along the reserve lot boundaries could address potential safety type impacts of the placement of the accessways between lots (e.g. fence heights of maximum 1.2m).
- Opportunity has been taken to integrate drainage/stormwater management areas with open space in respect to Lot 902.

Stormwater Management

- Stormwater will be managed within the catchment to avoid problems.
- Predevelopment flows will be designed for.

³ As defined within the QLDC Parks & Open Space Strategy 2017

- There will not be any swales or ponds designed within the subdivision, the reserve space at Lot 902 will provide some amenity value, predominantly functioning in terms of public use as a walkway space.

Overall, the above assessment illustrates that the proposal, is relatively simple but logical and provides for residential lots with appropriate amenity. The primary elements that the guideline seeks to avoid, being cul-de-sacs and rear lots have been minimised. The design responds to context and provides good connections. The proposal is considered to be aligned with the outcomes sought by the guideline.

B] Planning Framework

The design matters inherent in the planning framework are as follows:

Lot Size

The proposal seeks to create lots below 700m² (net) which is the minimum lot size specified for LDR (Wanaka) within the ODP. The creation of lots of this size is not considered to result in any adverse effects in terms of urban design outcomes, given the matters of good design outlined in the reporting above (lot orientation and block layout) will be in place, the lots are of a regular and efficient shape in order to provide for built form, and a lot size of 600m² is suitable to provide for residential living inclusive of sufficient outdoor living space.

It is further noted that in the context of development to the immediate west (PDP LDSR zoning) that these lot sizes of 600m² will not be out of character or smaller than anticipated in this context.

Industrial Zone interface

The proposal has been designed to reflect and respond to the outcomes anticipated by the planning framework in terms of the location of development outside of the Open Space area shown on the Structure Plan for this area (PC 46). It also provides connections into the Open Space area to contribute to its connectivity.

Buffer Strip

The design of the subdivision includes larger lots along the eastern boundary which provide for space for the 'buffer strip' area as required by the planning framework.

The planning rules also require formation of this area in terms of landscaping and mounding at the time of subdivision and it is understood that these works are proposed to be implemented prior to s224 certification to ensure the anticipated outcomes in terms of buffer mitigation. The planning framework also includes a height restriction on built form on these lots.

The design of the lots in this location allows space for this mitigation work to occur without detracting from the ability to comfortably site a residential dwelling and associated outdoor space on these sites.

The location of the roading connection to the east is understood to be in a location that will connect with future roading layouts as may eventuate as a result of development of land to the east.

CONCLUSIONS

The proposal has been considered in relation to the site and context and is considered an appropriate urban design response. The proposal meets the guidance provided by both the QLDC Subdivision Guideline 2015 and the planning framework, and as can be seen by the assessment against those provisions, results in suitable urban design outcomes for this piece of land which is zoned to provide for LDR residential subdivision.

This reporting has referred to recommended conditions of consent to ensure good design outcomes are achieved as follows:

- A 1.2m height restriction on street boundary fencing and any fencing on a boundary with an access lot (Lots 901 and 902).
- Tree species to be selected as appropriate in accordance with Council's guidelines.



Paula Costello

11 September 2019

Alison Devlin
alison@willowridge.co.nz

19 May 2020

ALPINE MEADOWS: PEDESTRIAN LINK

It is understood that Council have requested Urban Design comment on one of the features of the proposed Alpine Meadows subdivision, specifically a pedestrian linkage shown in the subdivision design.

I have previously provided an urban design assessment in respect to the Alpine Meadows subdivision design dated 11 September 2019 which provides background and context.

Proposal:



Figure 1: Subdivision Proposal (Paterson Pitts Partners)

The pedestrian linkage in question is shown highlighted within *Figure 1* above. Council have requested comment as to the appropriateness of this pedestrian link being provided here as opposed to a vehicle and pedestrian access (e.g. road link).

The applicant has also provided to Council an indicative layout of potential future subdivision of land to the south, see *Figure 2*. This illustrates that the proposed pedestrian link would provide walkway access to a proposed road end (cul-de-sac head) as per that design for subdivision.



Figure 2: Indicative Subdivision (Paterson Pitts Partners)

While it is noted that the above subdivision design (indicative) as shown is not under assessment at this stage, it is able to provide a likely response as to what the proposed pedestrian access will link to.

Firstly, it is noted that the pedestrian access is positive in terms of providing access and connectivity through the block.

The above indicative design shows that the pedestrian link would provide access extending to/from a cul-de-sac head. While cul-de-sac arrangements are identified in

the QLDC subdivision design guidelines to be minimised, e.g. preferring the road connection to continue through grids, it is recognised that in some instances cul-de-sac heads will occur and are appropriate. In those circumstances, it is strongly encouraged that pedestrian accessways are included, to create the outcome as sought here, where pedestrian access is continued through from the cul-de-sac to the street network.

I consider that the situation where this pedestrian link is provided as an access to a cul-de-sac head is appropriate given the number of 'north-south' road links in the vicinity (e.g. four others) which provide alternate options within easy reach for connectivity in this direction.

As such the pedestrian link itself forms a positive feature of the subdivision design. Put another way, it is important to retain this pedestrian link given it is likely that the following design will include a cul-de-sac here, which in itself is not considered an inappropriate design response.

A potential risk associated with pedestrian links of this nature (e.g. as opposed to forming connectivity via road which is a multi-use environment) is the potential for CPTED effects, this potential increases with the length of a pedestrian link however can be addressed and mitigated by way of design. In this respect existing conditions as previously recommended in the Urban Design Report for this subdivision that relate to fence heights adjacent access links will apply and will be sufficient to avoid adverse effects.



Paula Costello

19 May 2019

APPENDIX 4 – PARKS COMMENT

PARKS & RESERVES REPORT

TO: Erin Stagg

FROM: Aaron Burt

DATE: 5 May 2020

APPLICATION DETAILS	
REFERENCE	RM200259
APPLICANT	Orchard Road Holdings Limited

One dedicated connection is proposed under this development, being:

- 1) Lot 901 – Local Purpose (Connection (and Services)) Reserve. Area 255m².

Another connection is identified in Lot 902, although the purpose of that land is for stormwater. However, all such connection pathways need to be to a Grade 2 standard, in addition to typical landscaping and maintenance requirements.

This report focusses on Lot 901, given it will vest as a reserve to include the purpose of a connection.

No Recreation Reserves are proposed by the development, and whilst the applicant suggests that Lot 906 could provide recreation open space, that land is inadequate for that purpose, and has only been agreed to vest by Council as a connection. If the development were to suggest reserve land for recreation to provide for the needs of residents, at a minimum this would have to be a Local Park as defined in the Parks and Open Spaces Strategy 2017. Unless adequate Recreation Reserve is proposed under this development, it is highly likely there would be no Development Contribution credits for Reserve Land. Reserve Land Development Contributions would assist Council to source land to meet the recreational needs of residents and the surrounding community, and this would constitute a Local Park.

It is considered that Lot 901 can facilitate a connection purpose, and incorporate in-ground infrastructure (if necessary), provided that any formed pathway is to a minimum Grade 2 standard, and any infrastructure will not interfere with the function of the pathway. If any infrastructure is suggested, the purpose of the reserve must specify such and be clearly established.

My expectation is that built form will not extend up to the reserve boundaries, and that all fencing along the reserve (including stormwater reserve to include pathways) will not be greater than 1.2m in height, and will be at least 50% visually permeable. This is to ensure that the pedestrian/cycle connections are open, visible and not walled in by adjacent development to the extent that they might otherwise become hidden from view and unsafe.

Councils reserve acceptance process require that the Wanaka Community Board agrees to any reserves, and the decision to accept reserves falls to Full Council. This process is separate and distinct from any RMA processes, and contains its own conditions that must be fulfilled. It is expected that this process will occur in the coming months, and the following are likely requirements that can reasonably be expected.

Any endorsement to vest will typically be subject to the following criteria, and works to be undertaken at the developer's expense:

- i. Consent being granted (as necessary and subject to any subsequent variations) for any subdivision required to formally create the reserve, and to also level out topography (if advised necessary by the Parks & Open Spaces Planning Manager);
- ii. Presentation of the reserve in accordance with Council's standards for reserves;

- iii. The submission of a Landscape Plan to Council by the developer for certification as appropriate, including subsequent implementation of landscape and planting for the reserve. The certification of such a plan shall be by the Parks and Open Spaces Planning Manager.
- iv. The formation of sealed pathways on the reserves to a minimum 2 metre wide width, and to also meet the Grade 2 standard of the QLDC Cycle Trail and Track Design Standards & Specifications (2016);
- v. A potable water supply point to be provided at the boundary of the reserve lots;
- vi. The registration of a fencing covenant under s6 of the Fencing Act 1978 on the reserves to vest in QLDC to protect the Council from liability to contribute towards any work on a fence between any public reserve vested in or administered by the Council and any adjoining land;
- vii. The registration of a Consent Notice (or alternative encumbrance) on any land within the development adjoining the reserves, to ensure any fences on land adjoining, or boundaries along any reserve, shall no greater than 1.2m in height, and be 50% visually permeable;
- viii. A three-year maintenance period by the current landowner commencing from vesting of the reserves;
- ix. A maintenance agreement being prepared and signed by the Parks and Open Spaces Planning Manager specifying how the reserves will be maintained during the maintenance period; and
- x. Vesting of reserves to be undertaken in accordance with the QLDC Vesting of Roads and Reserves Policy.

Having regard to the above, I consider it is appropriate that conditions to be imposed upon any grant of consent ensure the following:

Recommended Conditions

To be completed prior to the commencement of any works on-site

- 1) Prior to the commencement of any works under this consent on the site, the consent holder shall first provide detailed landscape plans and design specifications by a suitably qualified Landscape Architect to be certified by the Queenstown Lakes District Council's Parks & Open Spaces Planning Manager as achieving the following:
 - a) All works shall meet Part 7: Landscape of QLDC's Land Development and Subdivision Code of Practice adopted on 3rd June 2015 and subsequent amendments to that document up to the date of issue of any resource consent.

Note: The current standards are available on Council's website via the following link: <http://www.qldc.govt.nz>
 - b) Ensure that areas of reserve exclude any areas of road.
 - c) Details of landscape trees and plants that includes the species, size and location.
 - d) Irrigation plan showing how trees are to be irrigated.
 - e) Tree pit details showing root ball treatment and staking.
 - g) Ensure that all batter slopes and mounds are to a gradient not exceeding 1:5 when measured across any point to ensure that all slopes are mowable. This will require that plans clearly demonstrate that this gradient will not be exceeded.
 - h) Path width, material and construction details so that all tracks achieve a grade 2 standard as set out in standards <http://www.qldc.govt.nz/assets/Uploads/Council-Documents/Parks-Planning-Documents/QLDC-Cycle-Trail-Track-Design-Standard-2016.pdf>

- i) Detail of any stormwater detention areas, including planting, maintenance and confirmation that the surrounding areas can be easily mown.
- j) Details and locations for any other proposed assets, such as park seats, irrigation and fencing.
- k) Maintenance requirements.
- l) A potable water supply point to be provided to the boundary of reserve lots.

No works may be undertaken upon the site until the plan has been certified.

Advice Note: The Consent Holder is welcome to seek guidance from the Parks & Open Spaces Planning Manager when preparing the landscape plan. This may facilitate certification if any matters of concern are addressed. Street Tree Planting Guidelines are available on request from the QLDC Arborist.

The Consent Holder should also be aware that the certification or acceptance of any landscape plan does not remove the requirement to ensure Council approval for vesting of reserve areas.

To be completed before issue of the s224(c) certificate

- x. The Consent Holder shall obtain a Full Council decision confirming that all areas of reserve have been formally agreed to be vested.
- x. The completion and implementation of the landscaping and requirements detailed in Condition X above.
- x. The Consent Holder shall enter into a maintenance agreement under S207A of the Local Government Act 2002 Amendment Act, with the QLDC (Parks and Reserves), with the obligation being upon the Consent Holder to fulfil the requirements detailed in (i) to (iv) below. The maintenance period shall be three years from any issue of 224(c):
 - (i) All new assets, including irrigation and fencing, shall be kept in good working order and be free of defects or disrepair.
 - (ii) Trees and vegetation shall be irrigated and maintained to an acceptable standard as specified by QLDC Parks and Reserves Planning team. It shall be the responsibility of the consent holder to ensure that any new plantings, as shown on the approved landscape plans, that die or decline at any time over the 3-year maintenance period following the initial planting shall be replaced. The replacement plants shall be of the same species, grade and size as the original specimens and planted no later than the following planting season or as instructed by QLDC.
 - (iii) The vested Reserves shall be kept in a tidy condition and shall be free of litter and refuse.
 - (iv) Health and safety plans shall be provided for all non-QLDC approved contractors undertaking maintenance in the reserves or road reserves.

Ongoing Conditions/Consent Notices

- x. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles (being all residential sections adjacent to any proposed reserve), by way of Consent Notice pursuant to s.221 of the Act.
 - (i) All boundary fences along or adjoining any areas of reserve shall be no greater than 1.2 metres in height and shall be no less than 50% visually permeable.

Covenant

- x. The Consent Holder shall ensure that a fencing Covenant, required under s6 of the Fencing Act 1978, is registered on all land to ensure that any reserves to vest in QLDC are protected and that Council has no liability to contribute towards any work on a fence between a public reserve vested in or administered by the Council and any adjoining land.

Prepared by:



Aaron Burt
SENIOR PLANNER: PARKS & RESERVES

APPENDIX 5 – ENGINEERING REPORT

ENGINEERING REPORT

TO: Erin Stagg

FROM: Cameron Jones

DATE: 27/07/2020

APPLICATION DETAILS	
REFERENCE	RM200259
APPLICANT	Orchard Road Holdings Limited
APPLICATION TYPE & DESCRIPTION	Subdivision consent is sought to create 93 residential allotments.
ADDRESS	Ballantyne Road, Wanaka
ZONING	Low Density Residential
LEGAL DESCRIPTION	Lot 999 DP 535926
SITE AREA	42.2158 ha
ACTIVITY STATUS	Restricted Discretionary

Application	Reference Documents	Documents provided with consent application.
	Previous Relevant Consents	RM170065 (residential subdivision to the west which creates the roading link required for the proposal). RM191334 (consent to undertake bulk earthworks across the site).
	Date of site visit	01/05/2020

Comments		
	Existing Use	Vacant development land formerly used for grazing stock.
	Neighbours	Industrial land to the northeast; residential land to the northwest; rural residential land to the southeast; Orchard Road to the south.
	Topography/Aspect	Rolling pasture land; generally sloping down towards the east / northeast.

Location Diagram



Scheme Plan



1.0 PROPOSED DEVELOPMENT

1.1 *Subdivision*

The application seeks to create 100 lots, as follows:

- 93 residential lots (Lots 31-43 and 59-138);
- One lot (Lot 900) to be vested as road;
- One lot (Lot 901) to be vested as local purpose reserve – access;
- One lot (Lot 902) to be vested as local purpose reserve – drainage;
- One lot (Lot 905) to be vested as local purpose reserve – road;
- One lot (Lot 906) to be vested as local purpose reserve – recreation;
- Two balance lots (Lots 903 and 904), which will be the subject of future residential subdivision applications.

1.2 *Staging*

No staging is proposed for the subdivision.

1.3 *Consent Notices*

Consent notices 8916309.3 and 11616056.5 are registered on the lot's title.

Consent notice 8916309.3 does not contain any conditions relevant to this application.

Consent notice 11616056.5 contains two conditions relevant to the subject land: the first, indicating that Lot 999 has not been serviced and that Development Contributions will be payable at such a time as the lot is developed, and the other stating that in the event that services are provided and Development Contributions paid, the consent notice can be removed from the title. I am satisfied that the proposal will result in all of the residential lots being appropriately serviced and that the consent notice will therefore no longer be relevant to the titles created. However, I recommend that a similar consent notice condition be included for the balance land of this subdivision.

I recommend new consent notice conditions regarding:

- Stormwater management;
- Geotechnical requirements;
- Formation of vehicle crossings;
- Lack of services to the balance land.

These are each discussed in the relevant sections below.

1.4 *Amalgamations*

The applicant proposes to amalgamate Lots 903 & 904, and I recommend a condition to ensure that these lots are amalgamated and held in one title.

1.5 *Other Title Matters*

I recommend conditions to ensure that all necessary easements are granted or reserved, and to ensure that all roads are named in accordance with Council's Road naming policy.

1.6 *Other Project Matters*

I recommend appropriate conditions with regard to the following:

- Providing Council with the name of the consent holder's engineering representative;
- Provision of a traffic management plan for works affecting the road reserve;
- Provision of design certificates for all engineering works prior to the commencement of works;
- Provision of completion certificates for all engineering works prior to 224 certification; and
- Provision of as-builts for all engineering works prior to 224c certification.
- Provision of a schedule 2A certificate prior to 224c certification.

2.0 **TRANSPORT**

The applicant has provided an assessment of the proposed roading and traffic-related matters prepared by Avanzar Consulting (*'Transportation Assessment Report. Alpine Meadows, Subdivision of Lot 999 RM 171177, Wanaka.'* Dated September 2019). Much of this assessment is irrelevant, relating to potential future subdivisions and roading connections.

Further clarification of many matters was provided in a memo from Antoni Facey of Avanzar Consulting, dated 15 June 2020.

2.1 **External Roothing**

A single external roading connection is proposed, to Avalon Station Road via the recently-completed Deans Drive.

Avalon Station Drive and Deans Drive formed under RM170065 and RM170094, and Council's engineering reports for those consents confirm that those roads were designed to cater for development on the subject site.

Similarly, the intersection of Avalon Station Drive / Cardrona Valley Road was constructed as part of the works for RM170094. The design of the intersection was considered to be adequate for the neighbouring Alpine Estates developments along with 93 lots from the Bright Sky Special Housing Area (SHA). As the SHA is no longer proceeding, it can be considered that this capacity has been "freed up" and the intersection design can therefore be considered adequate for the proposed subdivision, and I also note that the proposed subdivision will result in less traffic expected at the intersection, as no through route will be formed from Cardrona Valley Road to Ballantyne Road.

In summary, I am satisfied that no upgrades to existing roading assets are required due to the proposed subdivision.

2.2 **Internal Roothing**

The applicant proposes to construct a network of roads with a connection to Deans Road.

2.2.1 **Intersections**

No detailed assessment of the proposed intersections has been provided, but I am satisfied that the specific design of the intersections can be addressed as part of the detailed design process, and I see no impediments to providing safe intersection designs.

I recommend a condition that the detailed design of all intersections be provided for Engineering Acceptance prior to the commencement of works. I recommend a condition that the intersections be constructed as per the Accepted designs prior to 224c certification.

2.2.2 **Roads**

The applicant's infrastructure report, prepared by Paterson Pitts Group (PPG; *'Alpine Meadows. Stage 1 Subdivision Infrastructure Report.'* PPG ref W5620, dated February 2020), which includes an assessment of the roading cross sections proposed against QLDC's *'Land Development and Subdivision Code of Practice'* (COP). A summary of the cross sections proposed follows.

Road 1

Road 1 is to be a continuation of Deans Drive, and corresponds with Figure E13 of the COP, which is adequate to serve up to 800 dwelling units. PPG states that there is a potential for 370 lots to be served by this road. Figure E13 specifies a carriageway width of 8.4m within a legal width of 20m, with 2.0m-wide footpaths on each side and recessed parking. The proposal aligns with this. The scheme plans provided show continuous recessed parking with no vehicle crossings to the lots fronting Road 1. However, this is not acceptable and vehicle crossings are required to be formed at this stage, as their locations are effectively fixed by the locations of the recessed parking bays. This is discussed further in the vehicle crossings section below. I am satisfied that the proposed formation of Road 1 is appropriate.

Roads 2a & 2b

Road 2a is a crescent serving 56 lots in this subdivision, and is proposed to continue as Road 2b in a future application. The applicant therefore proposes to construct a stub road heading to the south. The proposed formations are identical. Roads 2a and 2b are correlated with Figure E12 of the COP, adequate to serve up to 200 dwelling units. Roads 2a and 2b are proposed to serve 56 and 51 units, respectively. Figure E12 anticipates a 5.5 – 5.7m carriageway width within a minimum 15m legal width, with 1.5m-wide footpaths on each side where more than 20 dwelling units are served. Parking is to be

shared in the carriageway where less than 100 units are served. The proposed cross section complies with these minimum requirements. I am satisfied that this formation is appropriate.

Road 3

Road 3 is another crescent between Roads 1 and 2a, serving 20 lots. The proposed formation is in accordance with Figure E11 of the COP, adequate to serve up to 20 dwelling units. Figure E11 requires a 5.5 – 5.7m carriageway within a minimum 9m legal width. Pedestrians and parking are to share the movement lane. The applicant proposes a 15m legal width with a 1.5m-wide footpath on one side of the road. I am satisfied that this formation is appropriate.

2.2.3 Rights of Way

Two shared rights of way are proposed; one to serve Lots 42 & 43, and the other to serve Lots 116 & 117. These are shown as having legal widths of 6.0m. No details have been shown regarding the formation standard proposed, but I am satisfied that providing a formation in accordance with Figure E9 of the COP will be easily achieved (i.e. a 2.75 – 3.0m wide carriageway, with no other surface features required).

I recommend a condition that the detailed design of the roads and rights of way be provided to Council for Engineering Acceptance prior to the commencement of works, including details as to how appropriate target operating speeds will be achieved. I recommend a condition that the roads be formed as per the Accepted plans prior to 224c certification.

I recommend appropriate conditions regarding pre- and post-construction road safety audits, road naming and the installation of signage.

2.2.4 Vehicle Crossings

The applicant appears to propose that all vehicle crossings will be formed by future lot owners, and the Avanzar Consulting report considers that these vehicle crossings will generally comply with District Plan requirements for length, formation standards, gradient, break-over angles and the maximum number of vehicle crossings per lot. I accept this expert advice.

Avanzar considers that there are no breaches to Site Standard 14.2.4.2.iv with regard to minimum sight distances, as there is no minimum requirement where the speed limit is 40 km/hr and the speed limit in Wanaka's urban area is to be lowered from 50 km/hr to 40 km/hr. However, this change does not appear to have occurred, and, regardless, any lack of District Plan rule does not preclude the need to check vehicle crossing locations for safety in this regard. Avanzar therefore refers (in their letter dated 15 June 2020) to the Austroads Guide to Road Design Part 4a '*Unsignalised and Signalised Intersections*' and the LTSA's RTS 6 '*Visibility at Driveways*,' which require a minimum sight distance of approximately 30m for operating speeds of 30 km/hr and 40 km/hr, respectively. Avanzar estimates the operating speeds will typically be in the order of 30 km/hr, as approaching vehicles will have had to negotiate either intersections or bends. They go on to state that *"all of the lots on the inside of the curves have at least 1 location on the boundary that can achieve a sight distance of at least 32 metres. Therefore, the accesses do not need to be restricted and compliance demonstrated at building consent stage when the building design is known."* I recommend consent notice conditions regarding the formation of the vehicles crossing in either of the safe locations where safe locations are restricted.

The vehicle crossings for Lots 110 and 125 have been identified as breaching Site Standard 14.2.4.2.vi with regard to the minimum distance from the crossing to an intersection. Avanzar states the following in this regard: *"Because the lots are in a purely residential area, drivers will expect vehicles to be turning into driveways throughout the area. Vehicles indicating a turn into the driveway will not be indicating a turn that could be confused with a turn into the intersection. Therefore, their intentions will be clear to any nearby driver. These accesses will perform safely."* I accept this expert advice.

I note that consent has not been sought for further breaches to Site Standard 14.2.4.2.vi, with Avanzar stating that *"all other lots can comply with the rules for distances from intersections (25 m from the centreline of the intersecting road) on at least 1 boundary,"* but no evidence to support this assertion has been provided. Consent may be required at the time a residential unit is proposed on Lots 126, 128, 129, 131 and 132, but this has not been confirmed. Regardless, I am satisfied that if the vehicle crossings to the above lots do indeed breach Site Standard 14.2.4.2.vi, there are unlikely to be adverse traffic safety outcomes. I recommend that consent be granted at this stage for these breaches to avoid the need for future lot owners to apply for resource consent for this matter at the time a residential unit is designed and proposed.

With regard to the formation of vehicle crossings on Road 1 (where indented parking is proposed), I note that PPG in their infrastructure report states that *"it is intended that Lots will form their vehicle crossings and the parking will be located outside of these areas."* In my opinion, this is a nonsensical

argument, as the recessed parking must be formed at the time the road is formed (i.e. at subdivision stage), so locating the parking outside of the locations of the vehicle crossings would be impossible without fixing the locations of the vehicle crossings. As the locations of the vehicle crossings are fixed by the locations of the parking bays, I recommend that they be formed prior to 224c certification.

Finally, there are several lots where the street frontage is less than 11m long, and I recommend that the vehicle crossings to these lots and any lots where the available road frontage is less than 11m due to infrastructure or landscaping be formed prior to 224c certification.

ENGINEERING			COMMENTS	Condition
EARTHWORKS	Extent	Description	Earthworks as required to form the proposed roading and access networks, as well as provide services to the lots. Much of the site is to be recontoured to provide more level building areas. I note that these earthworks have been consented under RM191334.	
		Cut / Fill Volume	Cut: 95,000m ³ Fill: 53,000m ³ Stockpile of excess fill material: 23,000m ³ Topsoil strip: 54,000m ³ Topsoil re-spread / stockpile: 54,000m ³	
		Total Volume	279,000m ³	
		Area Exposed	15.47 ha	
		Max Height Cut/Fill	Maximum cut: 2.6m Maximum fill: 2.8m	
		Prox. to Boundary	The plans show earthworks up to, or very close to, the northwest and southeast boundaries, in breach of Site Standard 22.3.3.ii.b.iii. However, I am satisfied that the works are proposed to be appropriately benched into the surrounding ground and can therefore be contained within the site. Regardless, I recommend a condition in this regard.	X
		Prox. to Water	As the earthworks are proposed over a large area, it is expected that some works will take place within minor overland flow paths. I am satisfied that this can be managed by the implementation of a detailed and comprehensive Environmental Management Plan (discussed below).	
	Stability	Geotech assessment by	Ground Consulting Limited (GCL)	
		Report reference	'Orchard Road Holdings Limited. Ballantyne Ridge Residential Subdivision, Wanaka. Geotechnical Assessment for Proposed Subdivision.' GCL ref R5012-1A, dated 2 August 2019.	
		Report Comment	The report provides the results of extensive geotechnical testing across the wider subdivision site (for approximately 370 residential units) and, in summary, does not raise any significant geotechnical concerns with the subdivision. Recommendations are provided for undertaking earthworks and engineering design of foundations and retaining walls. I recommend a condition that all earthworks be supervised by a suitably qualified geotechnical professional, in accordance with the recommendations made by GCL.	X
		Rock breaking		

		Rock blasting	Not anticipated.	
		Preconstruction survey	Not required.	
		Retaining	None proposed, nor anticipated.	
		Recommendations on cut/batter slopes	As per the GCL report.	X
		Fill certification/specific foundation design required	All fill placement will need to be supervised in accordance with NZS 4431:1989 to ensure that the lots are suitable for residential development. I am satisfied that this will be covered by schedule 2a certification recommended below and I make no specific recommendations in this regard.	
		Engineers supervision	Required.	X
		Uncertified fill covenant	Not required.	
		Geotechnical Completion report / Schedule 2a Certificate	Required for new lots.	X
		Clean fill only	Not required.	
	Site Management	Report reference	None provided with the application.	
		Specific sedimentation management	I recommend that the planner include conditions to ensure that the works are undertaken in accordance with QLDC's 'Guidelines for Environmental Management Plans.'	
		Specific stormwater management		
		Neighbours	I am satisfied that the earthworks are feasible and no adverse effects will result on neighbouring sites.	
		Traffic management	Required for works affecting the road reserve.	X
		Construction crossing	I am satisfied that an appropriate site entrance will be a requirement of the aforementioned Environmental Management Plan and I make no specific recommendations in this regard.	
		Revegetation	An appropriate condition is recommended to ensure all exposed areas are stabilised or re-vegetated at the completion of earthworks.	X

3.0 **SERVICING**

The site is currently un-serviced, with the exception of a water supply for stock.

The applicant has provided an assessment of the servicing of the subdivision, prepared by Paterson Pitts Group (PPG; 'Alpine Meadows. Stage 1 Subdivision Infrastructure Report.' PPG reference W5620, dated February 2020). This assessment in turn references other reporting by Watershed, Hydraulic Analysis Limited and Ground Consulting Limited with regard to potable water, wastewater and stormwater, respectively.

3.1 **Potable Water / Firefighting**

PPG refers directly to the Watershed report provided with the application ('Ballantyne Ridge Residential Development,' dated 25 September 2019), confirming that Council's existing water supply network has adequate capacity for the development, with no upgrades necessary. I accept this expert advice. An indicative concept of the internal reticulation has been provided, and I am satisfied that the details of this network can be determined at a later stage.

I recommend a condition that the detailed design of the reticulation proposed, including fire hydrants, be provided to Council for Engineering Acceptance prior to the commencement of works. I recommend a condition that the reticulation be installed as per the Accepted designs prior to 224c certification.

3.2 **Effluent Disposal**

PPG refers directly to the Hydraulic Analysis Limited report provided with the application ('Ballantyne Ridge Development Impact Assessment,' dated August 2019), confirming that Council's existing wastewater network has adequate capacity for the development, with no upgrades necessary. I accept

this advice. I am satisfied that the design of the internal reticulation can be confirmed at a later stage, and I recommend a condition that the detailed design of the reticulation proposed be provided to Council for Engineering Acceptance prior to the commencement of works. I recommend a condition that the reticulation be installed as per the Accepted designs prior to 224c certification.

3.3 Stormwater Disposal

PPG refers to a report and follow-up letter prepared by Ground Consulting Limited (GCL; '*Orchard Road Holdings Ltd, Ballantyne Ridge Residential Subdivision, Wanaka. Stormwater Disposal Assessment: Stage 1*, GCL ref R5012-2A, dated 14 September 2019; and '*Re: Alpine Meadows Subdivision – Stormwater RFI*, GCL ref L5012-2A, dated 12 May 2020), which outline the proposed stormwater disposal strategy for the subdivision. Stormwater soakage testing was undertaken in the northeast corner of the site, at the site of a proposed vested stormwater reserve (Lot 902; discussed below).

3.3.1 Primary Stormwater Flows (up to the 5% AEP storm event)

In order to manage primary stormwater flows from individual lots, the applicant proposes a consent notice that lot owners install on-site soakage systems. I note that no soakage testing has been undertaken, except in the northeast corner of the site. GCL considers that on-site soakage is likely to be achievable on most sites, except where significant depths of fill are proposed (>500mm), where they recommend that stormwater flows be reticulated to Lot 902 and soaked to ground within the vested soak pit, as engineered fill will compromise soakage within those lots. This is likely to be achievable, but could have implications with regard to the sizing of the vested soak pit (discussed below). Given that stormwater disposal for the lots will be on a lot-by-lot basis depending on the depth of fill proposed, and given that no soakage testing has been undertaken confirming that soakage will be feasible on **any** residential site, I recommend that more extensive soakage testing results be provided to Council as part of the Engineering Acceptance process, and that stormwater from all lots with unfavourable ground conditions be reticulated to Lot 902.

Primary stormwater flows from the road reserves are to be reticulated to Lot 902, and I am satisfied that this will be a feasible solution, pending confirmation of the required size of Lot 902.

3.3.2 Secondary Stormwater Flows (up to the 1% AEP storm event)

Secondary stormwater flows from both the private lots and the roads will be conveyed by the roads themselves to Lot 902 and, according to GCL, the stormwater soakage devices in Lot 902 will be large enough to serve as attenuation for stormwater flows up to the 1% AEP storm event. I accept that this is a viable solution which can comply with the COP, though the required sizing of the soakage devices has not been confirmed independently (discussed further below).

3.3.3 Sizing of the Soakpits in Lot 902

GCL has provided indicative sizing of the soakpits proposed in Lot 902, based on soakage of stormwater generated from the road reserves during the 5% AEP storm event. The sizing of the soakpits was tested to show that they will be adequate to attenuate stormwater flows during the 1% AEP storm event to be less than the pre-development flows.

However, this sizing has not been independently tested, and the applicant has confirmed that they are willing to take the risk of requiring a variation to the subdivision consent in lieu of having a peer review of the design undertaken at this stage. I also note that more flows than have been considered may be required to be soaked in Lot 902, as it is likely that several of the residential allotments will have poor soakage characteristics.

I recommend a condition that the detailed design of the stormwater reticulation and infrastructure proposed be provided to Council for Engineering Acceptance prior to the commencement of works. I recommend a condition that the reticulation be installed as per the Accepted designs prior to 224c certification.

3.4 Power and Telecommunications

The applicant has provided letters from Aurora and Chorus, confirming that power and telecommunications connections are feasible, respectively. I recommend appropriate conditions that these connections be made prior to 224c certification.

3.5 Operations & Maintenance Manuals

I recommend appropriate conditions to ensure that operations and maintenance manuals are provided for the stormwater infrastructure prior to 224c certification.

4.0 **NATURAL HAZARDS**

The QLDC Hazard Register Maps show the site falls within the LIC1 liquefaction hazard category, with an assessed liquefaction risk being “Nil to Low”. Foundation requirements for the buildings will be addressed under the related building consent and no conditions are necessary.

5.0 **RECOMMENDED CONDITIONS**

It is recommended that the following conditions are included in the consent decision:

General

1. All engineering works shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent. Current version 1.1.

Note: The current standards are available on Council's website via the following link:
<https://www.qldc.govt.nz/planning/resource-consents/land-developments-and-subdivisions/>

To be completed prior to the commencement of any works on-site

2. The owner of the land being developed shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.
3. The consent holder shall obtain and implement a traffic management plan approved by Council prior to undertaking any works within or adjacent to Council's road reserve that affects the normal operating conditions of the road reserve through disruption, inconvenience or delay. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor (STMS). All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS to manage the site in accordance with the requirements of the NZTA's "*Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management*". The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.
4. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition **(1)**, to detail the following requirements:
 - a) The provision of a water supply to all residential lots created in terms of Council's standards and connection policy. This shall include an Acuflo GM900 as the toby valve and an approved water meter as detailed in QLDC Water Meter Policy (Appendix A), dated June 2017. The costs of the connections shall be borne by the consent holder.
 - b) Provision of irrigation to local purpose reserves, if required by Council's Property & Infrastructure Division.

- c) The provision of a foul sewer connection from all residential lots created to Council's reticulated sewerage system in accordance with Council's standards and connection policy, which shall be able to drain the buildable area within each lot. The costs of the connections shall be borne by the consent holder.
- d) The provision of a stormwater collection and disposal system which shall provide both primary and secondary protection for future development within all residential allotments, in accordance with Council's standards and connection policy. This shall include:
 - (i) Percolation testing shall be undertaken on each residential lot created following the completion of site earthworks to determine the suitability of each lot for on-site soakage. The percolation testing shall be undertaken by a suitably qualified person and the method for soakage testing is to be agreed with the Manager of Resource Management Engineering and Council prior to testing. A copy of the test results shall be provided to the Manager of Resource Management Engineering at Council.

Lots which are unsuitable for on-site soakage are to be identified based on the results of the percolation testing undertaken within each lot, and a connection shall be provided from all potential impervious areas within each lot deemed unsuitable for on-site soakage to the Council reticulated stormwater disposal system. The individual lateral connections shall be designed to provide gravity drainage for the entire area within each lot.

A consent notice shall be registered on each lot which is suitable for on-site soakage, in accordance with Condition (12a) to ensure that on-site soakage systems are adequate to cater for the 5% AEP storm event. The percolation test results shall be provided in table form for inclusion in the consent notice condition described in Condition (12a).

- (ii) A reticulated primary system to collect and dispose of stormwater from all potential impervious areas within the roading lots and all lots identified as being unsuitable for on-site stormwater disposal under Condition 4(d)(i) to the soakage systems approved under Condition 4(d)(iv). This shall include details of treatment solutions to avoid adverse water quality effects on receiving waters. As a minimum there shall be provision for the interception of settle-able solids. The individual lateral connections shall be designed to provide gravity drainage for the entire area within each lot.
- (iii) A secondary protection system consisting of secondary flow paths to the soakage systems approved under Condition 4(d)(iv) to cater for the 1% AEP storm event and/or setting of appropriate building floor levels to ensure that there is no inundation of any buildable areas within the lots, and no increase in run-off flow rates and/or velocities onto land beyond the site from the pre-development situation.
- (iv) The provision of soakage systems within Lot 902 adequate to dispose of runoff from all contributing impervious areas (including the roading lots and all residential lots identified as being unsuitable for on-site soakage under Condition 4(d)(i)) within the development and catchment area during the critical 5% AEP storm event and adequate to ensure that there is no increase in run-off flow rates and/or velocities onto land beyond the site from the pre-development situation during the critical 1% AEP storm event, designed in general accordance with the following documents:
 - 'Orchard Road Holdings Ltd, Ballantyne Ridge Residential Subdivision, Wanaka. Stormwater Disposal Assessment: Stage 1,' prepared by Ground Consulting Limited. GCL ref R5012-2A, dated 14 September 2019.
 - 'Re: Alpine Meadows Subdivision – Stormwater RFI,' prepared by Ground Consulting Limited. GCL ref L5012-2A, dated 12 May 2020

The detailed design of the soakage system shall be accompanied by the results of percolation testing undertaken by a suitably qualified person undertaken within the soakage area, adequate to determine the bulk soakage characteristics of the soakage basin area. The method for soakage testing is to be agreed with the Manager of Resource Management Engineering at Council prior to testing. A copy of the test results

shall be provided to the Manager of Resource Management Engineering at Council along with the design of the soakage system based on the percolation test results.

The final design and sizing of the soakage systems shall be based on the individual percolation test results, shall account for the critical storm and shall drain within 24 hours of the critical event.

- (v) In addition to the permanent solution, details shall be provided of a temporary stormwater and sediment management solution, which shall be adequate to service the site in the interim until the permanent stormwater management system is lived/activated. The temporary system shall perform the same functions outlined above as required for the permanent system.
- e) The provision of fire hydrants with adequate pressure and flow to service the development with a minimum Class FW2 firefighting water supply in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008 (or superseding standard). Any alternative solution must be approved in writing by the Area Manager for the Central North Otago branch of the Fire and Emergency New Zealand.
- f) The provision of a sealed vehicle crossing that shall be constructed to Lots 31, 40 – 42, 84, 85, 91, 105 – 112, 117 & 126 – 138, and any lot where the road frontage is restricted to less than 11m due to landscaping and infrastructure, or restricted by sight lines to Council's standards.
- g) The provision of road lighting in accordance with Council's road lighting policies and standards, including the *Southern Light* lighting strategy. Any road lighting installed on private roads/rights of way/access lots shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on private roads/rights of way/access lots shall be isolated from the Council's lighting network circuits.
- h) The formation of Roads 1, 2A; road stubs for Roads 2B, 4A, 4B, 5 & 9A; and right of way areas 'F' and 'H', in accordance with Council's standards. This shall include:
 - (i) The roading formations shall be in general accordance with Paterson Pitts Group's plans '*Orchard Road Holdings Ltd, Alpine Meadows Stage 1, Wanaka. Scheme Plan: Typical Road Cross Sections*' (PPG job number W5620, dwg 002, sheet 103, dated 16/08/2019) and the Code of Practice Figure numbers referenced therein, except where amendments are required by the following conditions or the recommendations made during the road safety audit process.
 - (ii) Rights of way 'F' and 'H' shall be formed in accordance with Figure E9 of QLDC's '*Land Development and Subdivision Code of Practice*.'
- i) The formation of all intersections, in accordance with the latest Austroads intersection design guides. These designs shall be subject to review and acceptance by Council with any associated costs met by the consent holder. All signage and marking shall be in accordance with MOTSAM and the TCD Manual.
- j) The consent holder shall engage an independent and suitably qualified and experienced traffic engineer to carry out a detailed design safety audit in general accordance with the NZTA Manual "Road Safety Audit Procedures for Projects" and section 3.2.7 of the Council's Code of Practice. This shall include confirmation that appropriate traffic signs and road marking have been provisioned in accordance with the NZTA's Manual of Traffic Signs and Markings (MOTSAM) and the Traffic control devices manual. The consent holder shall comply with any recommendations at their own cost. A copy of this report shall be submitted to Council for review and Acceptance.
- k) The provision of Design Certificates for all engineering works associated with this subdivision submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.

5. At least 7 days prior to commencing excavations, the consent holder shall provide the Manager of Resource Management Engineering at Council with the name of a suitably qualified geo-professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice who is familiar with the Ground Consulting Limited report (*'Orchard Road Holdings Limited. Ballantyne Ridge Residential Subdivision, Wanaka. Geotechnical Assessment for Proposed Subdivision.'* GCL ref R5012-1A, dated 2 August 2019) and who shall supervise the earthworks procedure, in accordance with the report recommendations. Should the site conditions be found unsuitable for the proposed excavation/construction methods, then a suitably qualified and experienced engineer shall submit to the Manager of Resource Management Engineering at Council new designs/work methodologies for the works prior to further work being undertaken, with the exception of any necessary works required to stabilise the site in the interim.

To be monitored throughout earthworks

6. The earthworks, batter slopes and retaining shall be undertaken in accordance with the recommendations of the report by Ground Consulting Limited (*'Orchard Road Holdings Limited. Ballantyne Ridge Residential Subdivision, Wanaka. Geotechnical Assessment for Proposed Subdivision.'* GCL ref R5012-1A, dated 2 August 2019).
7. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.
8. No earthworks, temporary or permanent, are to breach the boundaries of the site.

To be completed before Council approval of the Survey Plan

9. Prior to the Council signing the Survey Plan pursuant to Section 223 of the Resource Management Act 1991, the consent holder shall complete the following:
 - a) All necessary easements shall be shown in the Memorandum of Easements attached to the Survey Plan and shall be duly granted or reserved. This shall include any Easements in Gross as required by Council for infrastructure to vest. Requirements for vested infrastructure and Easements in Gross shall be agreed with Council's Land Development Engineer prior to Council signing the Survey Plan and prior to obtaining 'Engineering Review and Acceptance' for design of infrastructure.
 - b) The names of all roads, private roads & private ways which require naming in accordance with Council's road naming policy shall be shown on the survey plan.
[Note: the road naming application should be submitted to Council prior to the application for the section 223 certificate]

Amalgamation Condition

10. The following shall be registered with Land Information New Zealand (CSN **XXXXXX**):
 - That Lots 903 & 904 hereon are to be amalgamated and be held together in the same Record of Title.

To be completed before issue of the s224(c) certificate

11. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:
 - a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of ways and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).

- b) The completion and implementation of all works detailed in Condition (4) above.
- c) An Elster PSM V100 or Sensus 620 water meter shall be provided to Council's maintenance contractor Veolia for each residential lot created as per condition (4a), above, and evidence of supply shall be provided to Council's Subdivision Inspector.
- d) The consent holder shall enter into a developer's agreement between the developer and Council in relation to the stormwater system. This agreement shall bind the developer to its requirements and confirm the following:
 - (i) The timing of the disconnection of the temporary stormwater and sediment management solution and the livening/activation of the permanent solution.
 - (ii) The applicant takes responsibility for Operation & Maintenance of the areas initially for a 3 year period from issue of 224c.
 - (iii) The applicant shall meet the Key Performance Indicators (KPIs) for successful operation and management of the system that are established and agreed with Council through detailed design process prior to engineering acceptance by QLDC.
 - (iv) The consent holder shall provide Council annually (31st March) with copies of all ongoing performance monitoring data and reporting a showing compliance with the agreed KPIs and O&M manual.
 - (v) If the system is not shown to be working effectively during or at the end of the 3 year maintenance period, any remedial works required ensuring the effective and efficient operation of the stormwater disposal system in compliance with the O & M manual and associated KPIs shall be completed by the consent holder.
 - (vi) In the event of the system not performing effectively during or at the end of the 3 year maintenance period, the maintenance period may be extended by a further 2 years to allow the applicant to demonstrate the effective and efficient operation of the stormwater disposal system prior to handover to Council.
 - (vii) A bond provided by the consent holder/developer in relation to maintenance of the system for the maintenance period.

Advice Note: A pro forma Developers Agreement addressing the above can be provided on request to Council.

- e) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of an underground electricity supply has been made available (minimum supply of single phase 15kVA capacity) to the net area of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
- f) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone services has been made available to the net area of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
- g) All earthworks, geotechnical investigations and fill certification shall be carried out under the guidance of suitably qualified and experienced geotechnical professional as described in Section 2 of the Queenstown Lakes District Council's Land Development and Subdivision Code of Practice. At the completion of onsite earthworks, the geo-professional shall incorporate the results of ground bearing test results for each residential allotment within the subdivision regardless of whether affected by development cut and fill earthworks and include the issue of a Geotechnical Completion Report and Schedule 2A certificate covering all lots within the subdivision.

The Schedule 2A certification shall include a statement under Clause 3(e) covering Section 106 of the Resource Management Act 1991. In the event the Schedule 2A includes limitations or remedial works against any lot(s) the Schedule 2A shall include a geotechnical

summary table identifying requirements against each relevant lot in the subdivision for reference by future lot owners. Any remedial works outlined on the Schedule 2A that requires works across lot boundaries shall be undertaken by the consent holder prior to 224(c) certification being issued.

- h) All vehicle access, manoeuvring and parking areas associated with the development shall be subject to a post construction safety audit by an independent traffic engineer in accordance with the NZTA Manual "Road Safety Audit Procedures For Projects" at the consent holders cost and the results shall be submitted to Council for review and certification. Should the review recommend any further works required to achieve a safe traffic environment, the consent holder shall have these works approved by Council and implemented prior to 224c certification.
- i) The submission of Completion Certificates from the Contractor and the Engineer advised in Condition (2) for all engineering works completed in relation to or in association with this subdivision (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
- j) All newly constructed foul sewer and stormwater mains shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used and lateral connections shall be inspected from inside the main. The CCTV shall be completed and reviewed by Council before any surface sealing.
- k) All signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public or private roads (if any), created by this subdivision.
- l) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.
- m) All earth worked and/or exposed areas created as part of the subdivision shall be top-soiled and grassed, revegetated, or otherwise stabilised.
- n) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Ongoing Conditions/Consent Notices

12. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant to s.221 of the Act.
 - a) At the time a building is erected on the lot, the owner for the time being shall engage a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice to design a stormwater disposal system that is to provide stormwater disposal from all impervious areas within the site. The proposed stormwater system shall be subject to the review of Council prior to implementation and shall be installed prior to occupation of the residential unit. This shall include:
 - (i) The final design and sizing of each soak pit shall be based on the individual percolation test results provided to Council under Condition 4(d)(i) of subdivision consent RM200259 and shall be adequate to drain stormwater flows generated during the critical 5% AEP storm event. The final design of each soak pit shall be provided to Council for acceptance prior to installation.
 - (ii) The lot owner for the time being shall be responsible for the ongoing monitoring and maintenance of the stormwater disposal system to ensure the soak pits continue to provide adequate soakage and do not become blocked or damaged.

The final wording of the consent notice condition shall be checked and approved by the Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected, and that the requirements for

design of the soakage systems is clearly conveyed to future lot owners. The tabulated percolation test results provided under Condition 4(d)(i) shall be included in the consent notice.

- b) A consent notice condition pursuant to s.221 of the Resource Management Act 1991 shall be registered on the Records of Title for the relevant lots providing for the performance of any ongoing requirements for protection of secondary flow paths or minimum floor levels for buildings, where deemed necessary by Council to satisfy Condition 4(c)(iii) above. The final wording of the consent notice instrument shall be checked and approved by the Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected.
 - c) In the event that the Schedule 2A certificate and Geotechnical Completion Report issued under Condition 11g contains limitations, such as specific foundation requirements for each lot that does not meet NZS3604 foundation conditions, or remedial works required on particular lots, then a consent notice shall be registered on the Records of Title for the affected lots detailing requirements for the lot owner(s). place holder
 - d) At the time a residential unit is constructed the owner for the time being shall construct a sealed vehicle crossing to the site to Council's standards. The design of the vehicle crossing shall be subject to approval by Council under a 'Connection to Council Service Application'. The approval should be obtained and construction of the crossing approved by a Council Inspector prior to occupation of the residential unit. The vehicle crossings to the following lots shall be in the locations specified below:
 - Lot 69 – against the southeast or northwest boundary.
 - Lot 77 – against the northwest or northeast boundary.
 - Lot 97 – against the southwest or southeast boundary.
 - Lot 98 – towards the north western boundary.
 - Lot 103 – towards the south west boundary.
 - e) Lots 903 & 904 are balance allotments intended for further development and have not been serviced in accordance with Council's standards and no development contributions have been paid. At the time of any future development of Lots 903 and/or 904, all necessary services shall be provided to the lot(s) (and any additional lots) in accordance with Council's standards and connection policy as they apply at the time of the future development. For the purposes of this condition the term "necessary services" includes wastewater disposal, water supply, stormwater disposal, telecommunications and electricity supply. The costs of providing services and making any connections shall be borne by the owner of the lot for the time being and they shall also pay to the Queenstown Lakes District Council any applicable development contributions at that time.
13. In the event that the Engineering Acceptance issued under Condition 4 contains ongoing conditions or requirements associated with the installation, ownership, monitoring and/or maintenance of any infrastructure subject to Engineering Acceptance, then at Council's discretion, a consent notice (or other alternative legal instrument acceptable to Council) shall be registered on the relevant Records of Title detailing these requirements for the lot owner(s). The final form and wording of the document shall be checked and approved by Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected. The applicant shall liaise with the Subdivision Planner and/or Manager of Resource Management Engineering at Council in respect of the above. All costs, including costs that relate to the checking of the legal instrument by Council's solicitors and registration of the document, shall be borne by the applicant.

[Note: This condition is intended to provide for the imposition of a legal instrument for the performance of any ongoing requirements associated with the ownership, monitoring and maintenance of any infrastructure within this development that have arisen through the detailed engineering design and acceptance process, to avoid the need for a consent variation pursuant to s.127 of the Resource Management Act].

Advice Note:

1. This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information, please contact the DCN Officer at QLDC.
 2. Prior approval via a Connection to Council Services for a Temporary Water Take is required if Council's water supply is to be utilised for dust suppression during earthworks. This shall include the use of a backflow prevention device to prevent contamination of Council's potable water supply.
-

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APPENDIX 6 – TRANSPORT ASSESSMENT

APPENDIX C: Integrated Road Safety Assessment



TRANSPORTATION ASSESSMENT REPORT

Alpine Meadows

Subdivision of Lot 999 RM 171177

Wanaka

September 2019

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Appendix 1: Crash data

1. Introduction

Orchard Road Holdings has commissioned Avanzar Consulting Ltd to prepare a Transportation Assessment for their proposed Alpine Meadows subdivision between Ballantyne Road and Orchard Road in Wanaka. Stage 1 only is considered in this assessment.

This Transportation Assessment report documents and summarises an assessment of the transport related issues associated with the proposed development. The assessment undertaken considers the existing transport environment in the area, the traffic related components of the proposal and identifies compliance issues with the transport provisions of the Queenstown Lakes District Plan. It has been prepared generally in accordance with the Integrated Transportation Assessment Guidelines specified in NZTA Research Report 422, November 2010.

2. The Proposal

It is proposed to undertake a residential subdivision of approximately 370 lots in total. Stage 1 of the development is proposed to contain 93 of those lots. The whole development is shown below with stage 1 highlighted in green.



Figure 1: Alpine Meadows subdivision with stage 1 highlighted in green.

The land use zoning from the Proposed District Plan (PDP) generally has stage 1 in the low density residential zone with a small amount of Industrial B zone to the north. The future stages of the planned residential development remain zoned as Rural General but are included in this assessment

for clarity. Ultimately, it is intended that the development will provide linkages between Orchard Road and Ballantyne Road with off road pedestrian and cyclist access directly to the Ballantyne Road industrial park adjacent to stage 1 and on road via shared carriageway on Road 13 to Ballantyne Road.



Figure 2: Zoning from the Proposed District Plan

3. Traffic Environment

3.1 Site Location

The site is between Orchard Road and Enterprise Drive. See Figure 1 above. Orchard Road provides good access from the development through to the main road of Cardrona Valley Road and Road 13 will provide direct access to Ballantyne Road from the development during later stages of the development. In the short term, stage 1 of the development will link to the existing Deans Drive with pedestrian and cycle accesses to Enterprise Drive.

3.2 Planned Road Network

The site will have direct road connections to Orchard Road and Ballantyne Road at the completion of the final stages of the development. Until the final stages are completed, the site will use Deans Drive for vehicle access to Stage 1 of the development. The Stage 1 road design will be compatible with the proposed road hierarchy for the completed development.

The development proposes interconnectivity between residential lots where possible with only two short culs-de-sac proposed.

Future Roads 4A and 4B, Road 5 and Road 1 to be constructed in stage 1 provide the main road network through the development. The roads have a reserve width of 20 metres and a carriageway width of 8.4 metres. Although the main roads through the development, they are not expected to carry a significant amount of through traffic. These roads are primarily to connect residents within the development with the surrounding road network.

Future Road 13 is likely to connect Ballantyne Road with Frederick Street and Avalon Station Drive. This will be the most significant road on the edge of the development.

Because Roads 4A and 4B will connect Orchard Road with Road 13, traffic calming measures will be required to ensure that it does not become a rat run for through traffic from Cardrona Valley Road to Ballantyne Road. These measures will need to be balanced with the expected use of Roads 4A and 4B as potential public transport routes.

All other roads within the development will have a primary function of property access and rat running is unlikely.

It is not expected that any of the roads would have a position in the roading hierarchy greater than Local road.

The roading network has been set up to allow connections to adjoining undeveloped land to the east.

Some residential development has occurred along Orchard Road. This development has not required footpaths or specific cycle facilities and none are provided on Cardrona Valley Road. It is expected that those living within the proposed development will be focussed more on travel to the north where the centre of Wanaka is and that the traffic volumes will be typically directed northwards away from Orchard Road for the foreseeable future.

Ballantyne Road is developing as a light industrial area with footpaths on both sides of the road and the potential for future cycle facilities.

3.3 Public Transport

Public transport is not currently available in Wanaka and although it has been considered, it is unknown what form the system could take. However, Roads 4A, 4B and 13 have been designed to allow for future public transport options if they are required to form part of the route.

3.4 Crash History

There were three crashes reported in the CAS database of relevance to this development between 2014 and 2019 inclusive. The crash report is appended.

There were two non injury crashes on Ballantyne Road in the vicinity of the Road 13 intersection and one non injury crash on Cardrona Valley Road at the Studholme Road intersection.

The crash record does not indicate any road safety concerns in the vicinity of the site access points.

3.5 Car parking

On the main roads within the subdivision, parking will be setback from the carriageway leaving a clear width of 8.4 metres between kerbs for traffic movement and cyclists. On the lesser roads, parking will be shared in the traffic lanes. Because the traffic lanes on the lesser roads are only 5.7 metres wide, care will need to be taken to ensure that vehicle accesses are strategically located to ensure that vehicle cannot park on opposite sides of the road creating a blockage. Where parking on both sides of the road could present a problem, No Stopping restrictions will be required to ensure an adequate traffic lane results.

3.6 Pedestrians

Pedestrians are catered for within the development using a combination of two 3.0 metre wide footpaths Road 4A, 4B and 13 and two 2.0 metre wide footpaths on other main traffic routes, two 1.5 metre wide footpaths on less significant routes and a single footpath on the remainder of the roads. Given the range of roads that will be developed in the subdivision and the low traffic volumes and speeds on the roads, the provision is appropriate.

Pedestrians will have off road routes to link Road 2A in the development directly with the industrial area on Enterprise Drive without needing to access Ballantyne Road.

3.7 Cyclists

On all roads within the development, cyclists will share the carriageway with other traffic. Given the low traffic volumes and low traffic speeds, this is appropriate.

The Council has not yet identified any of the roads as a defined cycle route. However, in anticipation of cycle routes being required to link Orchard Road with Ballantyne Road, 3.0 metre wide footpaths are proposed along Road 4A and 4B to allow for shared paths in the future.

Cyclists will have off road routes to link Road 2A in the development directly with the industrial area on Enterprise Drive without needing to access Ballantyne Road. These will be shared with pedestrians.

4. District Plan Provisions.

Although the site currently has 3 different land use zones, this report will consider the issues as if the site was all residential zoned since this is the proposed ultimate use of the development.

Relevant rules within chapter 14 of the Operative District Plan relate generally to access from the roads to the individual properties.

14.2.4.2 (i) requires crossing lengths to be between 3 and 6 metres. All residential sites are able to achieve this and will be confirmed at engineering approval/building consent stage.

14.2.4.2 (ii) relates to the angle of the crossings and drainage across the crossing. All residential sites are able to achieve this and will be confirmed at engineering approval/building consent stage.

14.2.4.2 (iii) specifies maximum gradients for vehicle accesses. The area is flat and these maximum gradients can be complied with.

14.2.4.2 (iv) specifies minimum sight distances from the vehicle accesses. Table 3 refers to accesses on roads with 50 km/hr speed limits or greater. The requirements of Table 29.5.18 in the Proposed District Plan are similar. Given the recent speed limit review, it is expected that a speed limit of 40 km/hr will be imposed on the Alpine Meadows development. Hence, there will be no requirement for minimum sight distances.

14.2.4.2 (v) specifies the maximum number of vehicle crossings. All residential sites are able to achieve this and will be confirmed at engineering approval/building consent stage.

14.2.4.2 (vi) specifies the distance of vehicle crossings from intersections. All roads are expected to be defined as local roads in the roading hierarchy so vehicle crossings must be 25 metres from any intersection. This is generally possible for most sites. However, some sites opposite the stem of a Tee intersection such as lot 125 and 110 are unlikely to comply with the distance requirement. See Figure 3 below. While these may not comply, they are located opposite the Tee intersection so there is not likely to be any confusion associated with drivers turning at the intersection or the vehicle crossings. There will be good intervisibility between drivers at the vehicle crossing and at the Tee intersection which will reduce and potential for conflict. The vehicle crossings will access low volume residential properties and the roads themselves will also be low volume.



Figure 3: Lots 110 and 125 with probable access in the intersection.

5. Land Development and Subdivision Code of Practice Provisions.

The Code of Practice defines the subdivision as a Live and Play Suburban area. The link context for the subdivision is Local Road. It is possible that Roads 4A, 4B and 13 could be considered collector roads due to being designed to the E13 standard but the catchment they serve and their expected traffic volumes are likely to be within the expected range of local roads for inclusion in the district plan functional hierarchy. Roads 4A and 4B in particular are future proofed to provide for potential future public transport and defined cycle routes but their main function continues to be access to properties within the subdivision. Road 5 has a minor function as a collector of traffic from within the subdivision. As such it has been defined as an E12 road with a 5.7 metre wide carriageway with setback carparking to facilitate movement but without creating a higher speed environment.

The proposed road standards are considered appropriate for a development that is in a block bounded by main roads that have an arterial function. Drivers from other areas will have preferred options to use the main roads and not drive through the subdivision. The primary function of the roads in the subdivision is therefore to access properties with a lesser function for Roads 4A and 4B to distribute traffic between Orchard Road and Ballantyne Road. The proposed widths are consistent with the expected function of the roads.

For stage 1, road connectivity is provided to Deans Drive only. This will be addressed over time as future stages of the subdivision are developed and Roads 4A, 4B and 13 in particular are constructed to provide full access to the main road network of Orchard Road/Cardrona Valley Road and Ballantyne Road. In the meantime, good cycle and pedestrian access will be provided along both Deans Drive and through the two off road paths from Road 2A to the off road network north of proposed Road 13 and therefore to the industrial area and Ballantyne Road.

Design speeds for the roads are consistent with the expected function of the road. Roads 4A, 4B and 13 are the main distributor roads for the subdivision and have two 4.2 metre wide traffic lanes to allow

for public transport. The target operating speed for the road is 50 km/hr and this is achieved. However, the recent speed limit bylaw review suggests that a 40 km/hr speed limit is likely to be imposed but the extra width is essential to allow for public transport to safely use the carriageway with some cyclists sharing the road so the speed environment will be higher than the speed limit. This is unavoidable. Local area traffic management treatments are typically difficult for public transport to negotiate comfortably and cannot be recommended on these roads.

Sight distances along the roads will be good due to the flat terrain and straight roads with visibility to curves and intersections being available. The block lengths are relatively short and traffic speeds between the intersections and curves will therefore be limited even though the sight distance is good.

Widening on horizontal curves will be applied as necessary to ensure that the rubbish truck can pass an oncoming vehicle without crossing the centreline. This is especially likely on the minor roads.

Each property will be able to accommodate the number of parking spaces required by the District Plan and this will be demonstrated at building consent stage. Additional spaces will be available on street and these will be shared amongst visitors to the properties. Where necessary, to ensure that at least one lane remains if on street parking is in high demand, no stopping restrictions will be applied. In the first instance, vehicle crossings will create areas where passing can occur by preventing parking on one side.

Where possible, Tee intersections have been provided throughout the subdivision to reduce the number cross roads intersections. With the subdivision being long and narrow in shape, it is difficult to provide Tee intersections in all locations. Where cross roads are proposed, these will be controlled.

The approaches to all intersections are close to 90 degrees.

The intersections of roads in the connector/collector groups will be less than 150 metres apart on Road 1. Road 5 is less than 150 metres from Roads 4A and 4B. However, all of these roads are at the lowest end of roads in this category and can be considered as local roads. The low traffic volumes, good visibility and controlled speeds will ensure that the intersections can operate safely. The roads are likely to carry less than the traffic expected on an E12 road (less than 2000 vpd).

Appropriate corner splays and kerb radii are provided on each intersection.

Only two culs-de-sac are proposed in the later stages of the development. Both are intended to provide connectivity for cyclists and pedestrians between the cul-de-sac head and the nearest road. The cul-de-sac turning head will be designed to allow the rubbish truck to turn around the turning head.

There is currently no public transport service in Wanaka and it is not known what form the service will take if one is introduced in the future. However, there is sufficient space planned on the possible roads where a public transport route may be required for the bus stops to be constructed outside the traffic lanes if necessary.

Footpaths are provided where necessary on both sides of the roads. On the cul-de-sacs and minor roads, only single footpaths are proposed. Tactile pavers are proposed at each crossing point.

Cycle paths are not constructed and there are currently no defined cycle routes within the subdivision. However, it has been assumed that some form of off road cycle facility may be required on Road 4A and 4B in the future. A 3.0 metre wide footpath will be constructed to allow for a shared

footpath/cycle path. The good visibility and expected low cycle and pedestrian volumes through the subdivision will allow a shared path on these roads to function safely.

Streetlighting and landscaping has not yet been designed.

6. Conclusions.

The proposed transport network for the Alpine Meadows subdivision is considered to provide safe and efficient access to the proposed residential lots and is in general accordance with the QLDC Operative District Plan and the Land Development and Subdivision Code of Practice 2018. Deans Drive is appropriate to accommodate Stage 1 of the development. Where compliance with the requirements of the District Plan or Code is not achieved, it is considered that effects of the non compliance is insignificant. Further stages of the detailed design of the subdivision will ensure any non compliances are considered and their effects mitigated.

Appendix 1

Crash Data

8/26/2019

Crash Analysis System (CAS) | NZTA



Untitled query

Crash year

2014 — 2019

Saved sites

[Alpine Meadows](#)

Plain English report

3 results from your query.

1-3 of 3

Crash road	* Distance	Direction	Side road	ID	Date	Day of week	Time	Description of events	Crash factors	Surface condition	Natural light	Weather	Junction	Control	Crash count fatal	Crash count severe	Crash count minor
BALLANTYNE ROAD	40m	N	ENTERPRISE DRIVE	201732789	05/01/2017	Thu	12:40	Van1 SDB on Ballantyne road hit Car/Wagon2 U-turning from same direction of travel	CAR/WAGON2, alcohol test below limit, did not check/notice another party behind VAN1, alcohol test below limit, misjudged intentions of another party, overtaking on left without due care	Dry	Bright sun	Fine	Nil (Default)	Unknown	0	0	0
BALLANTYNE ROAD	120m	S	ENTERPRISE DRIVE	201851761	15/03/2019	Fri	16:00	SUV2 turning right hit by oncoming Motorcycle1 NDB on BALLANTYNE ROAD, WANAKA, QUEENSTOWN-LAKES	MOTORCYCLE1, alcohol test below limit SUV2, alcohol test below limit, did not check/notice another party from other dirn, failed to give way turning to non-turning traffic	Dry	Overcast	Fine	Driveway	Nil	0	0	0
CARDRONA VALLEY ROAD		I	STUDHOLME ROAD	201788502	03/05/2017	Wed	19:00	Car/Wagon2 turning right hit by oncoming Car/Wagon1 NDB on Cardrona Valley	CAR/WAGON2, failed to give way turning to non-turning traffic, other inattentive	Wet	Dark	Fine	T Junction	Give way	0	0	0

1-3 of 3

APPENDIX 7 – ASSESSMENT OF OBJECTIVES AND POLICIES

Attachment 1 Assessment of Relevant Objectives and Policies

Otago Regional Policy Statement

<p>Objective 9.4.1 To promote the sustainable management of Otago's built environment in order to:</p> <ul style="list-style-type: none"> (a) Meet the present and reasonably foreseeable needs of Otago's people and communities; and (b) Provide for amenity values, and (c) Conserve and enhance environmental and landscape quality; and (d) Recognise and protect heritage values. 	<p>The proposed subdivision will provide residential allotments on land zoned for that purpose, to meet some of the current residential land needs.</p>
<p>Objective 9.4.2 To promote the sustainable management of Otago's infrastructure to meet the present and reasonably foreseeable needs of Otago's communities.</p>	<p>Existing infrastructure can be easily extended in a logical manner to service the subdivision. There is sufficient capacity in the existing network to accommodate the proposed development.</p>
<p>Policy 9.5.2 To promote and encourage efficiency in the development and use of Otago's infrastructure through:</p> <ul style="list-style-type: none"> (a) Encouraging development that maximises the use of existing infrastructure while recognising the need for more technology; and (b) Promoting co-ordination amongst network utility operators in the provision and maintenance of infrastructure; and (c) Encouraging and reduction in the use of non-renewable resources while promoting the use of renewable resources in the construction development and use of infrastructure; and (d) Avoiding or mitigating the adverse effects of subdivision, use and development of land on the safety and efficiency of regional infrastructure. 	

Partially Operative Otago Regional Policy Statement

<p>Objective 4.5 Urban Growth and development is well designed, occurs in a strategic and coordinated way, and integrates effectively with adjoining urban and rural environments.</p> <p>Policy 4.5.3 Urban Design</p>	<p>The subdivision has been designed to integrate with the pattern of residential development occurring to the west. The proposal has been reviewed by Urban Designers Williams and Co and is considered to be appropriate in terms of urban design outcomes specifically the proposed grid pattern is appropriate to the</p>
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<p>Design new urban development with regard to:</p> <ul style="list-style-type: none"> a) A resilient, safe and healthy community; b) A built form that relates well to its surrounding environment; c) Reducing risk from natural hazards; d) Good access and connectivity within and between communities; e) A sense of cohesion and recognition of community values; f) Recognition and celebration of physical and cultural identity, and the historic heritage values of a place; g) Areas where people can live, work and play; h) A diverse range of housing, commercial, industrial and service activities; i) A diverse range of social and cultural opportunities. 	<p>topography; connections out from the site have been considered; the design reflects controls imposed by the planning framework.</p>
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Queenstown Lakes District Plan

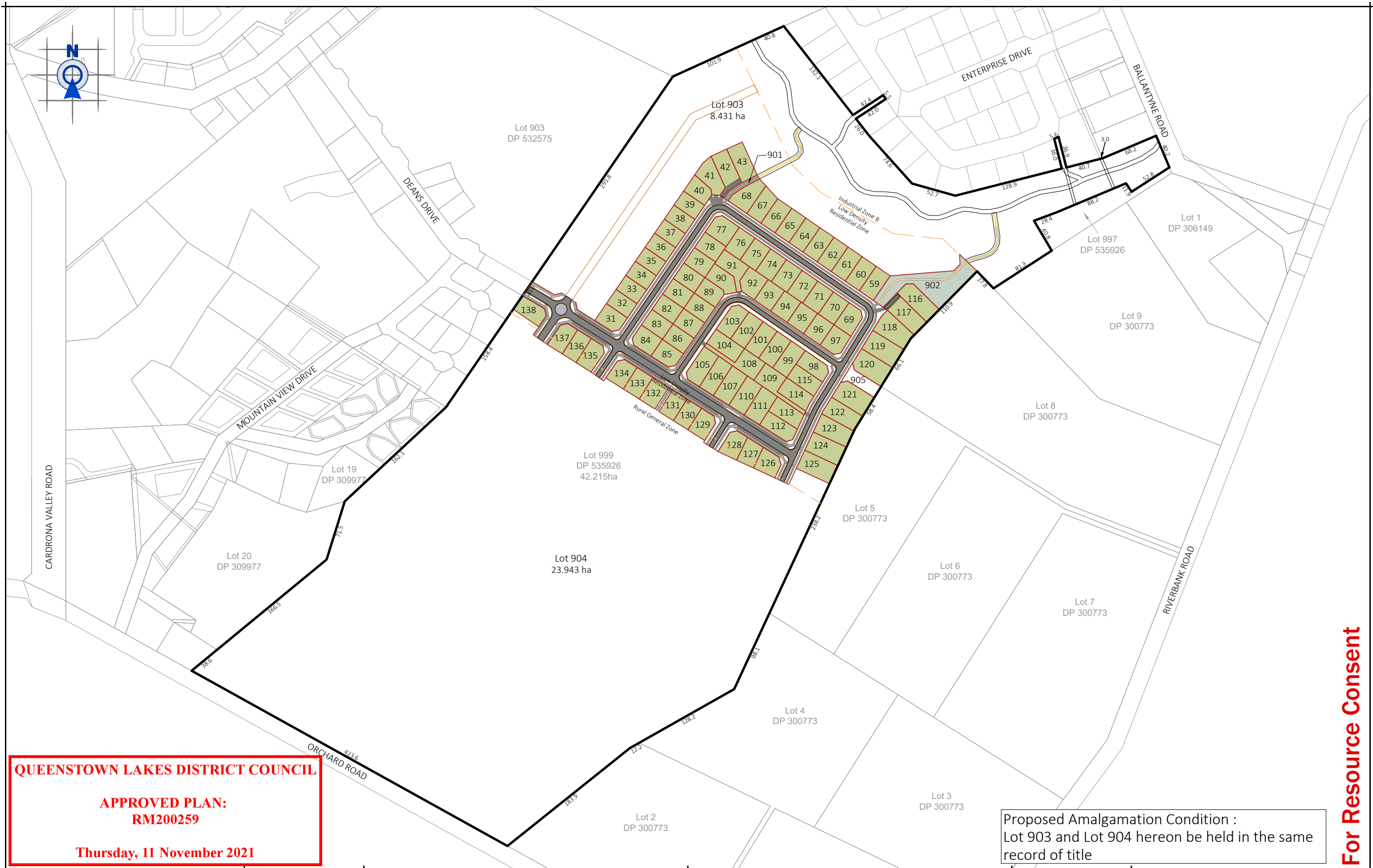
<p>Section 7 Objective 2 A compact residential form readily distinguished from the rural environment which promotes the efficient use of existing services and infrastructure.</p> <p>Policy 2.1 To contain the outward spread of residential areas and to limit peripheral residential or urban expansion.</p> <p>Policy 2.4 In new residential areas encourage and provide for development forms which provide for increased residential density and careful use of topography.</p>	<p>The proposed subdivision is on land zoned for residential development. Infrastructure has been brought to neighbouring developments at Ballantyne Industrial and Alpine Estates so this is a logical and efficient extension of the existing infrastructure.</p> <p>Some of the lot sizes are smaller than provided for in the Residential Zone but are still an adequate section size for development and provide for increased residential densities. The proposed smaller lots are consistent with the minimum lot sizes in the Low Density Residential Zone of the proposed District Plan.</p>
<p>Section 15 Objective 2 The cost of the provision of services to and within subdivisions and developments, or the upgrading of services made necessary by that subdivision and development, to the extent that any of those things are necessitated by the subdivision or development to be met by subdividers.</p>	<p>The applicant will meet the costs of provision of services through development contribution as agreed with QLDC.</p>
<p>Section 15 Objective 5</p>	<p>The proposed lots are of a regular and efficient shape and the proposed lot sizes are suitable to</p>

<p>The maintenance or enhancement of the amenities of the built environment through the subdivision and development process.</p> <p>Policies</p> <p>5.1 To ensure lot sizes and dimensions to provide for the efficient and pleasant functioning of their anticipated land uses, and reflect the levels of open space and density of built development anticipated in each area.</p> <p>5.5 To minimise the effects of subdivision and development on the safe and efficient functioning of services and roads.</p>	<p>provide for residential living inclusive of sufficient outdoor living space. This will result in an efficient and pleasant development</p> <p>The proposed roads have been designed in accordance with NZA4404:2010.</p>
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Queenstown Lakes District Council Proposed District Plan

<p>Objective 27.2.1 Subdivision will create quality environments that ensure the District is a desirable place to live, visit, work and play.</p> <p>Policy 27.2.1.1 Require subdivision infrastructure to be constructed and designed so that it is fit for purpose, while recognising opportunities for innovative design.</p> <p>Policy 27.2.1.2 Enable urban subdivision that is consistent with the QLDC Subdivision Design Guidelines 2015, recognising that good subdivision design responds to the neighbourhood context and the opportunities and constraints of the application site.</p> <p>Policy 27.2.1.3 Require that allotments are a suitable size and shape, and are able to be serviced and developed for the anticipated land use under the applicable zone provisions.</p> <p>27.2.1.4 Discourage non-compliance with minimum allotments sizes. However, where minimum allotment sizes are not achieved in urban areas, consideration will be given to whether any adverse effects are mitigated or compensated by providing:</p>	<p>The proposed subdivision will create a quality environment consistent with the residential density sought through the Proposed District Plan.</p> <p>Infrastructure availability has been confirmed and is fit for purpose.</p> <p>The urban design report confirms that there are no adverse urban design outcomes from the layout or lot sizes of the development.</p>
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<ul style="list-style-type: none"> a. desirable urban design outcomes; b. greater efficiency in the development and use of the land resource; c. affordable or community housing. 	
<p>Objective 27.2.5 Infrastructure and services are provided to new subdivisions and developments.</p>	<p>The subdivision will be fully serviced.</p> <p>A safe and efficient road layout is proposed with pedestrian footpaths and pedestrian linkages to open space provided.</p>



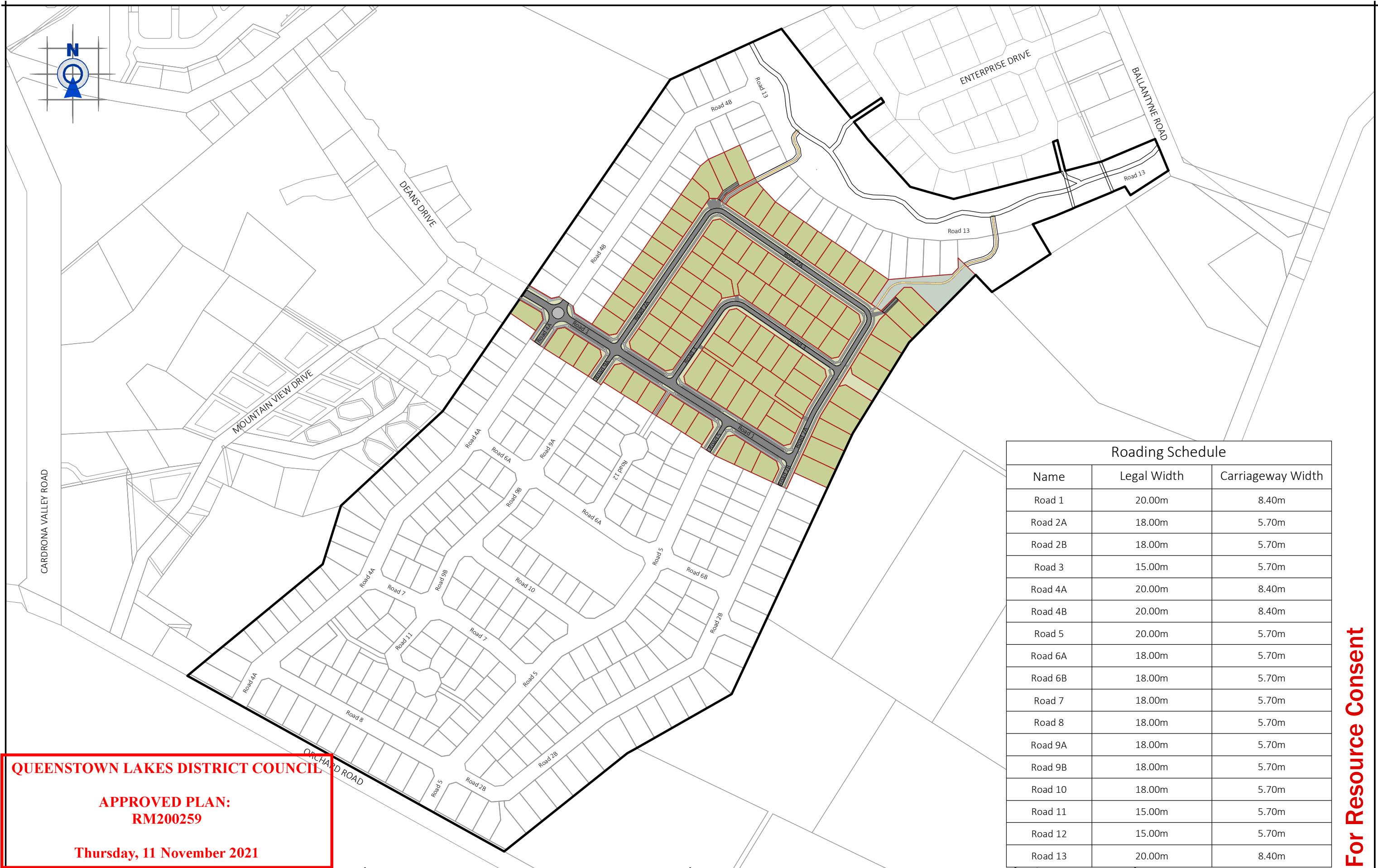
QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM200259

Thursday, 11 November 2021

Proposed Amalgamation Condition :
Lot 903 and Lot 904 hereon be held in the same
record of title

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QUEENSTOWN LAKES DISTRICT COUNCIL

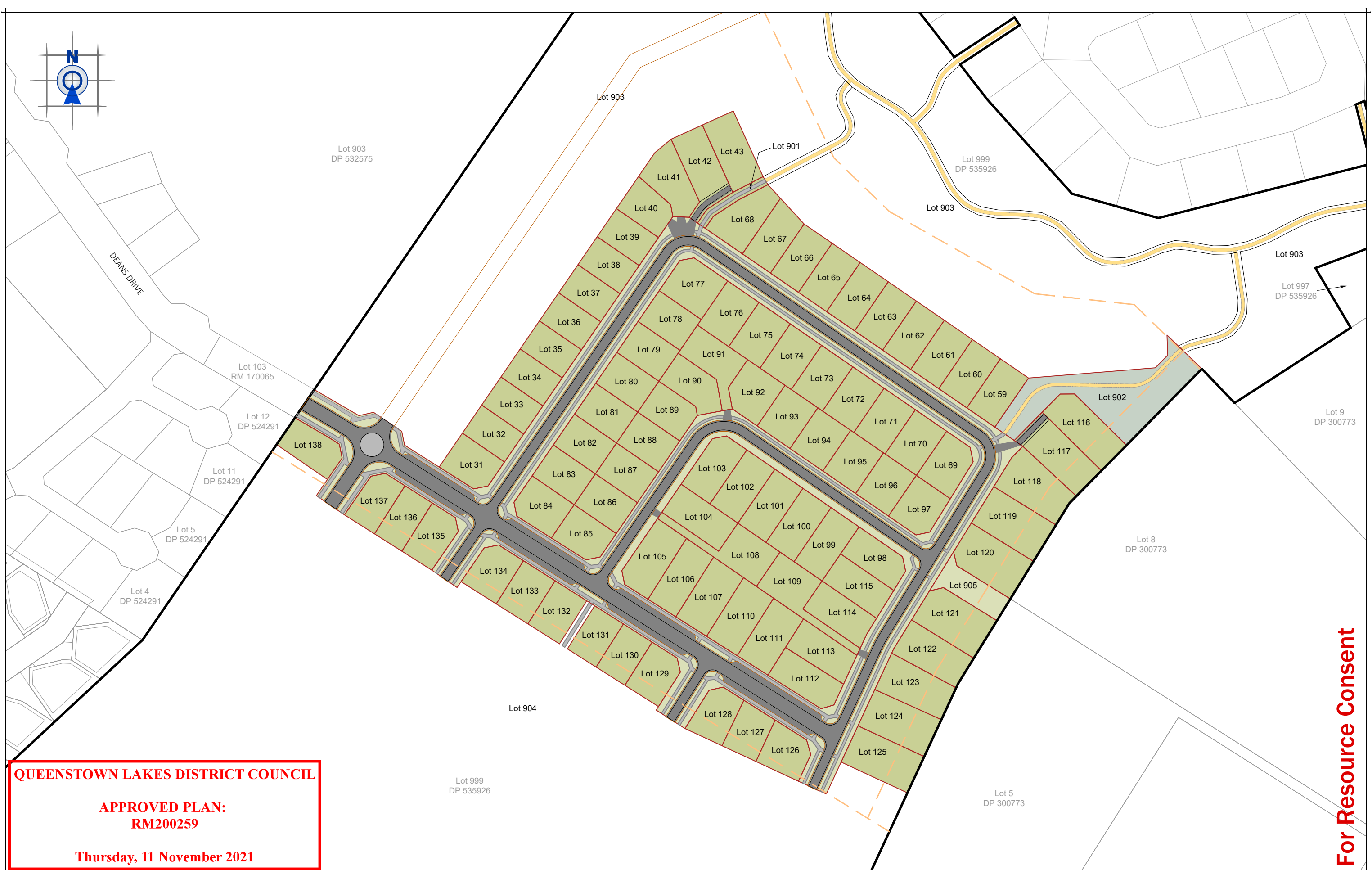
APPROVED PLAN:
RM200259

Thursday, 11 November 2021

Roothing Schedule		
Name	Legal Width	Carriageway Width
Road 1	20.00m	8.40m
Road 2A	18.00m	5.70m
Road 2B	18.00m	5.70m
Road 3	15.00m	5.70m
Road 4A	20.00m	8.40m
Road 4B	20.00m	8.40m
Road 5	20.00m	5.70m
Road 6A	18.00m	5.70m
Road 6B	18.00m	5.70m
Road 7	18.00m	5.70m
Road 8	18.00m	5.70m
Road 9A	18.00m	5.70m
Road 9B	18.00m	5.70m
Road 10	18.00m	5.70m
Road 11	15.00m	5.70m
Road 12	15.00m	5.70m
Road 13	20.00m	8.40m

For Resource Consent

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Thursday, 11 November 2021

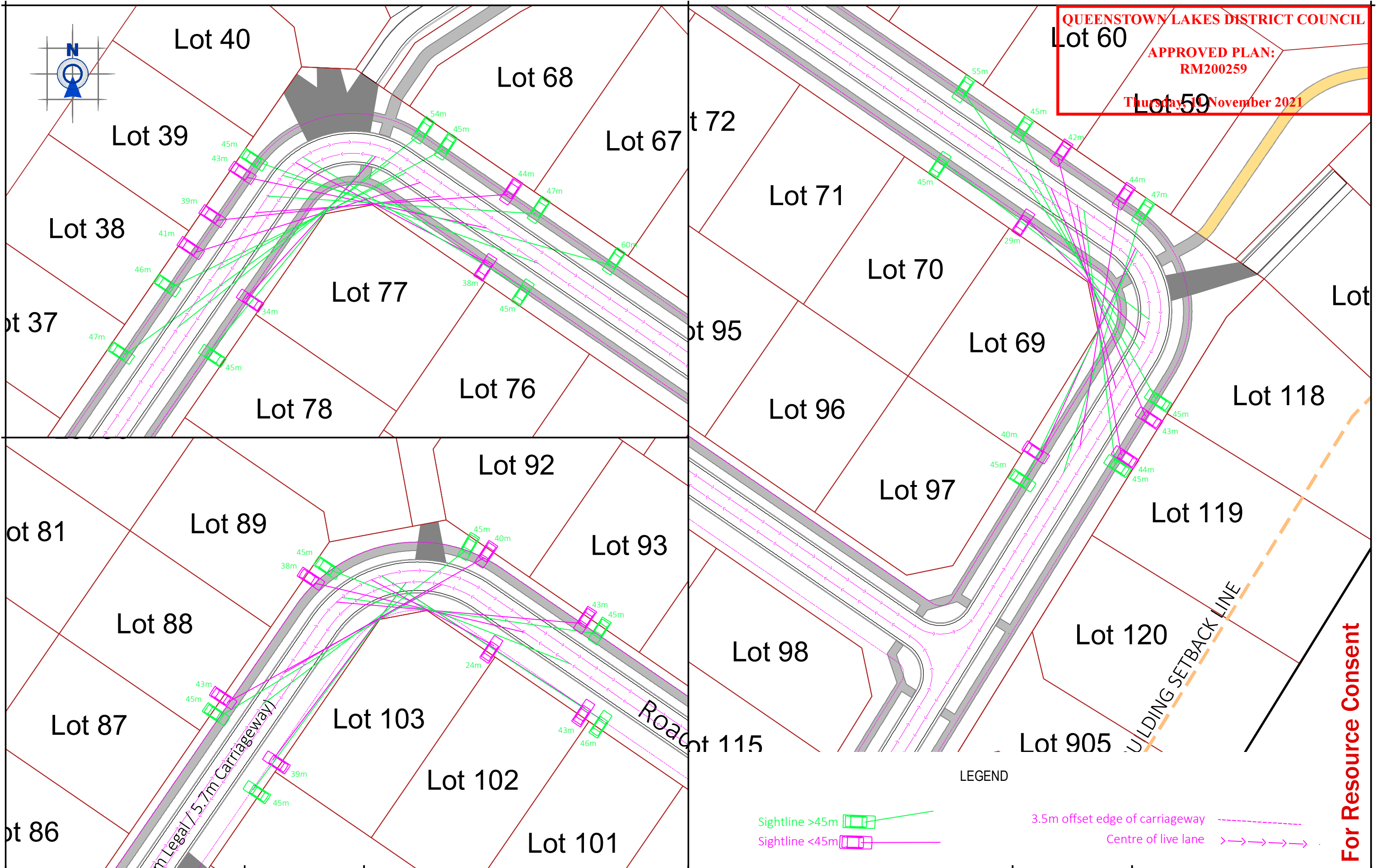
Client & Location:

Purpose & Drawing Title:

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QUEENSTOWN LAKES DISTRICT COUNCIL

Lot 60

APPROVED PLAN:
RM200259

Thursday, 11 November 2021

Lot 59

LEGEND

- Sightline >45m
- Sightline <45m
- 3.5m offset edge of carriageway
- Centre of live lane

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Client & Location:

Orchard Road Holdings Ltd

Alpine Meadows Stage 1

Wanaka

Purpose & Drawing Title:

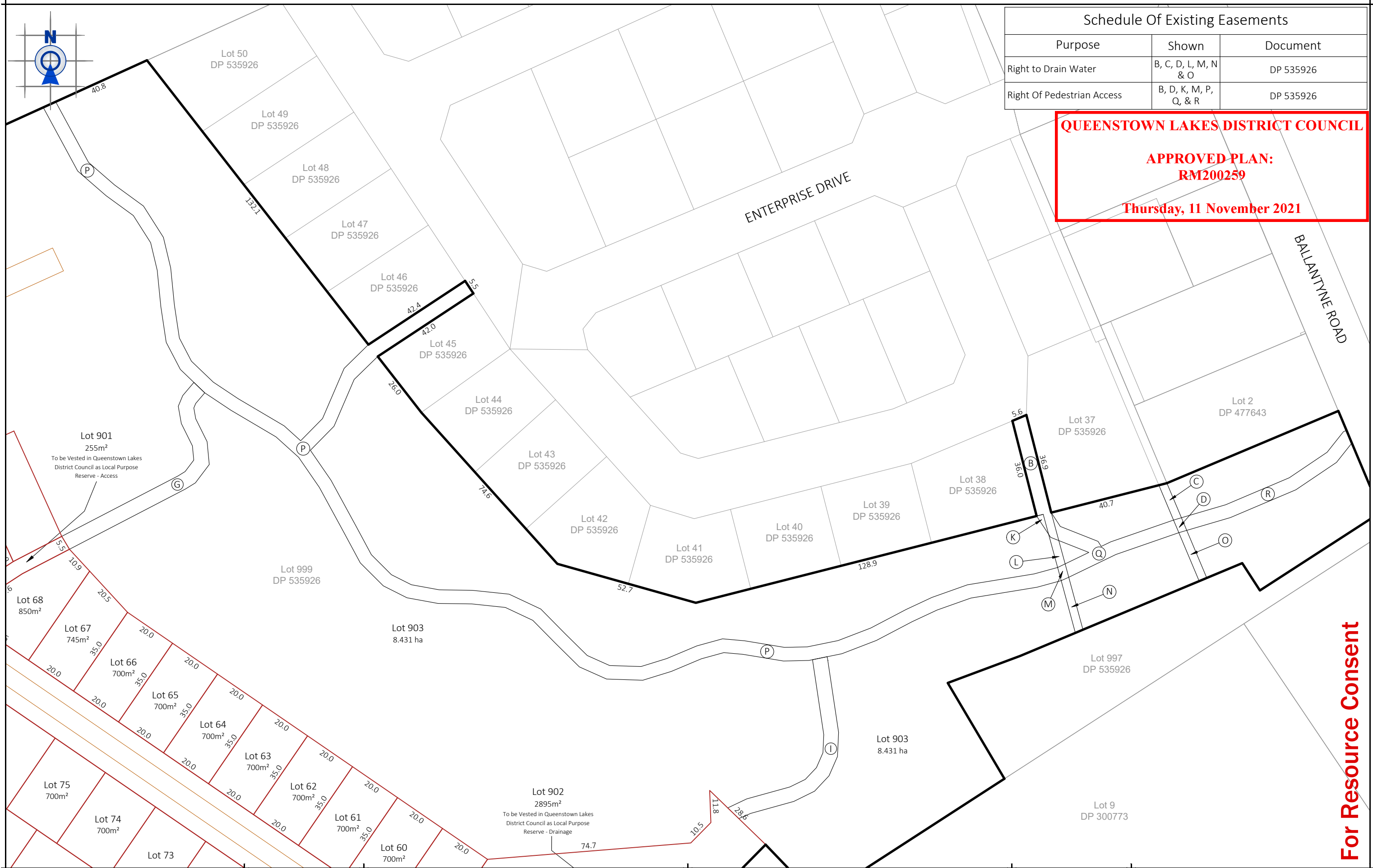
Vehicle Entrance Sightlines

Lots 31-43, 59-138, 900-906 Being a

Subdivision of Lot 999 DP 535926

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Schedule Of Existing Easements		
Purpose	Shown	Document
Right to Drain Water	B, C, D, L, M, N & O	DP 535926
Right Of Pedestrian Access	B, D, K, M, P, Q, & R	DP 535926

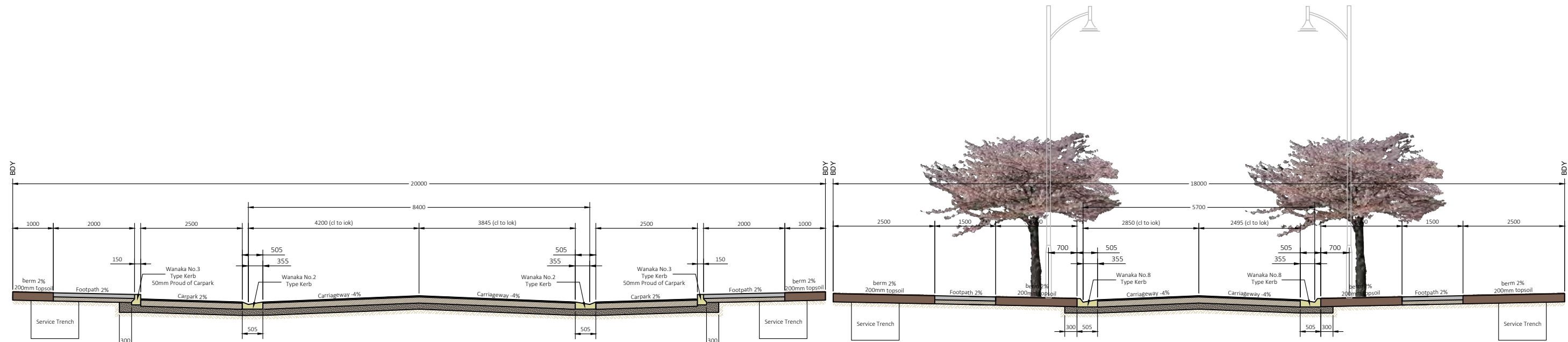
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RM200259

Thursday, 11 November 2021

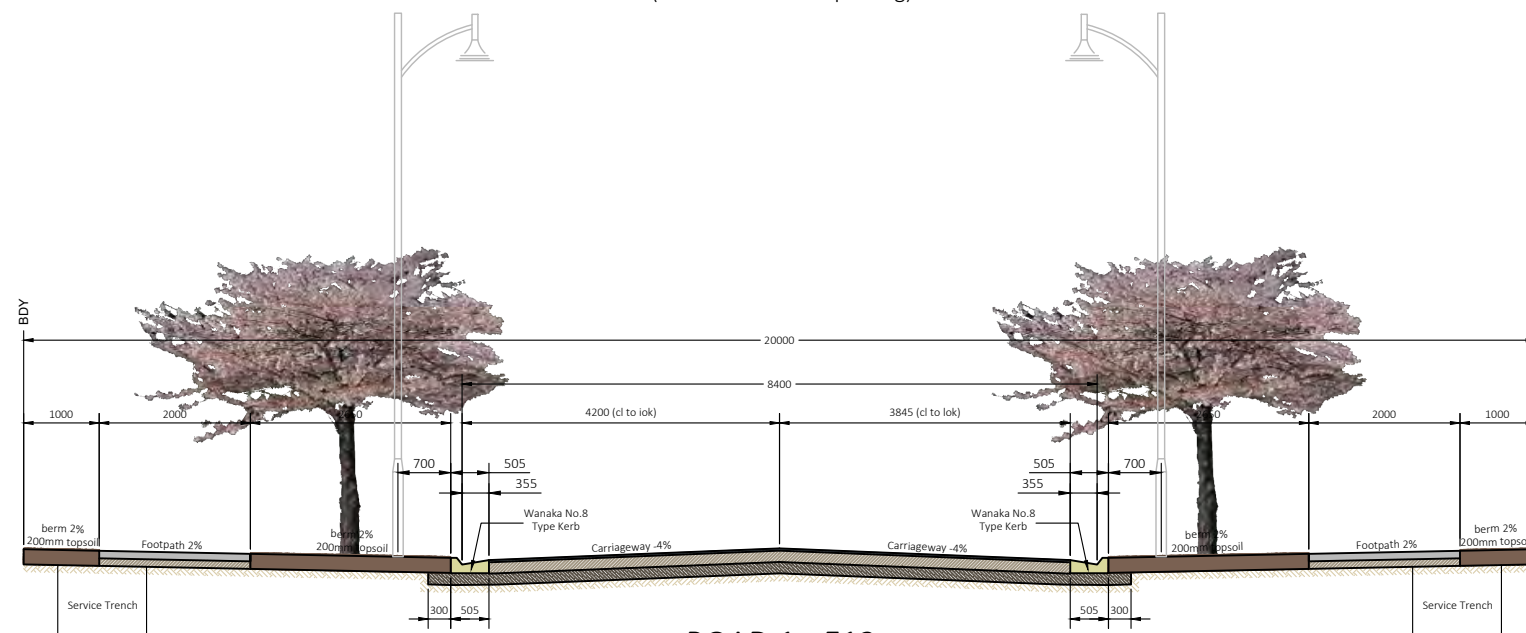
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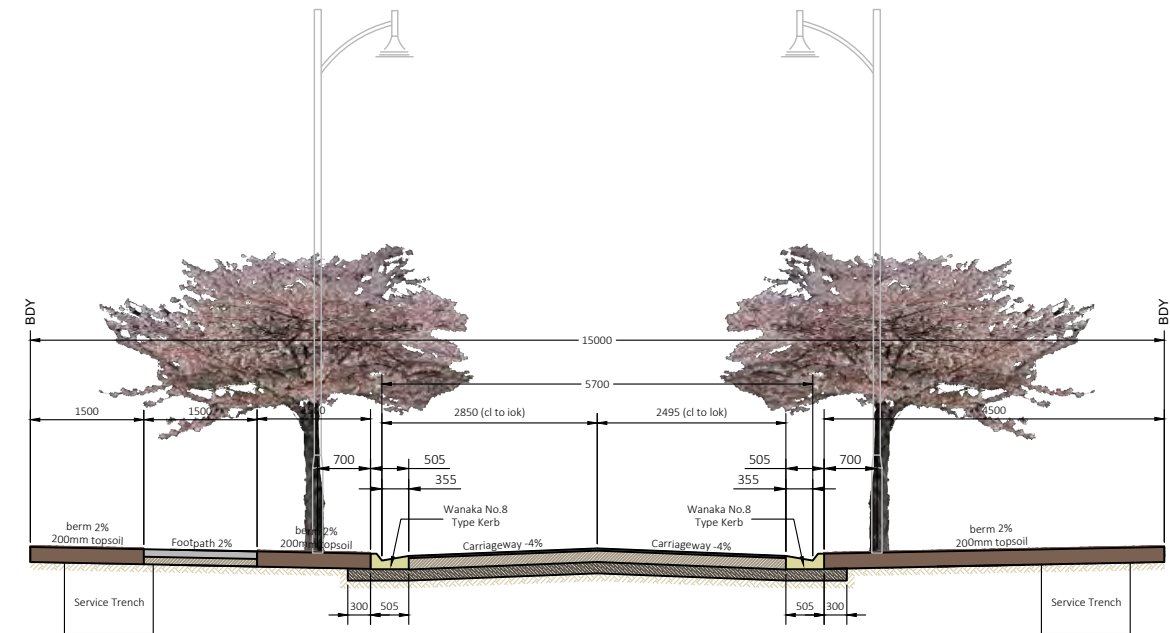


ROAD 1 - E13
2 x 4.2m (8.4m) carriageway / 20m legal width
2.0m Footpath Both Sides
(With Indented Carparking)

ROAD 2 - E12
5.7m carriageway / 18m legal width
1.5m Footpath Both Sides



ROAD 1 - E13
2 x 4.2m (8.4m) carriageway / 20m legal width
2.0m Footpath Both Sides
(Without Indented Carparking)



ROAD 3 - E11
5.7m carriageway / 15m legal width
1.5m Footpath One Side

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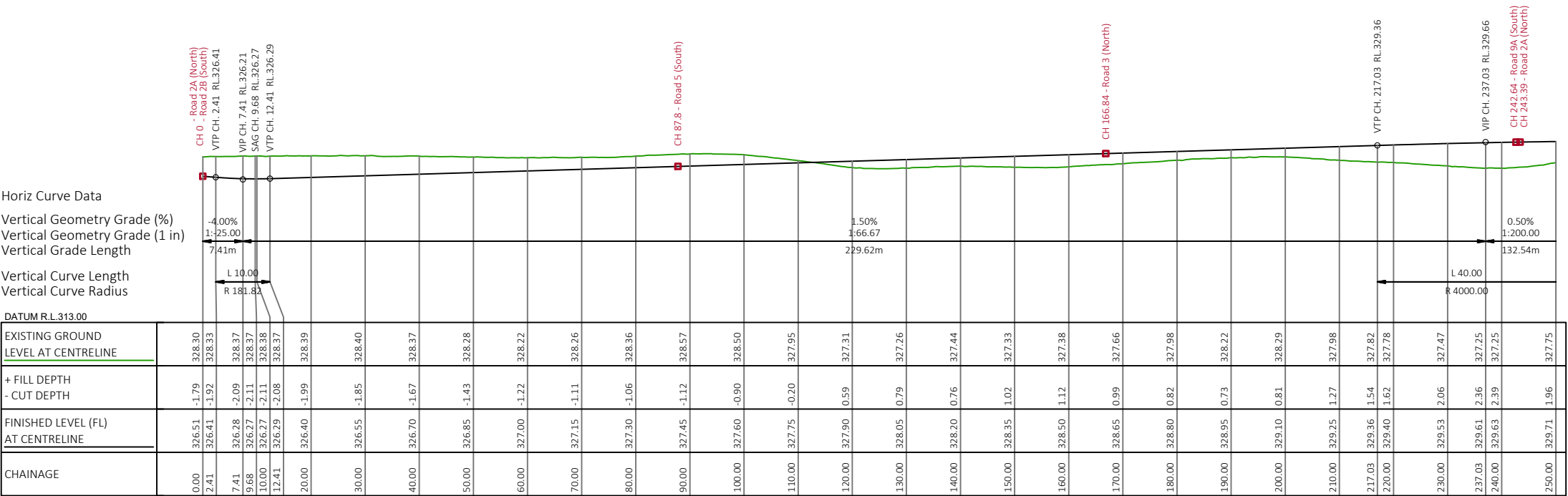
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E wanaka@ppgroup.co.nz

Client & Location:
Orchard Road Holdings Ltd
Alpine Meadows Stage 1
Wanaka

Purpose & Drawing Title:
Scheme Plan :
Typical Road Cross Sections

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Dwg No:	002	Revision No:	C
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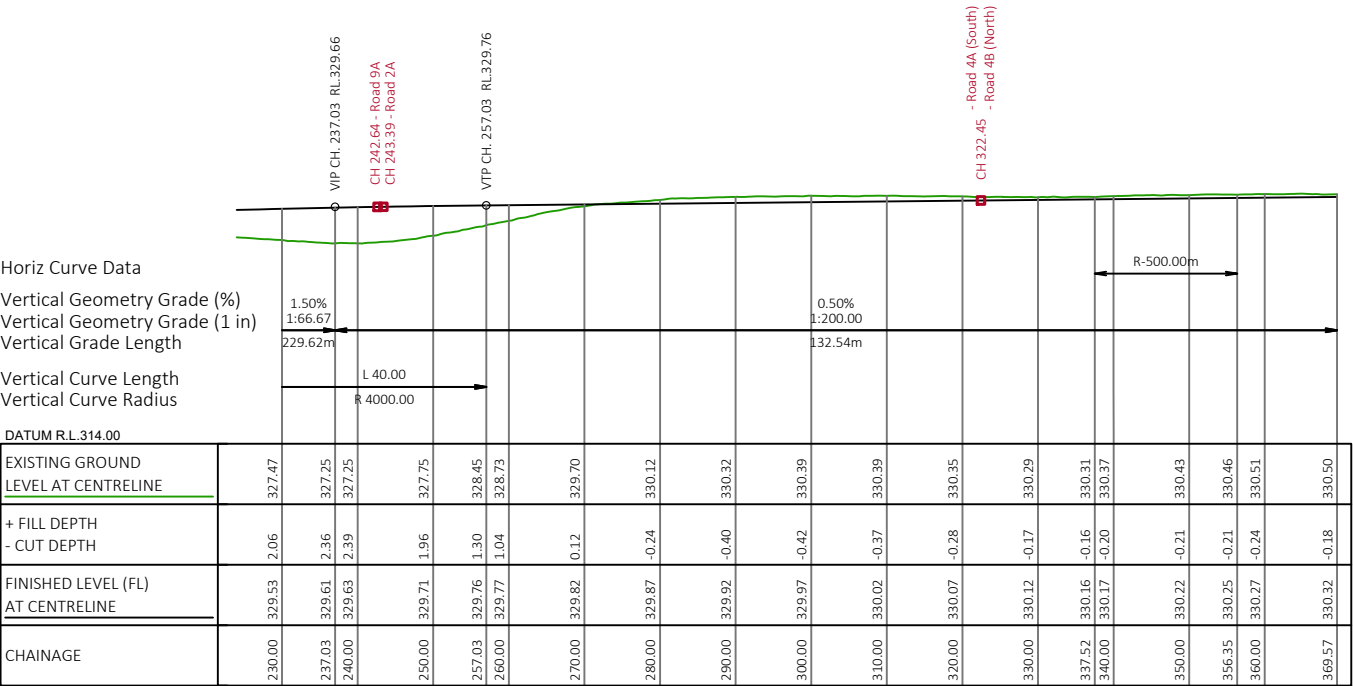


Alpine Meadows Stage 1: Road 1 Longsection

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Alpine Meadows Stage 1: Road 1 Longsection

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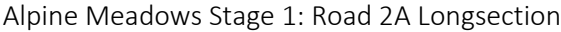
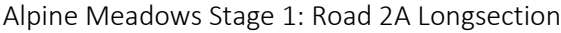
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Client & Location:
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Alpine Meadows Stage 1
Wanaka

Purpose & Drawing Title:
Scheme Plan :
Road Longsections


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Approved by:	SJD	Sheet No: 104a	Revision No: C	Date Created: 16/08/2019
Job No: W5620	Dwg No: 002			



DATUM R.L.312.00			
EXISTING GROUND LEVEL AT CENTRELINE			
+ FILL DEPTH - CUT DEPTH			
FINISHED LEVEL (FL) AT CENTRELINE			
CHAINAGE			
	460.00	325.36	-1.90
	470.00	325.43	-1.70
	480.00	325.51	-1.72
	490.00	325.58	-1.83
	500.00	325.66	-2.05
	510.00	325.73	-2.13
	520.00	325.81	-2.23
	530.00	325.88	-2.38
	540.00	325.96	-2.22
	545.23	325.99	-1.99
	550.00	326.03	-1.90
	557.07	326.08	-1.76
	560.00	326.11	-1.78
	570.00	326.18	-1.72
	580.00	326.26	-1.93
	590.00	326.33	-2.12
	600.00	326.41	-1.98
	610.00	326.48	-1.87
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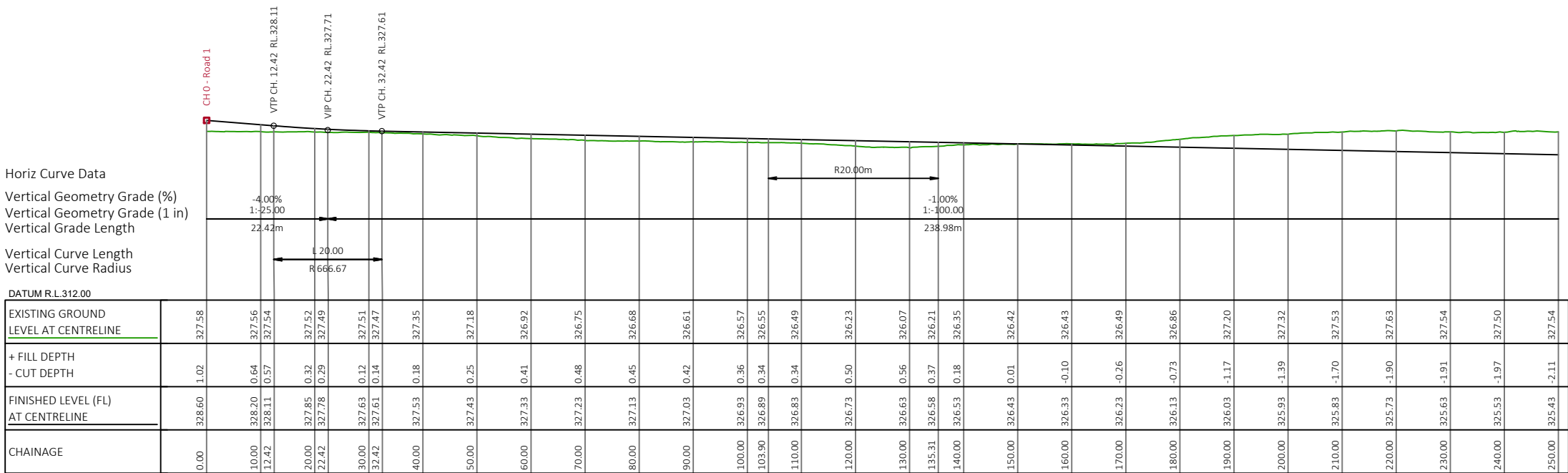
Alpine Meadows Stage 1: Road 2A Longsection

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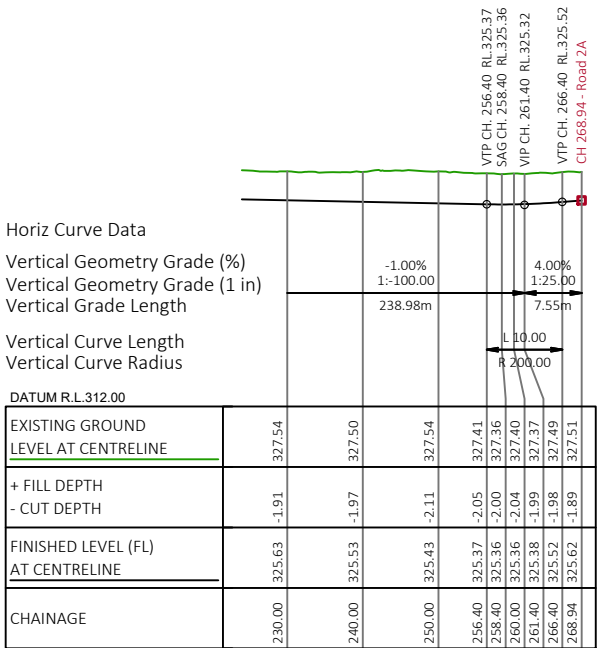
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For Resource Consent



Alpine Meadows Stage 1: Road 3 Longsection



Alpine Meadows Stage 1: Road 3 Longsection

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM200259

Thursday, 11 November 2021

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Client & Location:

Orchard Road Holdings Ltd
Alpine Meadows Stage 1
Wanaka

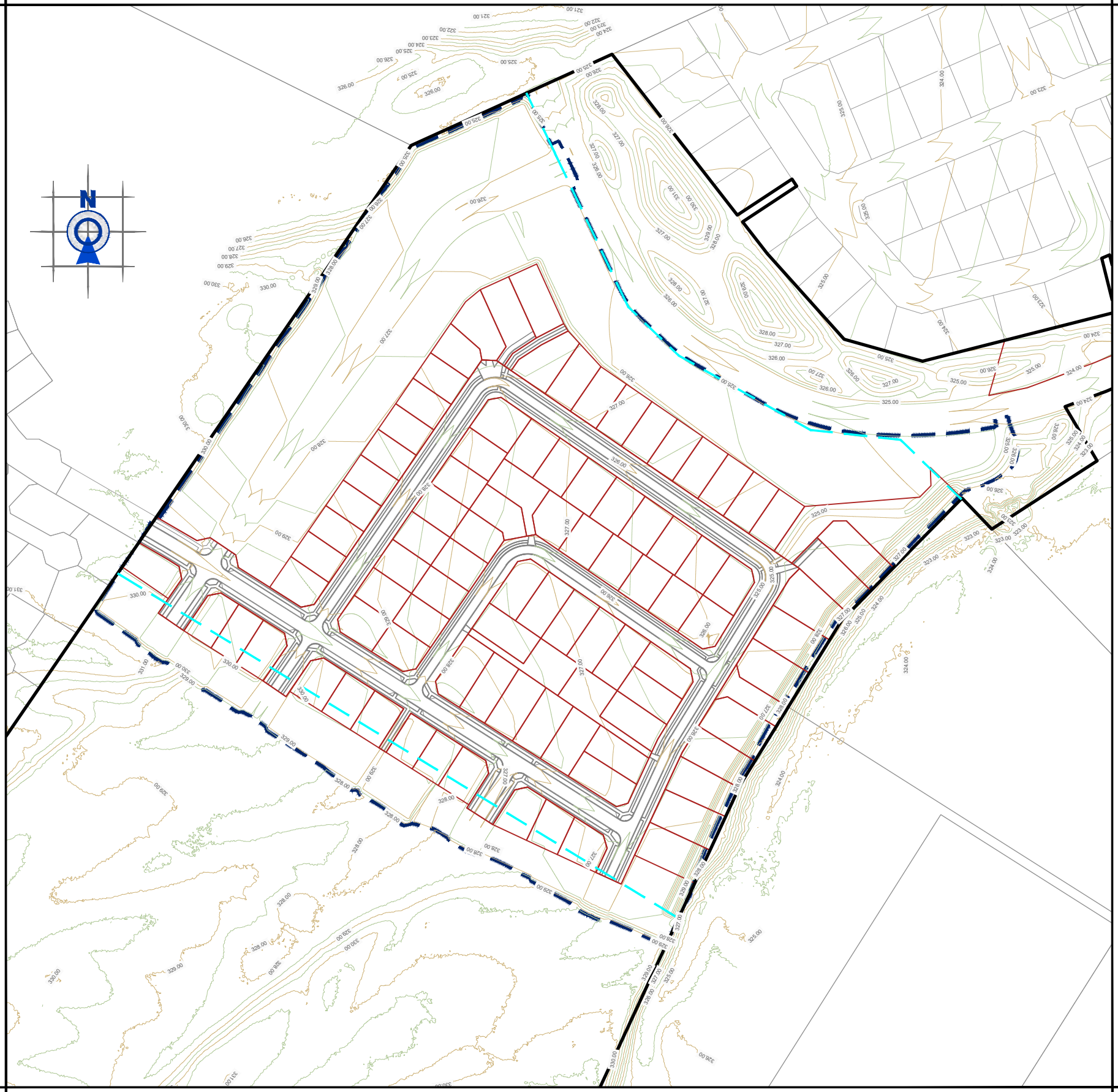
Purpose & Drawing Title:

Scheme Plan :
Roding Longsections

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Dwg No:	002			Date Created:	16/08/2019

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PLAN SHEET INDEX

SHEET	CONTENTS	REV	DATE
100	Plan Index	0	16/08/2019
101	Existing Contours	0	16/08/2019
102	Proposed Contours	0	16/08/2019
103	Cut / Fill Plan	0	16/08/2019
104a	Cross Sections	0	16/08/2019
104b	Cross Sections - Detailed	0	16/08/2019
104c	Cross Sections - Detailed	0	16/08/2019

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Alpine Meadows Stage 1
Wanaka

Purpose & Drawing Title:

Earthworks Plans
Plan Index

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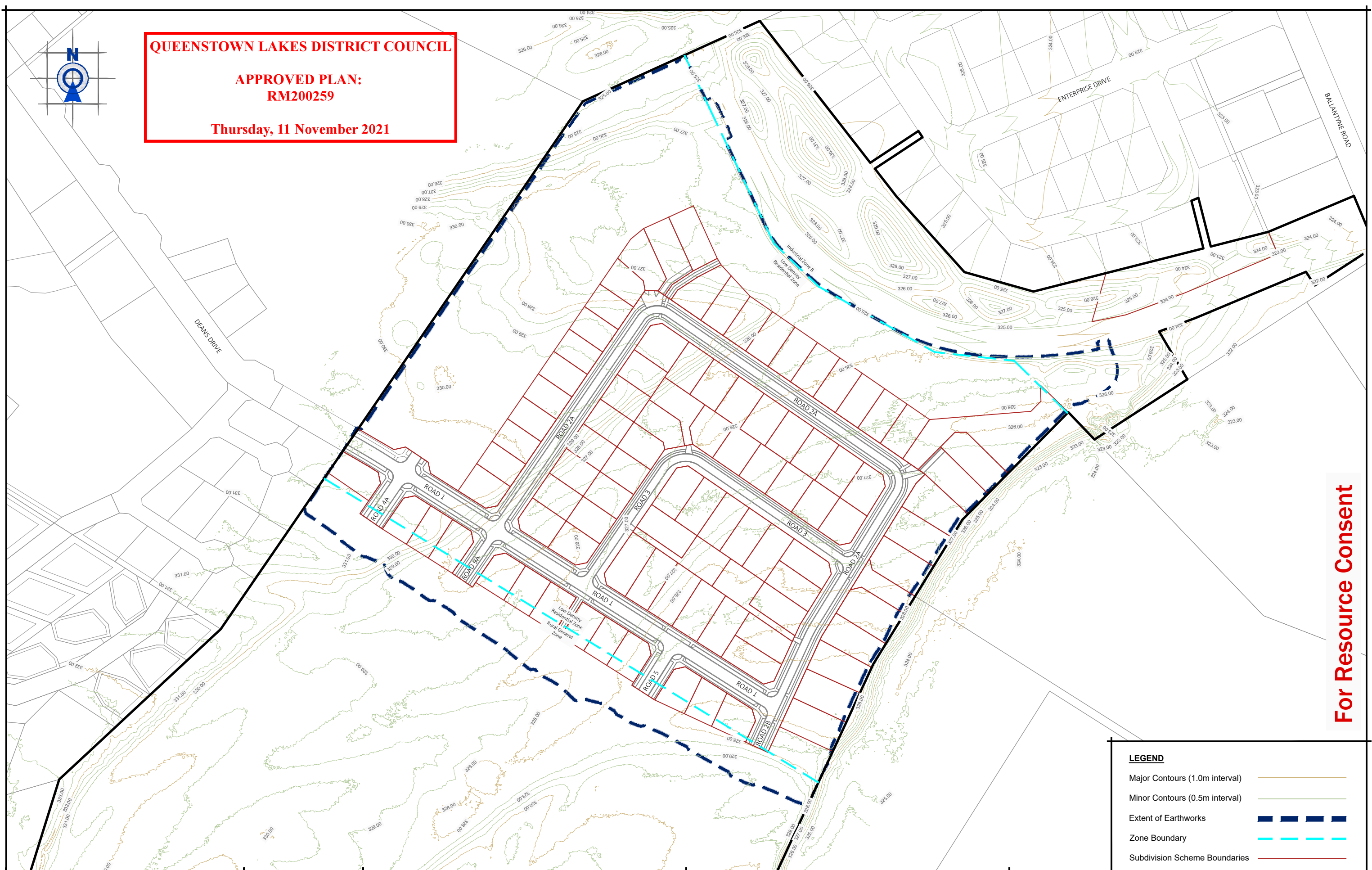
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LEGEND	
Major Contours (1.0m interval)	
Minor Contours (0.5m interval)	
Extent of Earthworks	
Zone Boundary	
Subdivision Scheme Boundaries	

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Purpose & Drawing Title:
Earthworks Plans
Existing Contours

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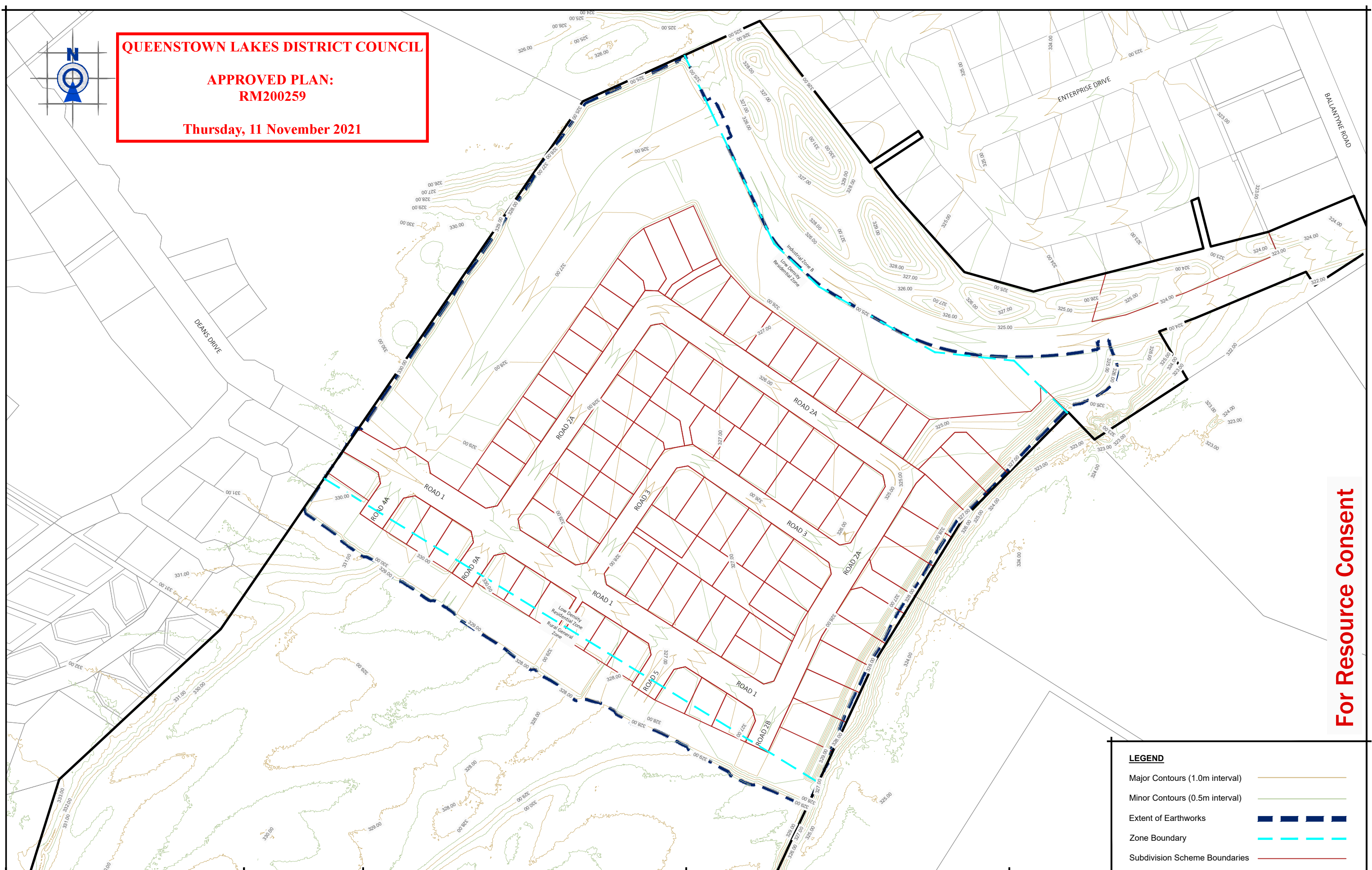
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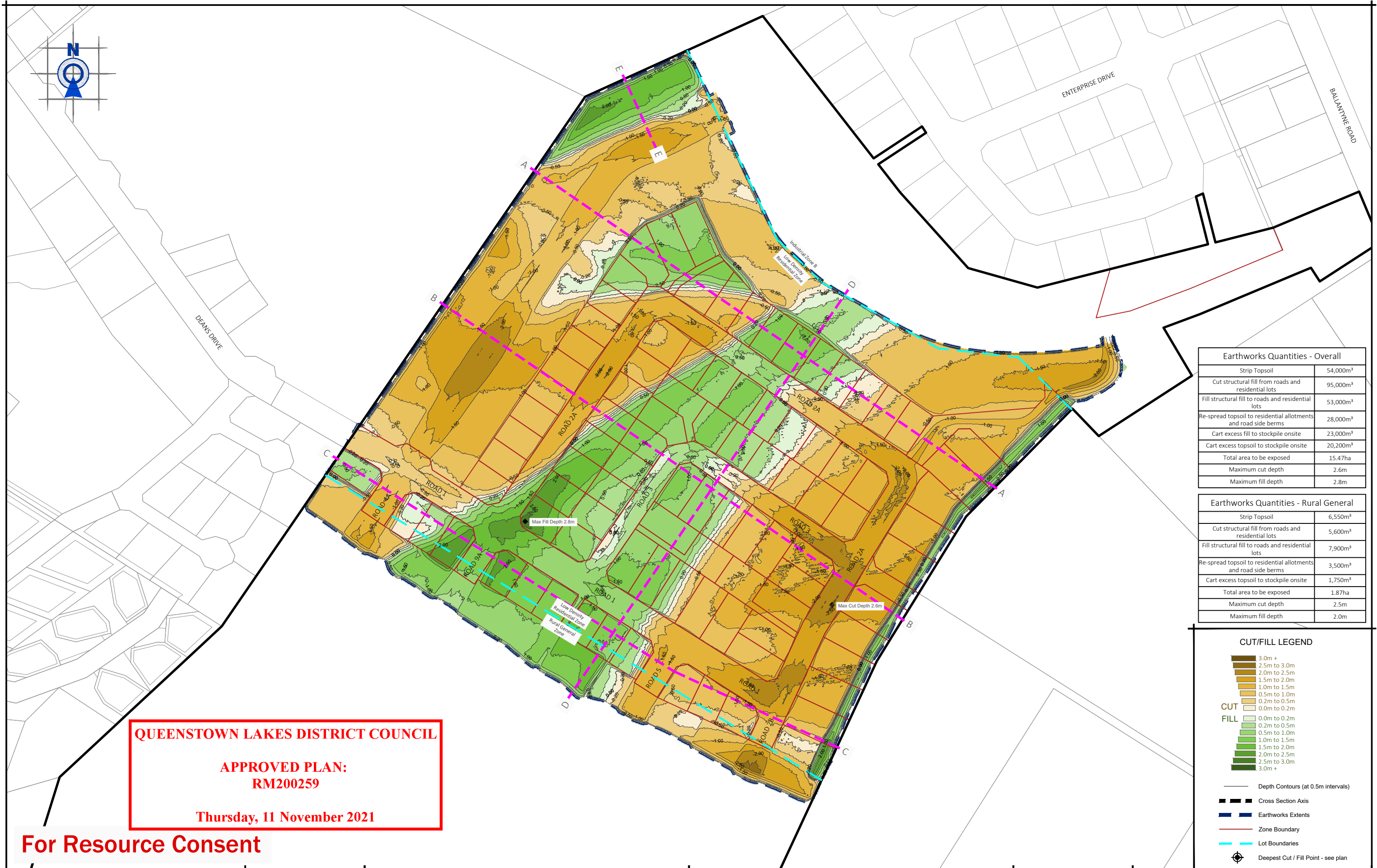


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LEGEND	
Major Contours (1.0m interval)	
Minor Contours (0.5m interval)	
Extent of Earthworks	
Zone Boundary	
Subdivision Scheme Boundaries	

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RM200259

Thursday, 11 November 2021

For Resource Consent

Earthworks Quantities - Overall	
Strip Topsoil	54,000m³
Cut structural fill from roads and residential lots	95,000m³
Fill structural fill to roads and residential lots	53,000m³
Re-spread topsoil to residential allotments and road side berms	28,000m³
Cart excess fill to stockpile onsite	23,000m³
Cart excess topsoil to stockpile onsite	20,200m³
Total area to be exposed	15.47ha
Maximum cut depth	2.6m
Maximum fill depth	2.8m

Earthworks Quantities - Rural General	
Strip Topsoil	6,550m³
Cut structural fill from roads and residential lots	5,600m³
Fill structural fill to roads and residential lots	7,900m³
Re-spread topsoil to residential allotments and road side berms	3,500m³
Cart excess topsoil to stockpile onsite	1,750m³
Total area to be exposed	1.87ha
Maximum cut depth	2.5m
Maximum fill depth	2.0m

CUT/FILL LEGEND

CUT

- 3.0m +
- 2.5m to 3.0m
- 2.0m to 2.5m
- 1.5m to 2.0m
- 1.0m to 1.5m
- 0.5m to 1.0m
- 0.2m to 0.5m
- 0.0m to 0.2m

FILL

- 0.0m to 0.2m
- 0.2m to 0.5m
- 0.5m to 1.0m
- 1.0m to 1.5m
- 1.5m to 2.0m
- 2.0m to 2.5m
- 2.5m to 3.0m
- 3.0m +

— Depth Contours (at 0.5m intervals)

— Cross Section Axis

— Earthworks Extents

— Zone Boundary

— Lot Boundaries

— Deepest Cut / Fill Point - see plan

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Client & Location:
Orchard Road Holdings Ltd
Alpine Meadows Stage 1
Wanaka

Purpose & Drawing Title:
Earthworks Plans
Cut/Fill Plan

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Approved by:	SJD		
Job No:	W5620	Sheet No:	103
Dwg No:	003	Revision No:	0
		Date Created:	16/08/2019

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM200259

Thursday, 11 November 2021

For Resource Consent

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Client & Location:

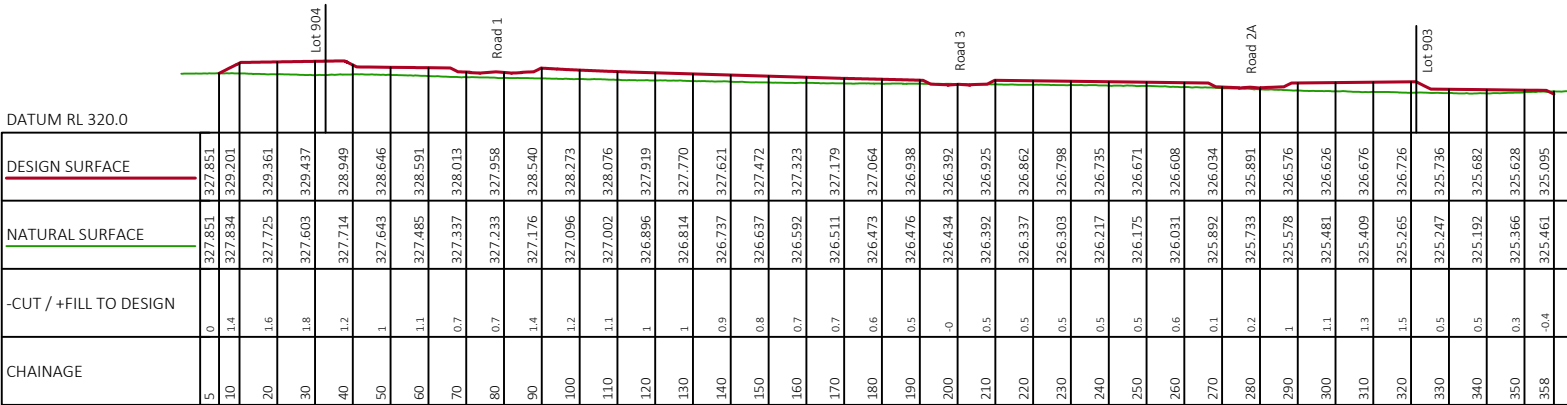
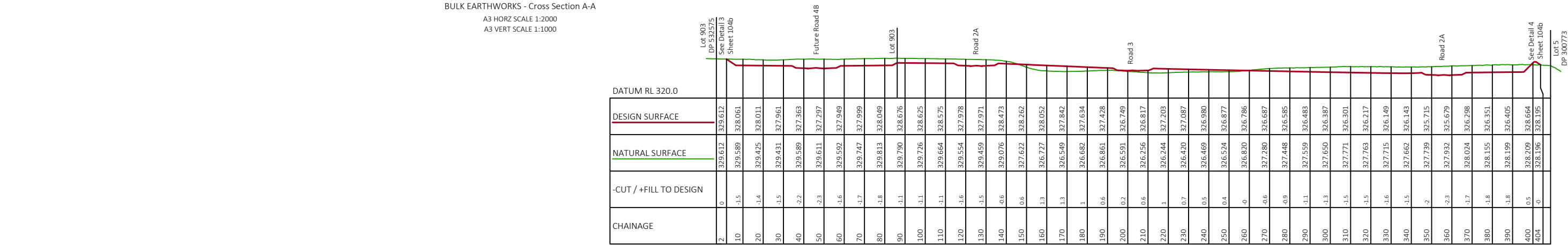
Orchard Road Holdings Ltd
Alpine Meadows Stage 1
Wanaka

Purpose & Drawing Title:

Earthworks Plans
Cross Sections

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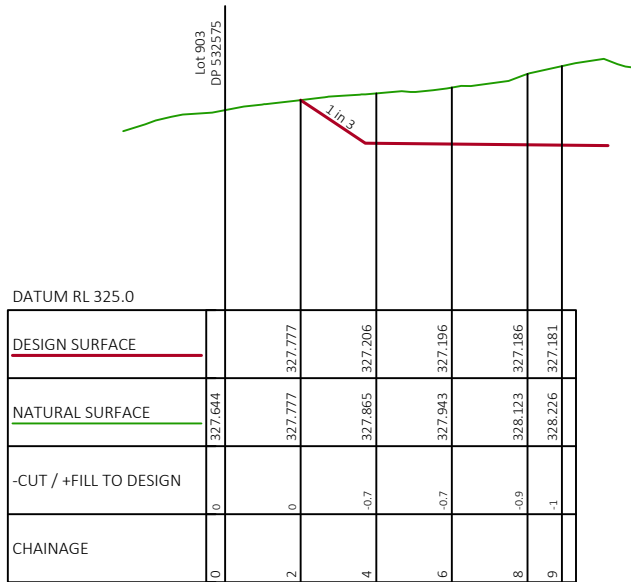
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Dwg No:	003			



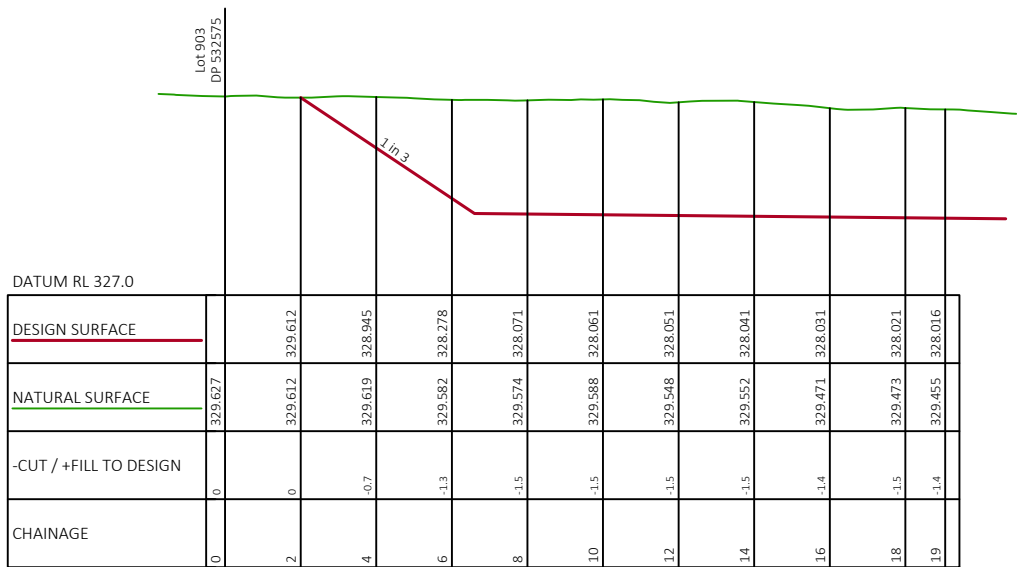
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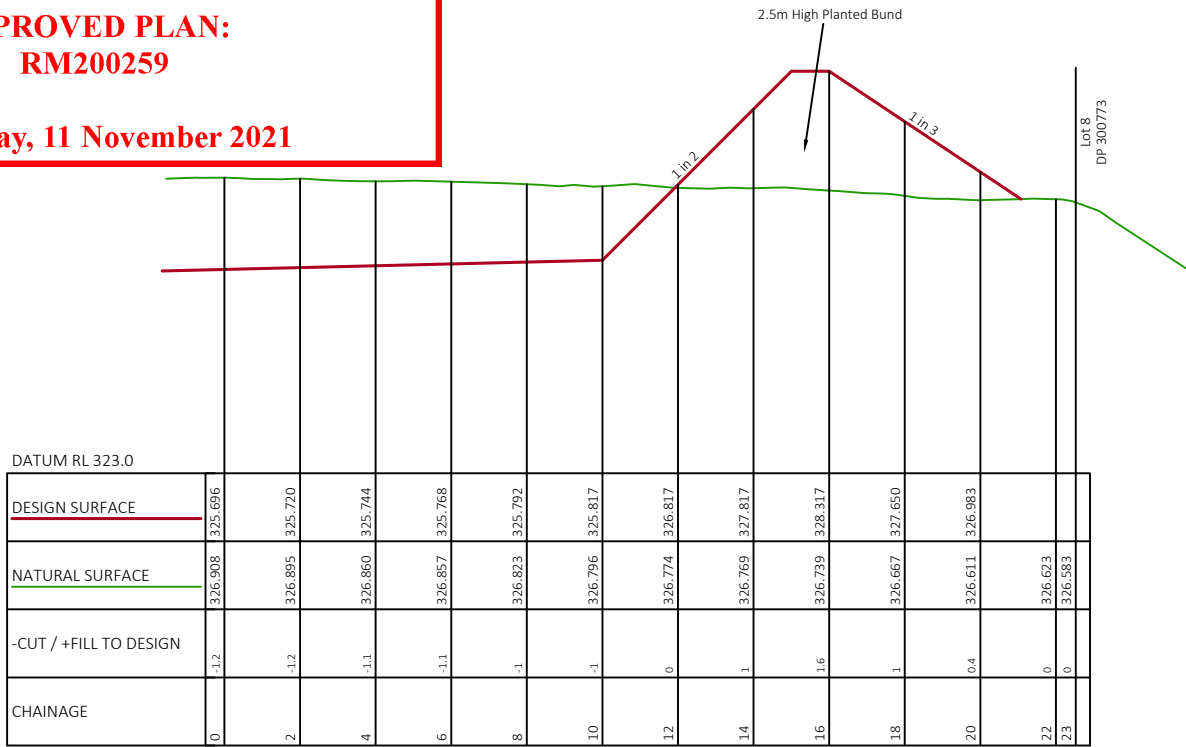
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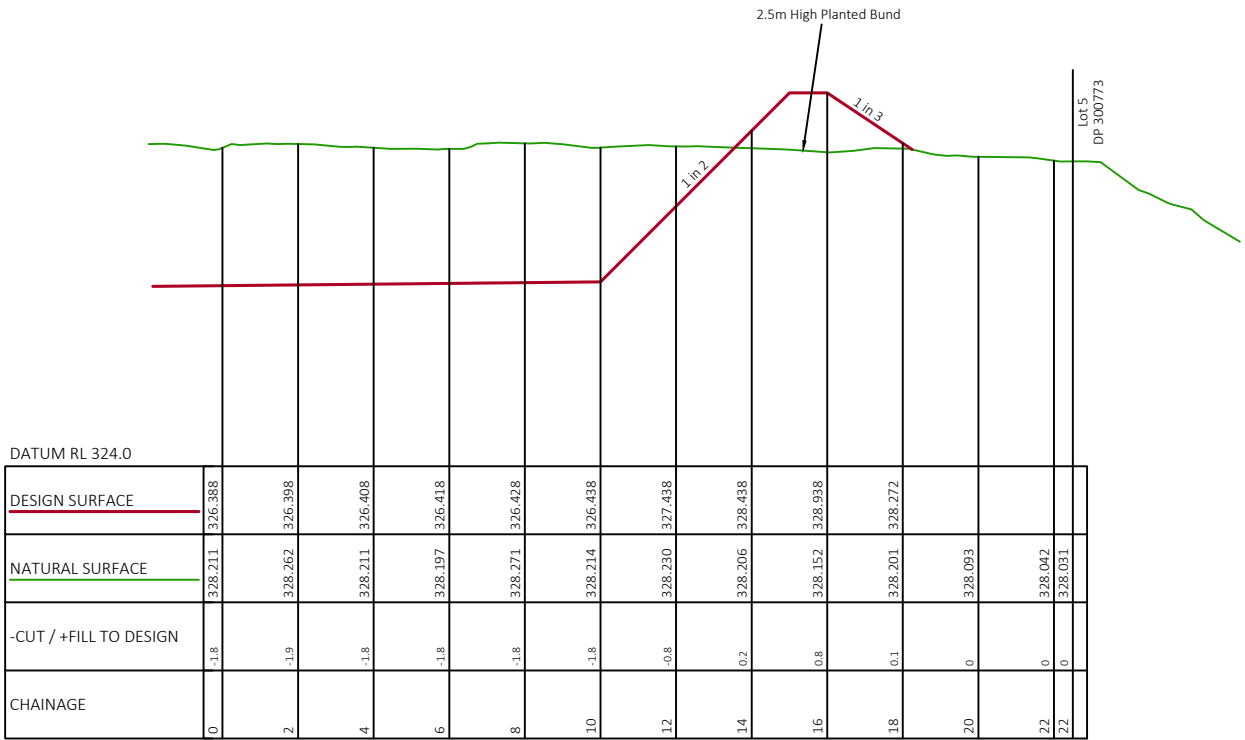
BULK EARTHWORKS - Cross Section A-A Detail 1
A1 HORZ SCALE 1:100
A1 VERT SCALE 1:50



BULK EARTHWORKS - Cross Section B-B Detail 3
A1 HORZ SCALE 1:100
A1 VERT SCALE 1:50



BULK EARTHWORKS - Cross Section A-A Detail 2
A1 HORZ SCALE 1:100
A1 VERT SCALE 1:50



BULK EARTHWORKS - Cross Section B-B Detail 4
A1 HORZ SCALE 1:100
A1 VERT SCALE 1:50

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Orchard Road Holdings Ltd
Alpine Meadows Stage 1
Wanaka

Purpose & Drawing Title:
Earthworks Plans
Cross Sections - Detailed

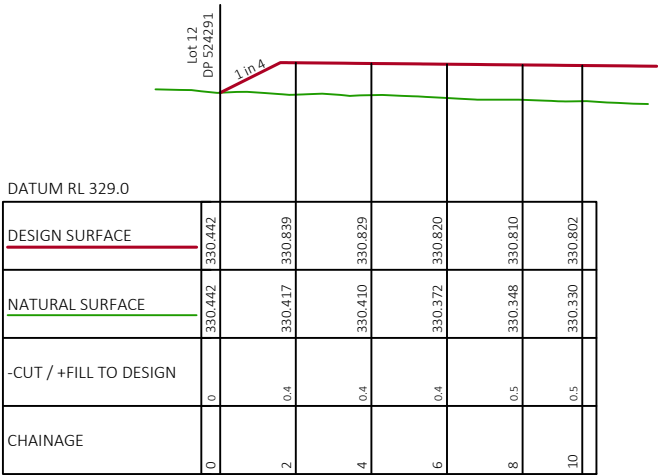
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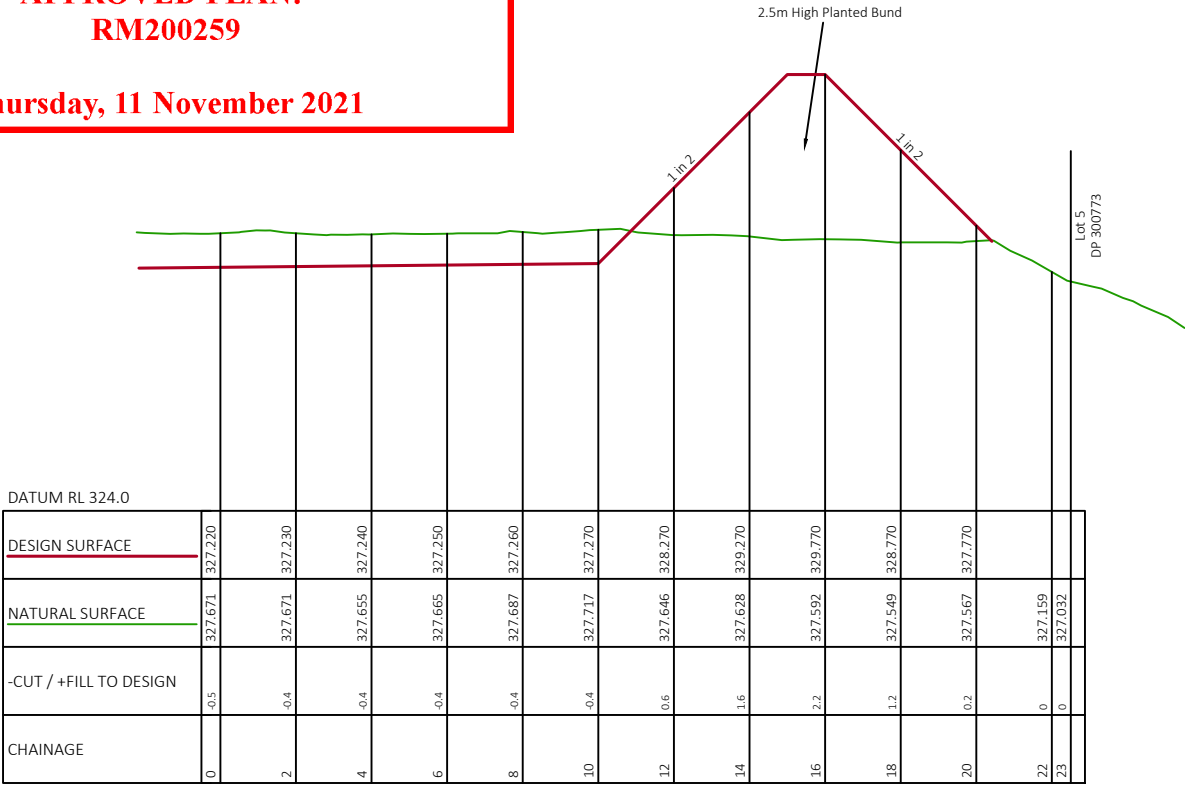
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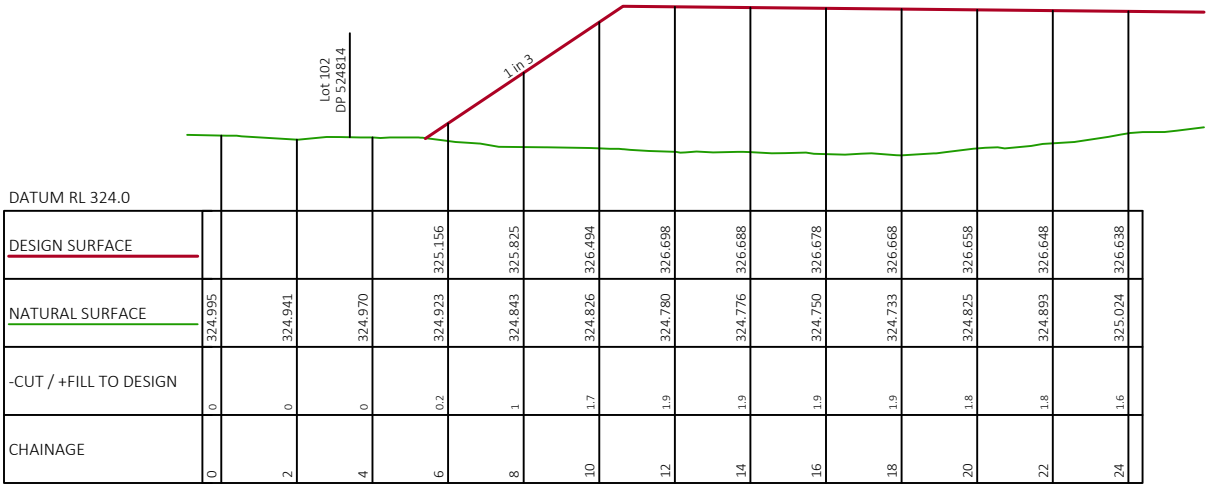
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BULK EARTHWORKS - Cross Section C-C Detail 5
A1 HORZ SCALE 1:100
A1 VERT SCALE 1:50



BULK EARTHWORKS - Cross Section C-C Detail 6
A1 HORZ SCALE 1:100
A1 VERT SCALE 1:50



BULK EARTHWORKS - Cross Section E-E
A1 HORZ SCALE 1:100
A1 VERT SCALE 1:50

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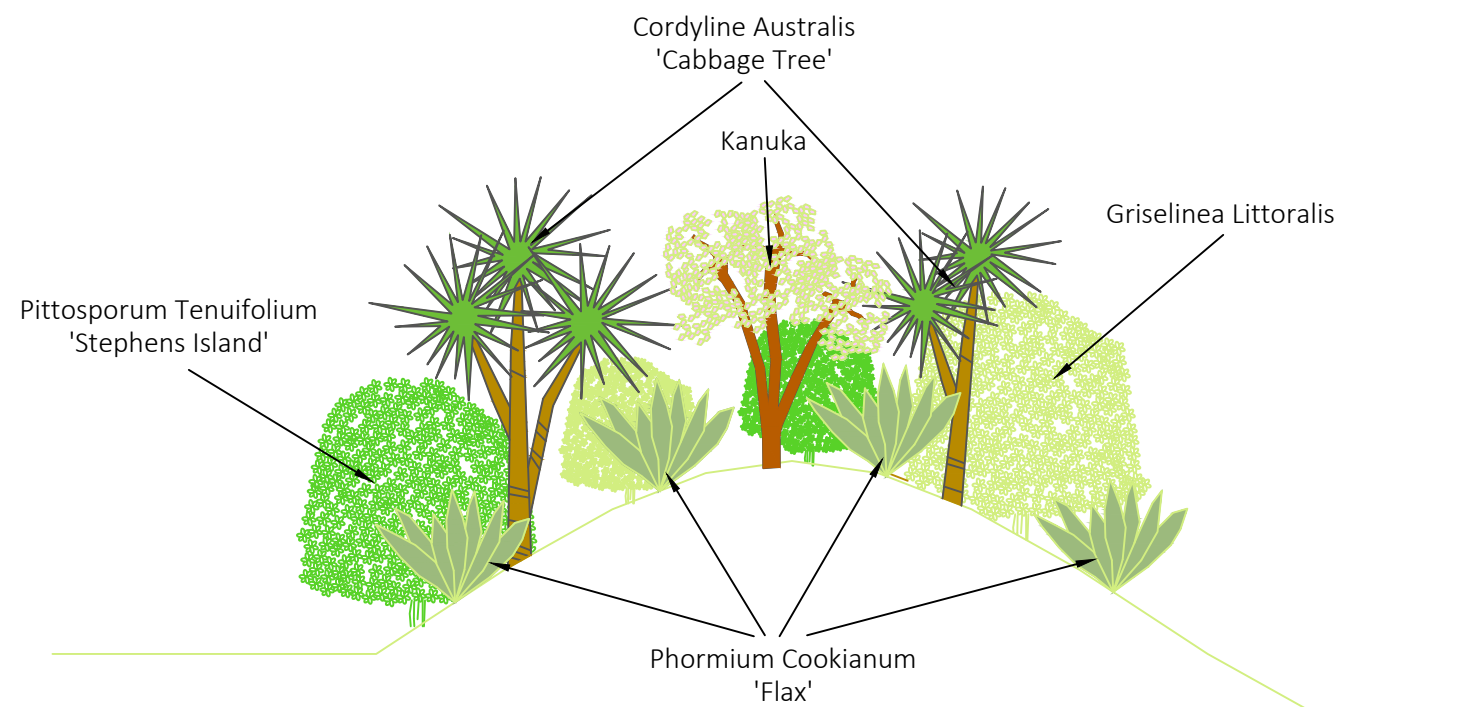
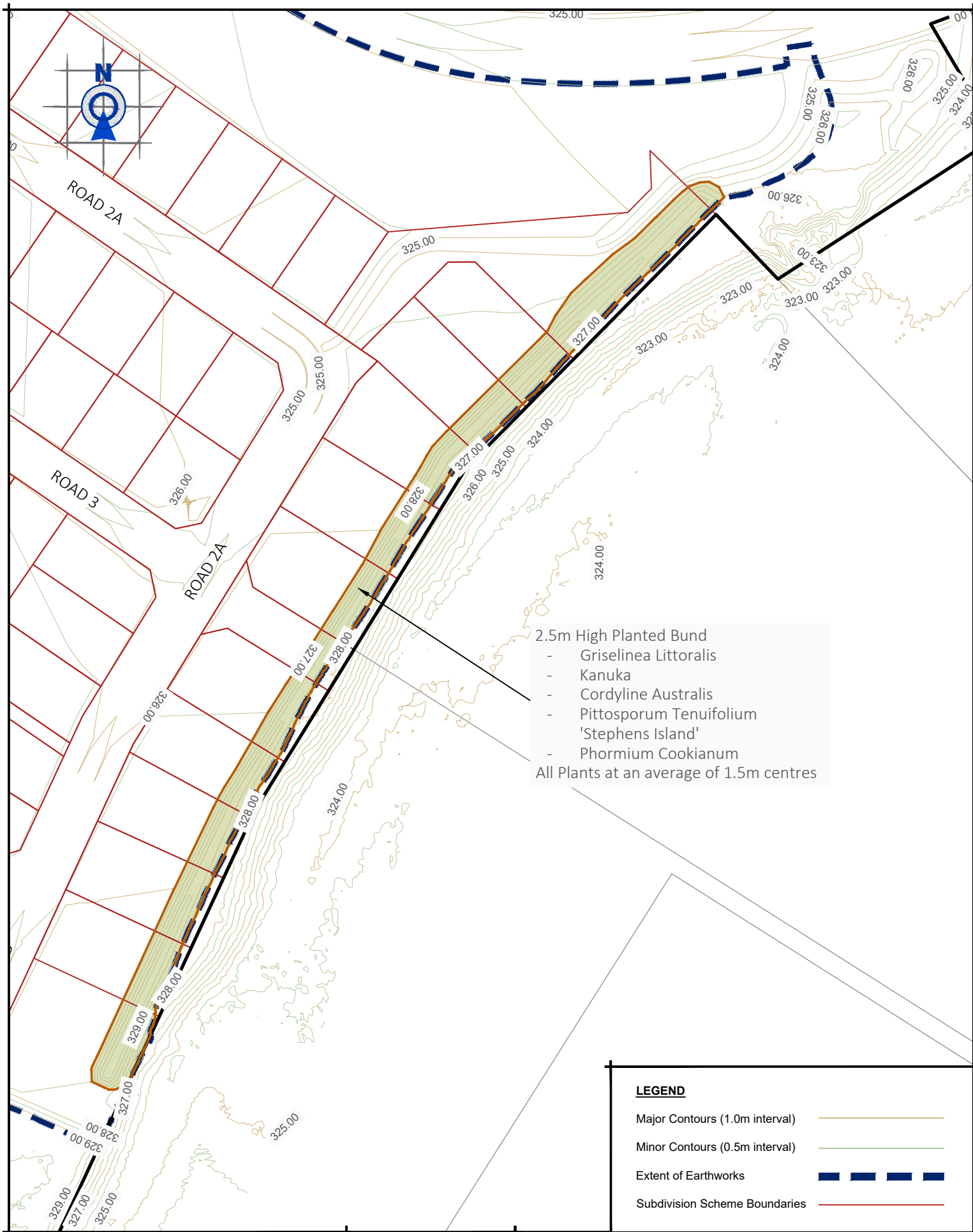
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Alpine Meadows Stage 1
Wanaka

Purpose & Drawing Title:
Earthworks Plans
Cross Sections - Detailed

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QUEENSTOWN LAKES DISTRICT COUNCIL

**APPROVED PLAN:
RM200259**

Thursday, 11 November 2021

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**APPROVED PLAN:
RM200259**

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Alpine Meadows Stage 1
Wanaka**

Purpose & Drawing Title:
**Earthworks Plans
Landscaping Bund Plan**

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Thursday, 11 November 2021

Please take your own legal and technical advice on this.

C:\DATA\WKSBS\VR02\W5620 - ALPINE MEADOWS_1007015 - DRAWINGS\1 - DWG\W5620 003 STAGE 1 EARTHWORKS DESIGN.DWG