



DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

NOTIFICATION UNDER s95A AND s95B AND DETERMINATION UNDER s104 OF THE RESOURCE MANAGEMENT ACT 1991

Applicant:	Henley Downs Farm Holdings Limited and Classic Developments Limited
RM reference:	RM200615
Application:	<p>Application under Section 88 of the Resource Management Act 1991 (RMA) to subdivide the site to create 271 residential lots, eight lots to vest as roads, seven lots to vest as reserves and an upgraded SH6 connection.</p> <p>Application for land use consent under Section 88 of the Resource Management Act 1991 (RMA) to construct 271 residential units on each new Lot.</p>
Location:	Woolshed Road, Jacks Point
Legal Description:	Lot 2 DP 19857 held in Record of Title 737332 Lot 9 DP 498179 held in Record of Title 737332
Zoning:	ODP: Resort (Jacks Point) PDP: Jacks Point – R(HD-SH)-3
Designations / Protected Features:	PDP: Jacks Point Zone - Residential R(HD-SH)-3 Open Space Landscape Activity Area
Activity Status:	Non-Complying
Decision Date	2nd October 2023

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 the Section 95A and 95B report. This decision is made by Alana Standish, Team Leader, Resource Consents, on 2nd October 2023 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 the Section 104 decision imposed pursuant to Section 108 and 220 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 Alana Standish, Team Leader, Resource Consents, under delegated authority pursuant to Section 34A of the RMA .

1. SUMMARY OF PROPOSAL AND SITE DESCRIPTION

1.1 Proposal

The applicant has provided a detailed description of the proposal, the site and locality and the relevant site history in Sections 1, 1.1, 1.2, 1.3 of the report entitled "*Information and Assessment of Effects on the Environment*", prepared by Emma Dixon of Clark Fortune McDonald & Associates, and submitted as part of the application and updated in October 2022 (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 with the following summary and additions:

Subdivision

Subdivision consent is sought to subdivide existing Lot 1, 2, 4 and 100 of RM200344 or previously known as Lot 10 DP 552601 and Lot 9 DP 498179, to create 271 residential lots, eight lots to vest as legal roads, one lot to vest as a local purpose reserve (stormwater) and six lots to vest as a recreation reserve. The land subject to this application is depicted in Figure 1 below.

The residential allotments proposed have been designed with a mixture of road boundary frontage lengths and positioned throughout the development. No rear lots are proposed. Three of the proposed reserve lots to be created will provide a 10m wide walkway through the development and when linked with the new footpaths created within the road reserve, they will provide a continuous link from Woolshed Road in the east through to the large recreation reserve proposed by this development, in the west. Also located partially within lot 302 will be the Wakatipu Trails Trust trail, providing alternative commuter transport and recreation options to Frankton, once the trail is fully operative.

The applicant is proposing to construct the vehicular connection over Lot 3 DP 553950 as part of this application. The standard of this vehicular connection is outlined in the Plans contained in Attachment [G].

Within five years of the approval of this consent, if the roundabout on the State Highway, that services the Parkridge SHA land, north of the subject site, is not operational, the applicant volunteers to upgrade the intersection with Woolshed Road and the State Highway to a full intersection.

Land use

Land use consent is also sought to construct 271 residential units (one site less than the original application), one on each new Lot in a variety of styles but majority being a standalone, single level buildings. The minimum site area for the residential lots is 247m² and maximum is 571m² (gross), with an average of 300m². Consent is also sought for the earthworks required to establish the stormwater attenuation basin, construct roads, building platforms and landscape mounds and is estimated to be 32,600m³ of cut and 10,500m³ of fill over the site. The maximum fill height is approximately 2.8m whilst the maximum cut depth is to be 2.4m.

Access

The access into the site in the first instance will be obtained through the recently constructed Hanley Farms internal roading, namely Howden and Jack Hanley Drives, through to the State Highway. NZTA have also confirmed that they are satisfied with the current capacity of the Jack Hanley Drive Intersection onto the State Highway and no further upgrades are required, as part of this proposal, at this time.

To facilitate access to the Hanley Farms roading network for the proposed development, it is proposed to upgrade a portion of Woolshed Road, from the end of Howden Drive to the entrance to the subject site.

Once construction of the first part of the proposed development is complete, and prior to any titles issued for residential sections, Woolshed Road is proposed to be temporarily closed at a point just north of the Road 1 intersection. This is to restrict traffic numbers from intensify onto the State Highway via the Woolshed Road intersection.

All residential sections created under this consent are proposed to obtain access to the State Highway via the Hanley Farm internal roading network, until such a time as the vehicular connection across Lot 3

DP 553950 and the internal roading network to be created by the SHA (Parkridge) and onto the State Highway via the newly constructed roundabout (Coneburn roundabout), is fully operational. The applicant is proposing to construct the vehicular connection over Lot 3 DP 553950 as part of this application. It is noted that consent to subdivide Lot 2 DP 553950 into four fee simple sites in order to create a lot to establish a future road to the SHA was approved on the 17 October 2022.

In order to provide some certainty regarding safe and effective connection to the SH6 access, the Applicant offers to upgrade the intersection with Woolshed Road and the SH6 to a full intersection if the roundabout on the SH6, that services the Parkridge SHA land, north of the subject site is not operational within five years of the grant of consent. At the time of writing, it is understood that construction of this roundabout has completed but is not yet operational into the SHA.

The portion of Woolshed Road which is located adjacent to the site will only need to be upgraded should the intersection be required to be constructed. If the connection onto the SH6 via the SHA roundabout is provided within five years from the date of this decision, then no upgrades to Woolshed Road, north of the Road 1 intersection, will be required.

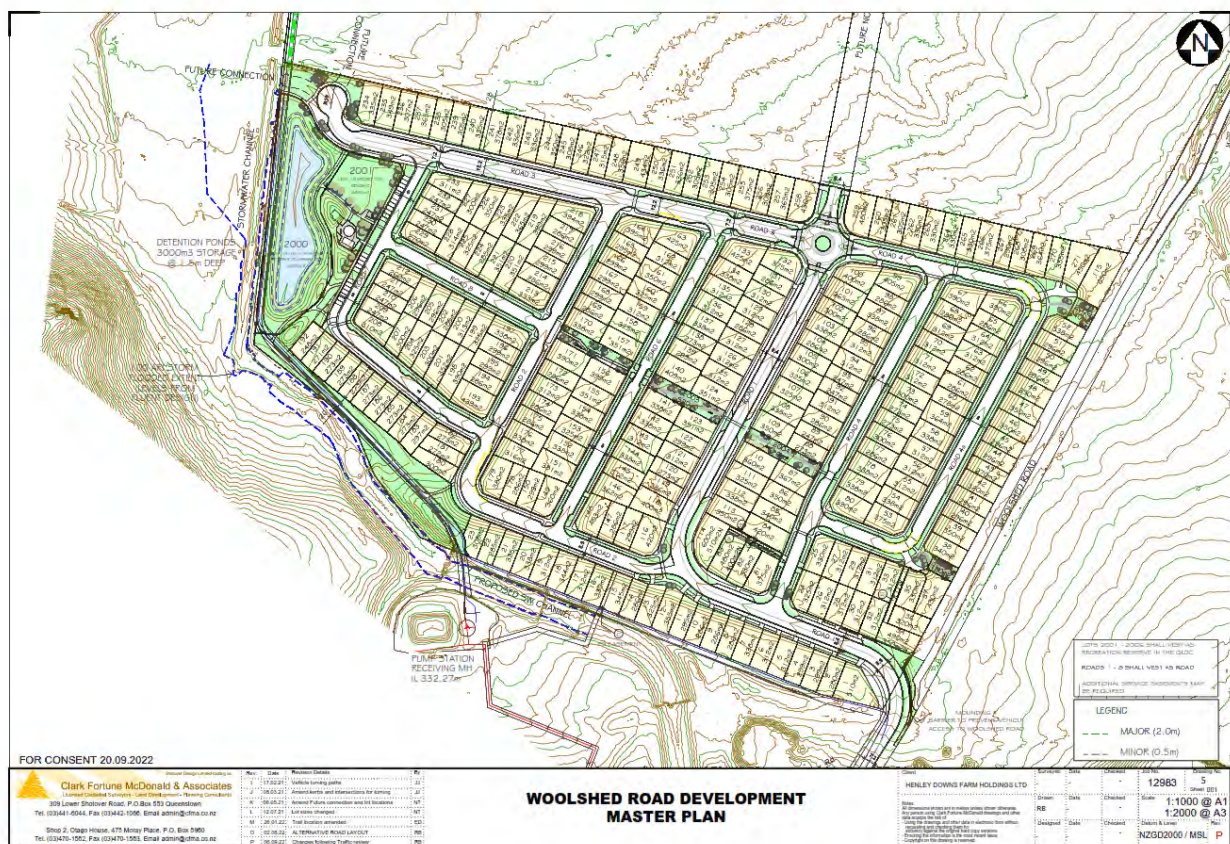


Figure 1: Proposed Master Plan – updated October 2022

It is also proposed that all construction traffic will exit the site south of the unsealed section of Woolshed Road and obtain access to the SH6 via Jack Hanley Drive. The unsealed section of Woolshed Road will be closed to all traffic except for the dwellings that currently rely on Woolshed Road for access until such time as the new road connection to the SHA is formed.

Staging

The development is proposed to be undertaken in six distinct stages (see Figure 2 below).



Figure 2: Proposed Staging Plan

The Applicant proposes to undertake stages 1-5 prior to the linkage being formed to the SHA development site with the issue of certificates under s224(c) for Stage 6 to be held back until this link is formed.

Site Description

The application site is described in the AEE and this description is adopted. To summarise, the site is located north of the existing Hanley Farms Development, within the Jacks Point Zone. The site is bounded by the existing legal road, Woolshed Road on the eastern boundary. There is an existing open stormwater channel located on a portion of the southern boundary, and also bisects the site along what will be the western boundary of the development area. This channel discharges stormwater from Hanley Downs.

Relevant Site History

RM140216:

Resource consent RM140216 was granted on 1 May 2014 for Subdivision Consent to subdivide land contained in two Computer Freehold Registers to create three Computer Freehold Registers. The subdivision was subsequently completed and created the site subject to this application.

RM200344:

Resource consent RM200344 was granted on 23 July 2020 to subdivide the existing site into four fee simple allotments with an amalgamation and a road to vest. The application also included a land use aspect for earthworks and the creation of a vehicle access. This application also included the cancellation of consent notice 7919701.16 in its entirety, as the new consent notices would reflect relevant requirements.

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, and notified its decisions on Stage 2 of the PDP on 21 March 2019. There are a number of appeals on these decisions. Decisions on some aspects of Stage 3 of the PDP were notified on 22 October 2020 and decisions on Stage 3 and 3B were notified on 18 March 2021.

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.

2.2 OPERATIVE DISTRICT PLAN (ODP)

The subject site is located predominantly within the O/S Activity Area, with an overlay of Highway Landscape Protection Area of the Resort (Jacks Point) Zone, of the District Plan and does not contain any known protected items or areas of significant vegetation.

Subdivision Consent

- Part 15 of the District Plan no longer applies in this instance as the relevant rules in Chapter 27 are considered as operative under Section 86F.

Landuse Consent –

- Chapter 12 is no longer considered as Operative under Section 86F as Chapter 41 of the PDP is now operative.
- Chapter 22 is no longer considered as Operative under section 86F as Chapter 25 of the PDP is now operative.

Overall a Restricted Discretionary Activity Consent under the ODP is required for the proposed development.

PROPOSED DISTRICT PLAN (PDP)

Council notified its decisions on Stage 1 of the Proposed District Plan (Stage 1 Decisions Version 2018) on 7 May 2018, and Stage 2 (Stage 2 Decisions Version 2019) on 21 March 2019.

The subject site is zoned Jacks Point. Council notified Stage 3 of the Proposed District Plan (Stage 3 and 3b Notified Version) on 19 September 2019 and 31 October 2019 respectively. In this case, the application does not trigger any rules that have immediate legal effect.

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

Rules that are treated as operative under s86F:

Subdivision

- A **restricted discretionary** activity pursuant to Rule 27.7.5.2. as the minimum lot size fails to comply with the 380m² with 300m² average proposed. Council's discretion is restricted to the following matters:
 - a. subdivision design and any consequential effects on the layout of lots and on lot sizes and dimensions;
 - b. internal roading design and provision, 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; and
 - l. ecological and natural values;
 - m. historic heritage;
 - n. easements;
 - o. location and height of buildings, or parts of buildings, including windows;
 - p. configuration of parking, access and landscaping.
- A **discretionary** activity resource consent pursuant to Rule 41.5.1.1 for the average density for the proposal will be 28 units per ha, infringing the 12 – 22 per Ha.

Landuse

- A **restricted discretionary** activity pursuant to Rule 25.5.11.2 in regards to earthworks being over 10,000m² and the slope of the land is less than 10 degrees. Council's discretion is restricted to the following matters:
 - 25.7.1.1 Soil erosion, generation and run-off of sediment.
 - 25.7.1.2. Landscape and visual amenity values.
 - 25.7.1.3 Effects on infrastructure, adjacent sites and public roads.
 - 25.7.1.4 Land stability.
 - 25.7.1.5 Effects on water bodies, ecosystem services and biodiversity.
 - 25.7.1.6 Cultural, heritage and archaeological sites.
 - 25.7.1.7 Nuisance effects.
 - 25.7.1.8 Natural Hazards.
 - 25.7.1.9 Functional aspects and positive effects.
- A **restricted discretionary** activity pursuant to Rule 25.5.18.1 in regards to earthworks not supported by retaining walls, as it is proposed to have a maximum battered fill of 1.0m high at a distance of 2.5m from the boundary. Council's discretion is restricted to the same matters outlined above.

Chapter 29

- A **restricted discretionary** activity pursuant to Rule 29.4.11 in regards to the change in use to residential that exceeds the 50 residential unit threshold for high generating activities. Council's discretion is restricted to the following matters:

The transport network.
- A **restricted discretionary** activity pursuant to Rule 29.5.22 for approximately 17 Lots infringing the 25m minimum setback distance of vehicle crossings from an intersection. Council's discretion is restricted to the following matters:
 - a. Effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.
 - b. Urban design outcomes
 - c. The efficiency of the land-use or subdivision layout.

Chapter 41

- A **controlled** activity resource consent pursuant to Rule 41.4.5.2 for State Highway mitigation, in regards to mitigation planting along the northern boundary within the location of the structure plan. Council's control is with respect to:
 - a. the creation of a comprehensively designed landscape edge to the northern part of the zone within the OSA and R (HD – SH) 1 Activity Areas;
 - b. mitigation of the visual impacts of potential buildings when viewed from SH6 6 through earth contouring and vegetation (at maturity), within Activity Areas R(HD-SH) – 1 and R(HD-SH)- 2 and RHD-SH) 3;
 - c. maintaining views across the zone to the mountains located against the western shores of Lake Wakatipu;
 - d. appropriate plant species, height at planting and at maturity; and
 - e. provision for on-going maintenance and ownership
- A **discretionary** activity resource consent pursuant to Rule 41.4.4.7 for the proposed buildings on lots 43, 234-242 and 265-271 along the northern boundary are to be partially located within a OSL activity area.
- A **restricted discretionary** activity pursuant to Rule 41.5.1.1 in regard to the average density of residential units within the R(HD-SH)-3 are of 12 – 22 per ha. It is proposed to have approximately 28 residential units per ha. Council's discretion is restricted to the following matters:
 - a. residential amenity values;
 - b. traffic, access, parking;
 - c. adequacy of infrastructure
- A **discretionary** activity resource consent pursuant to Rule 41.5.4.1 as there could be buildings located within indicative Open Space Areas by up to 20m. It is proposed to amend the open space boundaries by a maximum of 20m on the north boundary and a maximum of 9m on the eastern boundary (to coincide with the consent notice area boundary).
- A **discretionary** activity resource consent is pursuant to Rule 41.5.4.2, as buildings are proposed partially within an Open Space Area (OSA), specifically buildings in Lots 34-48. Lots 49-52, 115, and Lots 237 – 271 are to be partially located within the OSL.
- A **non-complying** activity resource consent pursuant to Rule 41.5.4.9b. for all of the proposed buildings with lots above in Open Space Areas (OSA) and Open Space Landscape Protection areas to have maximum height of 8m infringing the 4m maximum. This applies to Lots 34-50

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

Based on the applicants review of Council and Otago Regional Council records and previous detailed investigation undertaken as part of RM190829, the proposed activity is on a piece of land that is not likely to be a HAIL site under sub-clause (7) section 5 of the NES.

2.5 ACTIVITY STATUS SUMMARY

Overall, the application is being considered and processed 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; or
- a boundary activity as defined by section 87AAB that is restricted discretionary, discretionary or non-complying;

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

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:

- *Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).*
- *Trade competition and the effects of trade competition (s95D(d)).*
- *The following persons have provided their **written approval** and as such adverse effects on these parties have been disregarded (s95D(e)).*

Person (owner/occupier)	Address (location in respect of subject site)
NZTA/Waka Kotahi	SH6 Network Operator
James Douglas Paterson, Jane Scott Harvey Paterson	Lot 3 DP 553950 and Lot 1 DP 475609

Map of Adjacent persons:

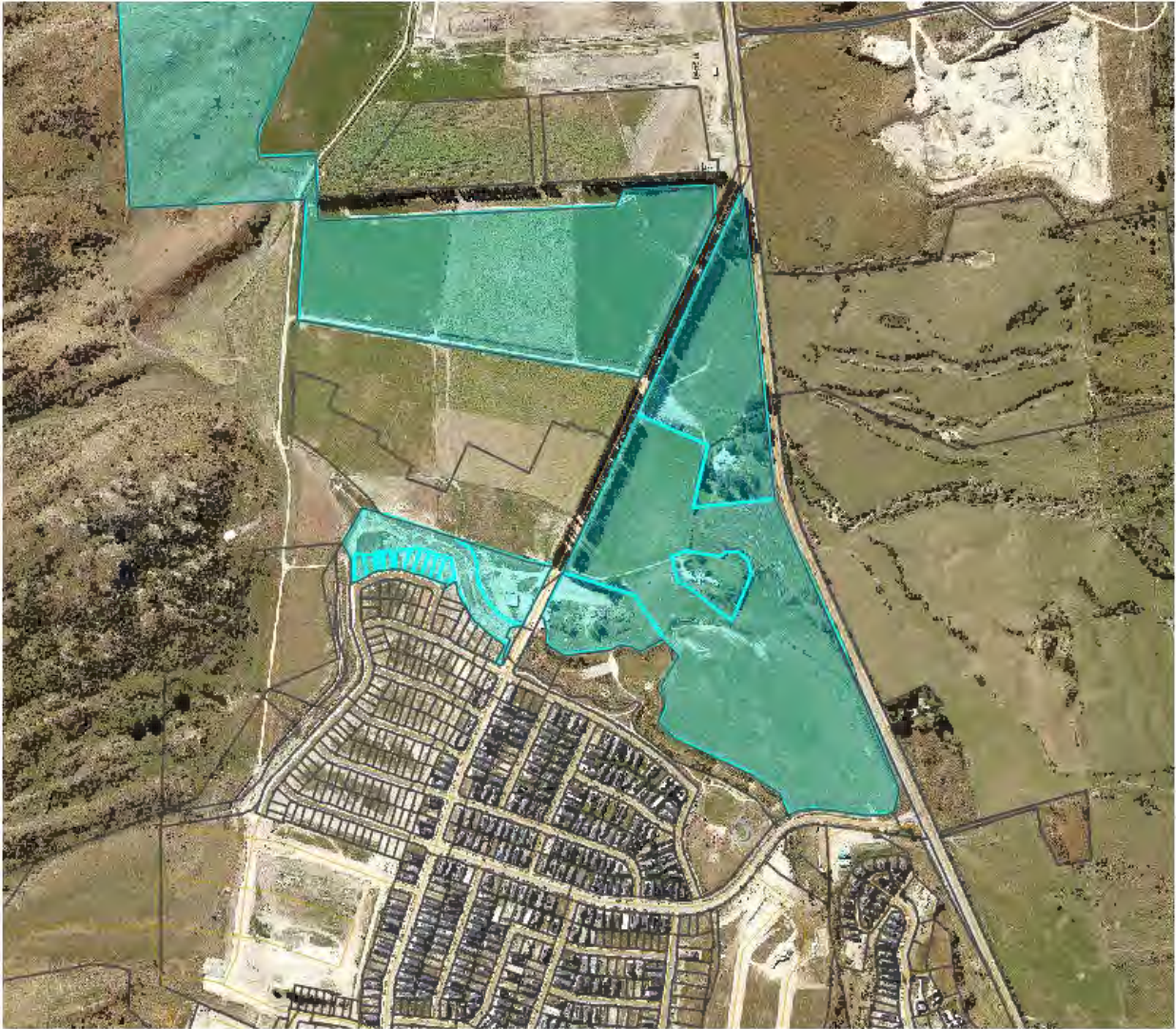


Figure 2: Map of Adjacent persons

Effects that may be disregarded:

- An adverse effect of the activity if a rule or national environmental standard permits an activity with that effect (s95D(b)) – referred to as the “permitted baseline”. The relevance of a permitted baseline to this application is provided 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, there is no relevant permitted baseline as all subdivision activity requires resource consent.

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)).

The Assessment of Effects provided at section 2 of the applicant's AEE, is considered accurate and is adopted for the purposes of this report with the following additions:

Actual and Potential Effects on the Environment

The proposal raises the actual and potential effects on the environment in relation to:

- Lot sizes, Dimensions and Use
- Urban Design, Built Form and Residential Amenity
- Open Space, Landscape and Visual Amenity
- Earthworks
- Reserves, Landscaping and Trails
- Transportation, Access and Parking
- Infrastructure Servicing (including staging)

This assessment of actual and potential effects on the environment is guided by assessment matters and the framework provided in the Proposed District Plans, as well as those matters of control and discretion listed in Section 2 of this report above, where appropriate. However, given the proposal is classified as a non-complying activity overall, Council is not limited by these matters.

Lot sizes, Dimensions and Use

The site is located wholly within the Residential Hanley Downs – State Highway activity area (shown as R(HD-SH)-3 on the structure plan) of the Jacks Point Zone. Surrounding the site is the Open Space Landscape, Open Space Residential Amenity and Residential Hanley Downs Activity Areas.

The subdivision consent proposes 271 residential lots, varying between 245 – 571m² in area but the majority of lots are approximately 300 – 325m² in size. The proposal will infringe the 380m² minimum lot sizes for subdivisions within the Hanley Downs part of Jacks Point (Rule 27.7.5.2) and does not comply with the density requirements of 12-22 residential units per ha, as the proposal is for 28 units per ha. Therefore, careful consideration is given to the residential amenity values, traffic, access and parking and infrastructure as the relevant matters for discretion.

The majority of the proposed Lots either run east-west or north-south. It is assessed that all Lots have been designed so that sunlight will be accessible into their outdoor living spaces. The Lot shapes are mostly standard rectangular in shape with a number lots being shaped around the proposed curvature of the collector road (Road 1) especially for Lot 1 which has a more triangular shape.

The Applicant submitted an urban design report prepared by Construkt which assesses the design and urban design aspects of the proposal. The overall vision of the project is “to create a compact, walkable, urban neighbourhood in a high quality sustainable environment”. To achieve this the urban design assessment states that the urban structure of the development is in a connected grid pattern. A loop road runs near the perimeter of the site connecting to straight local streets. A 10m wide linear park (for pedestrian and cycle access) has been proposed through the centre of the subdivision to create a central axis linking Woolshed Road to the proposed Western Reserve.

The urban design approach adopted by the applicant is a series of simple blocks that are approximately 52m deep in order to accommodate two rows of 26m residential lots. Block lengths have been designed to be no longer than 300m long. North-east with south-west blocks are to be broken up into by the linear park.

The roading network has four types of road formation summarised as follows:

- 20m residential connector road, which links Woolshed Road to the west. The carriageway is 7.4m wide with 1.5m wide footpaths and parking/trees zones on both sides;
- 16m primary residential road with 6m wide carriageway and 1.5m wide footpaths and parking/trees zones on both sides;
- 16m secondary road has an 8m wide carriageway with 1.5m wide footpaths and trees zones on both sides. Parking is allowed on the carriageway without parking bays formed. While the carriageway is wider than the primary road, parked cars will narrow the 'route-through' and provide side friction to vehicle speeds.
- 10m linear park which runs from west to east (as discussed above).

While the proposal includes a number of lots that fall under the 380m² minimum lots size the proposal proposes 271 residential lots varying in size between 245 – 571m². The majority of the lots are approximately 300-325m² in area which is considered medium to low density and allows for either standalone or duplex developments.

The Applicant has designed a range of dwelling typologies specifically for the lot sizes proposed and these have been tested to ensure that the typologies proposed can fit and comply with the development standards of the dwellings on the lots proposed. Terrace or apartment typologies are not anticipated to be placed on these lot sizes. In terms of lot configuration, each lot has been designed to be a minimum 26m deep to enable the erection of a dwelling (with onsite garaging) and the provision of adequate rear and front yards. The lots have been designed to feature a range of widths ranging from 10m to 14m and these have been intermixed throughout the subdivision to create variation within the streetscape.

The lot layout, lot sizes and configuration has been assessed by David Compton-Moen who is an urban designer and landscape architect at DCM Urban Design Limited. A copy of Mr Compton's assessment is annexed as **Attachment 3**. Mr Compton-Moen is of the view that the proposed road network is well connected with a high degree of legibility, and a suitable level of street hierarchy for a development of the scale proposed.

The proposed green network for the proposal including the western recreation reserve and the linear reserve connecting to it through the site will mean that all lots will nearly have access to the green spaces and pathways and this would further mitigate any adverse effects of the smaller lots proposed. Mr Compton-Moen has also considered this and states the reserves proposed are well designed with the *"green spine, is key to the design providing a continuous links to Western Park, increasing connectivity and accessibility. Western Park and South Western Reserve link through to adjoining trails and onto Jacks Point."*

Overall, it is assessed that the subdivision design is considered to respond well to the neighbourhood context and the opportunities and constraints of the application site, including the location of streams and low lying areas, topography and access. This proposal is another stage of the expanding Hanley Downs development being undertaken in accordance with the Hanley Downs Master Plan, which is used to guide and plan for the development of the entire Hanley Downs area. It will read as a coherent extension of the existing and approved stages of development, with all of the proposed roads, allotments and pedestrian trails linking in with the surrounding area. On this basis it is concluded that any adverse effects resulting from the proposed lot sizes, dimensions and use will be less than minor.

Urban Design, Built Form and Residential Amenity

The purpose of the Jacks Point Zone is to provide for residential, rural living and commercial, community and visitor accommodation in a high-quality sustainable environment comprising of residential areas, two mixed use villages and a variety of recreation opportunities and community benefits including access to public open space and amenities.

As set out in the Construct urban design report, the Applicant proposes 12 different residential unit typologies for the development, which includes a mixture of 2, 3 and 4 bedroom designs of which the majority will be single storey. To provide flexibility for future purchasers each Lot has several options for

which several typologies can be built on that specific sized Lot. The typologies are supported by design controls on materials, setbacks, and fence design.

The applicant proposes that all garages will have a minimum setback from the road boundary of 5.5m, along with a 1m wide and rear setback, which is more than the 4.5m required by the PDP. Some points of the building along the front yard will have a reduced setback of 3m. The proposed setback also utilises the space in front of the garages as informal parking space which would take pressure off using the road reserve for on-street parking. The volunteered garage setback will provide additional space for informal parking which will then result in less overhang of vehicles onto the adjoining road reserve.

Turning to the proposed building coverage for the dwelling typologies, the development is proposed to comply with Rule 41.5.1.6, as the development has a more intensive building coverage maximum of 60%. The maximum building coverage proposed is 56%, but the majority of typologies will result in a building coverage of between 35-45%.

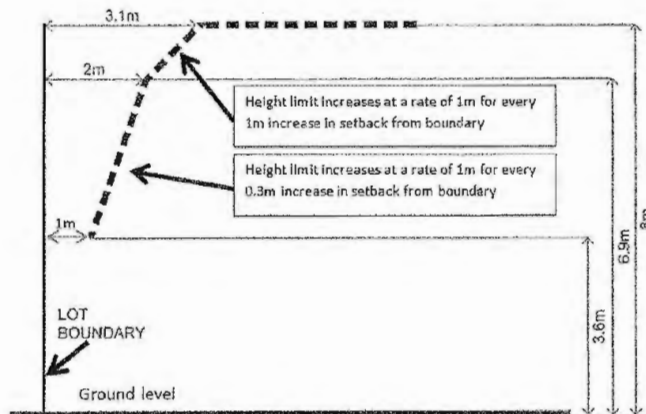
Mr Compton-Moen has reviewed the proposed residential typologies and supports these and considers that the design controls are appropriate to ensure a positive design outcome is achieved, including a positive interface with Woolshed Road. Mr Crompton-Moen confirms that the development will have less than minor adverse urban design effects on the environment and makes the following conclusions:

- The movement network is well connected and has a high degree of legibility;
- The block design is predominantly north-south allowing for all dwellings to receive adequate sunlight into their Outdoor Living space;
- The green network provides important open space to residents, and is easily accessible;
- The Central Spine Linear Parks is a positive element providing for off-road active transport modes through the development, linking Woolshed Road to the Western Reserve;
- The proposed typologies have a strong relationship to the street, the proposed controls on materials, setbacks and fencing considered appropriate.

The Applicant has offered to include a consent notice which will be registered on the certificate of title of all 271 residential allotments which outlines all necessary bulk and location restrictions, should a replacement dwelling be sought to be constructed in the future. This consent notice is proposed to be worded as follows:

The following restrictions are to be taken into consideration for the construction of a building on lots 1- 271 DP XXXXXX:

- *Only one residential unit per site;*
- *The front yard setback is to be a minimum of 3m;*
- *All side yard setbacks are to be a minimum of 1m, with allowance for a garage to be constructed on the boundary provided there are no openings in the garage on the boundary;*
- *The garage is to be setback at least 5.5m from the road boundary;*
- *A 5m diameter circle which is easily accessible from a dining or living room is to be accommodated on site for private outdoor living;*
- *The entrance door shall be clearly seen from the front face of the dwelling;*
- *All dwellings must have a habitable room (living/dining/kitchen/bedroom) that forms the front face of the dwelling. From this room there must be at least one window that overlooks the street network. This window must have a minimum sill height of 1.0m*
- *The maximum height of the dwelling is to be 8m;*
- *The overall height of a building must not exceed the following limitations when measured from property boundaries (aside from road boundaries):*



Except that chimneys measuring up to 2.2m in any direction may encroach into the above

This consent notice condition is generally supported but it is considered that reference to “restrictions” should be replaced with “standards”, reference should be to “residential units” rather than “buildings” and compliance with these should be compulsory (i.e. “shall”). It is considered that the use of the housing typologies in the Masterplan should be included in the condition as follows:

Ongoing Conditions/Consent Notices

- X A consent notice condition pursuant to s.221 of the Resource Management Act 1991 shall be registered on the Records of Title for all residential lots that have not been provided with a formed vehicle crossing at time of subdivision (refer Plan Dwg). This consent notice shall require the following standards to be met for the construction of a residential unit on lots 1-271 DP XXXXXX:
- Only one residential unit per site;
 - The front yard setback is to be a minimum of 3m;
 - All side yard setbacks are to be a minimum of 1m, with allowance for a garage to be constructed on the boundary provided there are no openings in the garage on the boundary;
 - The garage is to be setback at least 5.5m from the road boundary;
 - A 5m diameter circle which is easily accessible from a dining or living room is to be accommodated on site for private outdoor living;
 - The entrance door shall be clearly seen from the front face of the dwelling;
 - All dwellings must have a habitable room (living/dining/kitchen/bedroom) that forms the front face of the dwelling. From this room there must be at least one window that overlooks the street network. This window must have a minimum sill height of 1.0m
 - The maximum height of the dwelling is to be 8m;
 - The dwellings are to be consistent with the Woolshed Rd Master Plan Typologies as described in Condition 1.

The Applicant has accepted these recommended changes.

It is assessed that the range of typologies will provide the development with a varied built form that will provide a level a choice and character to the development, that will also offer a level of mitigation to the intensity of the Lots proposed. On this basis, any adverse effects that may potentially arise from the development as a result of the proposed smaller lot sizes will to be effectively mitigated through the design of the proposed residential units, the spatial layout of the development and the varied built form proposed.

Overall, taking into consideration the above, it is concluded that the design controls are appropriate for the development and encourage positive urban design outcomes while ensuring the environmental effects on the wider environment are less than minor.

Open Space, Landscape and Visual Amenity

While the proposal is located within the Residential (Hanley Downs – State Highway) Activity Area 3 (R(HD-SH)-3), the Open Space Residential Amenity Activity Area and Open Space Landscape Areas are both located adjacent to the application site. The subdivision process of this application proposes to vary the Open Space activity area boundary to the maximum of 20m. To mitigate the effect of development being within the OSA it is proposed to landscape a 2m wide strip along the northern boundaries of Lots 115, 234 – 271. This location is identified as “State Highway Mitigation” on the Consent Order Structure Plan.

The Applicant has proposed that this landscape strip will include a post and rail fence on the most northern most lot boundaries. Inside of the fence a hedge consisting of *Griselinia littoralis* and *Pittosporum tenuifolium* is proposed which is to be maintained at a minimum height of 1.5m. Beyond the hedge red tussocks and two kowhai trees are proposed, which would be positioned as to frame views but not limit solar access to any of these lots.

Along the Woolshed Road frontage, a 5m wide buffer strip along the Woolshed Road boundary on lots 1, 36 – 52 and 115. The 5m buffer strip would be landscaped by the developer however as the planting will be located within a private lot it is proposed that it be maintained by the lot owner. It is proposed that the buffer strip will consist of planting such as native plants/shrubs and tussocks, maintained to a maximum height of 2m and larger tree specimens such as beech and mountain ribbonwoods which will be used to frame views to the Remarkables Ranges. This planting is to be undertaken on land which is currently shown as OSA in the Structure Plan. As with the state highway mitigation planting a consent notice is proposed to ensure that the responsibility for the ongoing maintenance of the planting is clearly outlined.

The applicant has provided a Landscape Assessment by Richard Tyler of Site Landscape Architects which assesses the potential landscape effects associated with the associated State Highway Mitigation and Open Space Activity Areas associated with the Jacks Point Structure Plan. The landscape assessment states that the proposed landscaping along the northern and eastern (Woolshed Road) boundaries will provide visual mitigation from SH6 given that majority of buildings within site are single storey with only a smaller number of two storey. The landscape assessment concludes that the development will sit low in the view and the front edge of the north facing lots will primarily be visible, with the remaining buildings set behind. The assessment adds that the dwellings proposed would be less visible than those dwellings already constructed within sites subdivided and developed to the south. With regard to the northern landscape planting area. The landscape assessment concludes that this strip, once mature, will form a green edge to the northern end of the development with a partial screening of buildings within the site (1.5m high hedging with trees at 11 – 14m centres). It further concludes that as views are brought closer to site (southward along SH6) the viewing angle will be more oblique and will increase the screening effect of the proposed specimen trees.

While the subdivision layout includes breaches of the Jacks Point Zone Structure Plan activity area and open space boundaries and a reduction in scale of the State Highway Mitigation planting area, it is assessed that the proposed landscaping contained within private lots and to be subject to a private covenant is intended to meet the design intent and objectives of the Structure Plan. In that regard, the assessment and conclusions of the Applicant’s landscape assessment are accepted for the purposes of this report, and it is concluded that any adverse effects will be less than minor.

Earthworks

As with most greenfield subdivision and development projects, a significant area and volume of earthworks is proposed. This includes excavation to form the proposed stormwater retention pond, the construction of landscape earth bunds and to modify existing ground levels to ensure that each residential site can contain a building platform that has a minimum of 500mm freeboard beyond the 1% AEP. The Application states that the volume estimated earthworks for the site are a cut of 32,600m³ with a fill of 10,500m³ (43,100m³ total).

It is noted that since the application was lodged the Applicant has obtained land use and discharge consent from the Otago Regional Council. The landuse consent (RM22.042.01) authorises the bulk

earthworks for the proposal and the discharge consent (RM22.042.02) authorises any associated sediment discharge to nearby waterways. Copies of these consent are annexed as **Attachment 4**.

As set out in the AEE and associated geotechnical engineering assessment and plans (RDA Consulting) the maximum height of fill is anticipated to be 2.8m to facilitate the landscape mounds in the recreation reserve at the western end of the site and the maximum depth of cut is expected to be 2.4m to construct the stormwater attenuation pond. The RDA assessment has addressed issues of land stability, groundwater, and sediment and erosion control. The RDA assessment identifies the underlying ground as being unlikely to be suitable for re-use as certified fill. A minor amount of the cut material generated on site may be used for the landscape mounds proposed for the recreation reserve, but the majority of the cut material is anticipated to be trucked off site to an approved clean fill site.

This aspect of the proposal has been assessed for Council by Alan Hopkins - Consulting Engineer. Mr Hopkins is satisfied with the stability aspects of the proposal and states:

I have reviewed the proposed earthwork plans and i am satisfied that the earthworks as shown will not result in instability beyond the boundaries of the site. To ensure that earthworks are not undertaken on neighbouring land and outside of the greater site I recommend a specific condition in this regard. Noting the exception of earthworks within the woolshed road reserve to construct access and service links and on the applicant's land to the west to form off road trail links.

Mr Hopkins adds

The proposed earthworks plan includes areas of fill within the residential lots. To ensure that this fill material is certified and appropriate for future residential development, I recommend a consent condition to ensure that earthworks are supervised by a suitably qualified geotechnical professional and a Geotechnical Completion Report and Schedule 2A certificate from the supervising geotechnical professional is provided for all lots prior to 224c certification (including the formal area of the Council recreational reserve).

The Applicant has accepted these conditions and they now form part of this application.

With regard to sediment and erosion control associated with earthworks the RDA assessment has acknowledged that this site would be considered high risk and therefore require a specific EMP (Environmental Management plan) including and ESCP (Erosion and Sediment Control Plan) to be submitted as part of engineering acceptance and prestart works conditions of consent. It is also acknowledged that the existing approved ORC earthworks and sediment discharge consents include specific conditions related to sediment and erosion control and general site management during the enabling/bulk earthworks phase of the proposal. To ensure that, the Applicant has also accepted the imposition of the standard Environmental Management Plan (**EMP**) conditions for high risk sites as part of this consent.

Overall, it is concluded that any adverse effects on the environment from earthworks can be avoided, remedied or mitigated to the extent that any adverse effects are no more than minor.

Reserves, Landscaping and Trails

The proposed subdivision will also include eight lots to vest as legal road, one lot to vest as local purpose reserve (stormwater), one lot to vest as local purpose reserve (wastewater), and six lots to vest as recreation reserve. Four of the proposed reserve lots will provide a 10m wide continuous walkway from Woolshed Road in the east through to the large recreation reserve area on Lot 302 to the west. Also located partially within lot 302 will be the Wakatipu Trails Trust trail, this trail will ultimately link the trails network within Hanleys Farm to developable land to the north (Coneburn SHA). Local purpose reserve (stormwater) Lot 301 is proposed to contain a stormwater treatment and attenuation pond. Local purpose reserve (wastewater) Lot 300 is proposed to contain a wastewater pump station that will convey flow south to the larger Hanley Farm pumpstation.

With regard to the proposed local park reserve (Lor 203) this has been assessed by Aaron Burt – Senior Planner: Parks and Reserves, and a copy of this assessment is annexed in **Attachment 3**. Mr Burt is supportive of the location, configuration and design of this park. Mr Burt has also commented on the other

recreation reserves proposed (being Lots 303-307) and is of the view that these provide a linear connection to the local park as well as a vehicle free connection for pedestrians and cyclists through the middle of the subdivision that ultimately links Woolshed Road in the east with the local park in the west.

Mr Burt also confirms that these proposed reserves have been submitted and approved under the Council reserve acceptance process (Community and Services Committee) and the full Council agreed to the vesting of the proposed reserves on 2 June 2022. A copy of this decision is also included in **Attachment 3**.

With regard to off-road trails the applicant proposes a series of off-road trails through the vested recreational and local purpose drainage reserves (Lots 301 and 302). The design and construction of these trails and any relevant off-site linkages have been specifically discussed and agreed with by the Council Parks & Reserves team. In order to implement the planned Council Network Operating Framework (NOF) and future key access routes the applicant is required to ensure that suitable off-road path linkages are provided for. These are shown (in Pink) in the plan below.



Figure 3: Council Network Operating Framework (off-road trails)

The off-road trails formed within reserves Lots 301 and 302 will therefore link west via a new trail and bridge crossing over Woolshed Creek. In this regard the applicant will also be required to form the western trail link that will join Hanley Farm and Jacks Point to the Kelvin Heights lakeside trail. This link west is shown in dashed pink on the above plan (Figure 3).

It is envisaged that the route shown within the Council NOF document will ultimately create a continuous share use pedestrian and cycle route from Jack's Point north to the Coneburn SHA and potentially all the way north to the SH6. It is noted that the southern portions of this have been partly constructed and follow the road network within Hanley Farm Stages DP5a, DP5b, DP7a, DP7b, DP10.

To complete the required NOF north-south route the applicant has agreed to extend this off-road shared use trail from its termination point consented under Hanley Farm Stage DP10 (RM210606) via Lot 3 RM200344 to the western boundary of Lot 301 and then north to the northern boundary of the development site. This will ensure that this route can be connected through to the Coneburn SHA off-road trail if/when the vacant paddock land to the north (the Patterson land) is further developed in future. Although a slight deviation in alignment from the NOF document and requiring a bridge crossing of Woolshed Creek. This new alignment has been reviewed by Council Parks & Reserves and has been agreed as acceptable.

The Applicant has accepted conditions of consent that the proposed trails plan is to be constructed by the developer and completed in full prior to 224c for any stage within the development. The Applicant has also accepted a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for the off-road trails.

Based on the above assessment, it is concluded that any adverse effects associated with the provision of parks and reserves (including off-road cycles trails) have been avoided, remedied or mitigated and those effects will be no more than minor.

Transportation, Access and Parking

External Road Access

The description of the Transportation background to this proposal is described in the detail in the engineering assessment by Mr Hopkins and adopted for this report and is set out below:

The northern portion of Woolshed Road is currently formed as a rural local road with an approximate 6.5m wide compacted gravel formation in a 20m legal reserve. The road is formed and maintained by QLDC for approximately 700m, from the SH6 intersection south to inline with the southern boundary of the subject property. This northern formed portion of Woolshed Road generally only provides farm access to paddock land and sheds owned by J & J Paterson. The notable exception is however a single residential access crossing located at the current southern extent of the northern formation and referred to as the 'Lloyd' property. The Lloyd property is the only residential dwelling accessed solely from the northern portion of Woolshed Road and is therefore reliant on the existing Woolshed Road/SH6 intersection.

South of the Lloyd property access and the southern boundary of the subject property, there is no physical formation and Woolshed Road is a legal 'paper' road (unformed legal road) only until it meets the current northern extent of Hanley's Farm at the intersection of Howden Drive and Bannister Street. The unformed portion of Woolshed Road between the Howden Drive / Bannister Street intersection contains a very rough construction access and set down yard that has been use in the construction of Hanley Farm. To avoid the use of this area and the northern gravel formed portion of Woolshed as a possible public 'rat run' to access north from Hanley Farm, and thereby increase traffic and risk at the Woolshed Road/SH6 intersection, it was agreed with QLDC under Hanley Farm Stage DP5a (RM190829) that a temporary road closure could occur and a concrete or rock barrier and signage could be placed within the rough paper road area to prevent public traffic from Hanley accessing north. This barrier and signage are visible on site.

The future planning of key access routes within the Jack's Point Zone and the potential developable land to the north are as contained within Council's Network Operating Framework (NOF) document dated 20/06/2020. The NOF identifies key public transport and cycle/pedestrian routes. The dash blue line being key vehicle access though routes, dashed orange being public bus routes, and dashed pink being public off-road pedestrian trails. The location of these routes through the subject site are as shown below (site shown in dense pink).



For general context the following history is worth noting. The Jacks' Point zone is intended to have three key vehicle access points to SH6. These access points are Maori Jack Road (Jacks Point), Jack Hanley Drive (Hanley Farm), and a third northern access. This third northern access

was initially intended to be via a redesign of the existing Woolshed Road intersection. This intersection in its current form approaches SH6 at an oblique angle and therefore creates an unacceptable safety concern in the context of increased use. The use of this intersection in accessing the Jacks' Point zone has been identified by Waka Kotahi (NZTA) as requiring significant upgrades and potentially re-alignment through areas of private land. This matter is identified within the PDP under rule 41.5.5.4 which requires-

'The scale of use of the Woolshed Road access shall not increase until an amended design for that road's intersection with State Highway 6 has been upgraded, completed and available for use, except as provided for through the approval of a Traffic Management Plan by the NZ Transport Agency'.

The recent approval of the Coneburn SHA (SH190488) includes the provision of a new roundabout with SH6. As part of the approval for this roundabout Waka Kotahi (NZTA) have indicated that the roundabout will likely take the place of the existing Woolshed Road intersection in providing the third key access into the Jack Point zone. The Woolshed Road intersection then being closed or possibly upgraded once the Coneburn roundabout is complete.

The applicant has confirmed that it is the preference of the Lloyds, as the only property accessing solely off the northern formed portion of Woolshed Road, that their existing access north via the current Woolshed Road/SH6 intersection is maintained operational as long as possible. The below proposal from the applicant therefore seeks to achieve this.

Temporary Closure of Woolshed Road

To comply with PDP rule 41.5.5.4 and prevent increased public use of the existing Woolshed Road intersection with SH6, the applicant has sought a temporary road closure for Woolshed Road at the south-eastern corner of the development property and directly north of proposed main Road 1 access into the development. This temporary closure would allow the Lloyd property to have continued access north to SH6 while excluding all other access including through traffic from the developed land to the south and construction traffic associated with this proposal.

The use of a temporary road closure application means that it can be processed through delegated authority to the Council CEO and does not require formal notification and approval through a full Council meeting. It is noted that the applicant has yet to gain the required road closure approvals from the Council. While this approval is likely to be forthcoming, the approval is a third-party Council matter and not a foregone conclusion. However, the Applicant has offered a condition that this approval must be obtained prior to 224c for Stage 1 of the development.

As stated above all construction access is to be south and none via north the Woolshed Road/SH6 intersection, NZTA and QLDC have therefore also agreed that this temporary road closure is only required to be in place prior to 224c for the first stage of the subdivision.

Permanent Closure of Woolshed Road

The Applicant has agreed that the temporary closure of Woolshed Road discussed must be for a stated period and the term of temporary closure agreed between the Council and the Applicant is five years (following the grant of consent). It is also agreed that stage 6 of the subdivision would not be released unless a collector road access through the site into the SHA and through to the Coneburn roundabout has been established, or alternately the temporary closure would be removed and the existing Woolshed Road/SH6 intersection would be upgraded to the satisfaction of Waka Kotahi (NZTA).

In his engineering assessment, Mr Hopkins states:

The completion of the alternate access link north via the Coneburn SHA and its associated SH6 roundabout is subject to the staging and timing of that developer. Likewise, there is a portion of land referred to as 'the Patterson land' between the subject development and the Coneburn development that will need a vested road formed across it. There are therefore a number of matters that are outside of the control of the applicant that may result in completion of this link being delayed or unable to ultimately occur. For this reason, the alternate option to remove the

This aerial photograph shows the proposed road layout for the 2000m high mountain road. The road is shown as a dark line winding through a mountainous, forested area. Key features include a bridge crossing a river, a road junction, and various alignment points. Labels include 'Proposed Road', 'Bridge', 'Road Junction', 'Road Alignment', 'Road Width', 'Road Length', 'Road Area', 'Road Volume', 'Road Weight', 'Road Height', 'Road Depth', 'Road Width', 'Road Length', 'Road Area', 'Road Volume', 'Road Weight', 'Road Height', 'Road Depth'. A scale bar at the bottom indicates distances from 0 to 1000 meters.

With regard to the above alternative option for the upgrade of Woolshed Road, the Applicant has obtained the written approval from NZTA/Waka Kotahi which confirms that if required they would accept the future upgrade to the Woolshed Road intersection as detailed in the above concept drawing (but subject to further detailed design if implemented). This written approval also includes general conditions and advice notes adopted by the Applicant that have been incorporated into the recommended suite of conditions.

Jack Hanley Drive/SH6 Intersection

Waka Kotahi do not require any upgrades to Jack Hanley Drive as a result of this application. If in the future there is more demand on the Jack Hanley Drive than originally anticipated by the plan change and this creates an operational issue on the highway, Waka Kotahi may consider further upgrades to the intersection at that time.

As NZTA/Waka Kotahi have provided written approval to the proposal (based on the use of the existing intersection as formed) this comment confirms that NZTA are aware and accepting of this additional traffic flow through the existing Jack Hanley Drive intersection and, if required, are committed to undertaking any required upgrades.

Formation of Howden Drive (Woolshed Road)

To access the application site from the south an extension of Howden Road/Woolshed Road needs to be formed. This currently unformed section of road runs from Bannister Road to the proposed intersection bend with proposed Road 1. This portion of road will be a collector road contained within the existing 20m wide Woolshed Road legal reserve. This area is currently partly occupied by the contractor for Hanley Farm and currently provides access to the Hanley Farm development site yards and offices.

The design of this road has been peer reviewed for the Council by Novo Group (see Attachment 4) and confirmed by them to be acceptable. Mr Hopkins has concerns that land adjoining this section of road is yet to be developed (currently being the unconsented Stages DP5C and DP11 of Hanley Farm development) should be formed with a “no-stopping” restriction until that land is developed. Mr Hopkins recommends that to ensure this portion of Woolshed Road is appropriately constructed under the initial Stage 1 of the development, Woolshed Road from Bannister Street north to the Road 1 bend should be designed and formed in accordance with the QLDC COP, Table 3.2 “Suburban, Live and Play, Primary Access to housing up to 800 du”, Figure E13 (8,000 vpd) with the following specific exceptions:

- Indented parking shall not be installed and broken yellow ‘no parking’ lines shall be installed on either side of the carriageway for its full length from Bannister Street north to after the Road 1 bend.
- Both sides of the road shall include kerb & channel and a 2m wide footpath for its full length and this shall be connected back into the existing Howden Drive footpaths.
- The carriageway shall be formed in asphaltic concrete and designed to cater for the intended future traffic flows and heavy traffic movements (public buses).
- Footpaths shall be formed in concrete.
- The kerb and channel shall not be included in any movement lane width provisions.
- If required, the provision of a vehicle and/or pedestrian barrier where the road crosses the existing woolshed Creek box culvert.
- The carriageway shall be formed in asphaltic concrete and design to cater for the intended future traffic flows and heavy traffic movements (public buses etc).
- The design of the bend in this road shall include the provision of dropped vehicle crossing on the outside of the 90 degree bend and concrete crossing point that will if required in future provide continued access to the land to/from the north on the alignment of Woolshed Road.

The Applicant has offered a condition to this effect.

Internal Roading Layout

The proposed internal road network will have a single collector road running through it (Road 1) and this road has been designed in accordance with the QLDC COP Table 3.2 as “Suburban, Live and Play, Access to houses up to 800 du”, Figure E13. This design cross section requires a minimum legal width of 20 metres, a minimum movement carriageway of 8.4 m (2x 4.2m), separate indented parking, a 2m footpath either side, and a target operating speed of 50 km/hr. The concept design of this road has been peer reviewed and accepted by Novo Group as Council’s consulting traffic engineers, and Mr Hopkins is satisfied that proposed Road 1 has been conceptually designed in accordance with the QLDC COP.

The remainder of internal road layout (Roads 2-8) have also been peer reviewed by Novo Group and determined to be acceptable. It is noted that Road 7, which fronts the proposed local park proposes 90 degree car parking along the reserve frontage (with an adjoining footpath) and has been determined to be generally acceptable by Novo and Mr Hopkins. However, Mr Hopkins is of the view that the footpath on the western side of this road should not be placed within reserve Lot 302 as this will potentially result in Council Park & Reserves being required to maintain this asset. It is therefore recommend that either

the western footpath be relocated to sit within the road reserve, or the road reserve be widened by approximately 1.5m to contain the western footpath. He also recommends that a broken yellow 'no-parking' line is placed on the eastern side of the carriageway for this full section of this length of road to ensure that vehicles reverse manoeuvring from the 90-degree parks can do so with ease.

The Applicant has accepted this recommendation conditions of consent to this effect.

A summary of the internal roading layout, with agreed exceptions is set out below:

Road	Lot	Figure	Legal Width	Footpath	Movement Lane excl kerb and channel	Parking
Woolshed Road (Howden Drive) Bannister St to Road 1 bend	Ex Road Reserve	E13	20m	2m both sides	8.4m	None (Broken Yellow Lines)
Road 1	400 401	E13	20m	2m both sides	8.4m	Separate (recessed)
Road 2	402	E12	16m	1.5m both sides	8.5m	Shared (Alternating sides with broken yellow lines)
Road 3	403	E13	20m	2m both sides	7.2m	Separate (recessed)
Road 4a	404 (part)	E12	16m	1.5m both sides	8.0m	Shared
Road 4	404 (part) 405	E12	16m	1.5m both sides	8.0m	Shared
Road 6	406	E12	16m	1.5m both sides	8.0m	Shared
Road 7 (south)	407 (part)	E12	16m	1.5m both sides	8.0m	Shared
Road 7 (north) Fronting reserve Lot 302	407 (part)	E12	16m	1.5m both sides	6.0m	Separate (recessed) 90-degree west side only (with broken yellow lines east side)
Road 8	408	E12	16m	1.5m both sides	8.0m	Shared
If required						
Woolshed Road Road 1 north to Lot 115	Ex Road Reserve	E13	20m	2m west side only	8.4m No K&C on east side	Separate (recessed) West side only. East side soft shoulder (with broken yellow lines)
Woolshed Road Lot 115 north to SH6	Ex Road Reserve	E13	20m	None	8.4m No K&C both sides	None(Broken Yellow Lines)

Public Transport

The NOF identifies that Woolshed Road and potentially Road 1 will ultimately form part of the future public bus route through the greater Jack's Point zone and land to the north. The exact bus routes and details of this service have yet to be confirmed. In order to accommodate future public buses, Mr Hopkins has recommended a consent condition that the detailed design for Woolshed Road and Roads 1 shall include the provision of suitable land area for future bus shelters. It is noted that the Consent Holder is not required to construct the bus shelters as part of this consent but rather ensure suitable areas/space exist for their future installation by Council when required.

The applicant has confirmed that until the collector road link is formed to the north, or Woolshed Road and its associated intersection to SH6 is upgraded, any temporary public bus service route would be via Road 1 and Road 2. To support this temporary route the applicant has provided 12.5m bus tracking curves for Road 2. These tracking curves have been reviewed and accepted by Novo Group. It is noted that to accommodate this required movement, the 90-degree corner on Road 2 will be required to exclude any on-street parking. The Applicant has accepted this as a condition of consent.

Vehicle Crossings

The AEE proposes that the majority of vehicle crossings to residential lots will be formed at the time of future residential construction. However, the Applicant has agreed to form a number of crossings at the time of subdivision consent and this requirement will be secured via consent notices on the titles. The crossing required to be formed by the Consent holder is also shown on the subdivision plans. . This approach has been assessed as acceptable and the Applicant has agreed to a relevant consent notice condition.

It is noted that a number of the potential future vehicle crossings may result in noncompliance with rule 29.5.22b of the PDP requiring a minimum 25m off-set from local road intersections and 30m from collector road intersections. The relevant potential crossing points however generally comply with rule 29.5.22d in so much that the crossings will be placed as far as possible from the intersection adjoining an internal boundary. The location of a number of the potential vehicle crossings could also result in noncompliance with rule 29.5.17a of the PDP requiring a minimum 45m of sightline distance for a residential vehicle crossing within a 50km/hr speed zone. These potential non-compliances are due to the location of road intersections and bends in relation to proposed vehicle crossings, the right-angled corners on Road 7 and Road 2, and the right-angled bend between Woolshed Road and Road 1. These areas of potential noncompliance have been specifically considered by Novo Group within their transport peer review and the following lot crossing locations (as shown with a yellow dot) are recommended to be constructed by the developer at time of subdivision. The applicant has agreed and proposes to construct these crossings prior to s.224c.

In addition, Mr Hopkins has noted that the entirety of Road 1 has parking bays proposed on both sides, and when combined with the relatively narrow lot frontages, the deferring of the formation of the crossings along these roads is not assessed as being ideal as it would likely otherwise result in crossings clashing with the available indented parking bays. To ensure this, the Applicant has accepted a Condition that the vehicle crossings to the lots (a total of 67 lots) be subject to detailed design and installed prior to s224c.

Car parking

The proposal includes a land use consent for the construction of 12 dwelling typologies on the lots proposed. These typologies include a minimum 5m - 5.5m setback from the road boundary to the garage frontage. This will allow a 99th percentile vehicle to be parked between the garage and road frontage without encroaching onto the public footpath.

Visitor and additional parking for the residential lots will be provided within the road carriageway. The applicant has provided either a local road with a minimum 8.0m carriageway which will allow for parking on both sides while maintaining a single movement lane, or a collector road with an 8.4m carriageway and dedicated recessed parking to facilitate this. Mr Hopkins has tested the likely provision of on-street parking against the minimum lot frontage on the narrowest lots (being a width between 10-12m). With a proposed vehicle crossing at the carriageway likely to be 4m, this would still leave a minimum 6m - 8m width for on street visitor parking. Overall, Hopkins is satisfied that there is at least one visitor park per lot over and above that available on private driveways, therefore sufficient visitor carparking should be available to service the future dwellings.

Transportation Conclusion

Overall, the transportation effects have been considered and any adverse effects can be adequately avoided, remedied or mitigated subject to range of consent conditions which the Applicant has either offered or accepted as part of the proposal such that the adverse effects will be avoided, remedied or mitigated to the extent that they are no more than minor.

Infrastructure Servicing (including staging)

Wastewater and water Supply

The AEE states that all wastewater disposal will be piped underground, either via gravity or under pressure, into existing council reticulation via newly installed pipes that are to be constructed as part of this proposed subdivision. Ultimately, it is proposed that the wastewater generated by this proposal will

be disposed of via the council reticulation that has recently been installed from Frankton to the Jacks Point Village. Connections to Woolshed Road to enable future residential development have also been provided. The application was also submitted with a letter from the Chief Engineer (June 2020) stating that: *“there is sufficient capacity within the existing water supply and wastewater infrastructure to accommodate this development”*

Mr Hopkins has reviewed the wastewater aspects of the proposal and notes that part of the proposed development cannot be reticulated via gravity and will require the install of a new a centralised wastewater pump station that will collect and convey flows via a pressure rising main to the existing 225mm gravity network stub on the southern boundary and Hanley Farm Pump Station. The new EIC pump station is proposed to be located within local purpose reserve Lot 300 at the turning head on Road 1. He confirms that this area has suitable access for future maintenance and being located above the Woolshed Creek 100 year flood level with provision for freeboard. He is also satisfied that the installation of the new pumpstation is feasible. Overall Mr Hopkins concludes that it is feasible to install a wastewater system to service the proposed lots.

With regard to water supply Mr Hopkins has confirmed that a 500mm pipeline from the Kawarau River Bridge conveys water from QLDC's Kelvin Heights Potable Water Scheme to the Hanley's Farm Development. This pipeline passes through the proposed development and follows the western and southern boundary, running parallel to Woolshed Creek. It is proposed to have at least two 150mm connections coming off this main to enable an internal ring main to be constructed within the development. Mr Hopkins is satisfied that minimum pressures of approximately around 500kPa will be available, which meets Council's minimum standards and is satisfied overall that a water supply to service the development is feasible.

Mr Hopkins has also assessed the water supply infrastructure for firefighting purposes, and he confirms that the intended water supply system will be designed to provide minimum residential firefighting flows (FW2) and pressures (100kPa) for the development in accordance with PAS SNZ4509.

The assessments of wastewater and water supply infrastructure by the Applicant and the review by Mr Hopkins for the Council are accepted. On this basis it is concluded that any adverse effects relating to the provision of wastewater and water supply infrastructure will be no more than minor.

Stormwater

The applicant proposes to use a mix of conventional piped stormwater reticulation while also adopting practical low impact design through the use of an attenuation pond and discharge to the existing stormwater channel present at the western end of the site. The subdivision has been designed so that the stormwater attenuation pond is within the recreation reserve and some earth mounding to separate the two for safety reasons has also been proposed. The cycle trail extension is proposed to meander alongside the pond which is intended to be used for both pedestrians and cyclists and provide for recreational opportunities.

The Applicant has assessed that the capacity of the existing stormwater channel on the western edge of the development site will not be exacerbated as the water from the attenuation pond will only be discharged at the same rate as it was from the site, prior to any development. In addition, it is proposed to have the attenuation pond positioned at the low point of the site, effectively acting as a cut off drain, therefore there will be little to no run off from the subject site into any adjoining sites post development.

In his review, Mr Hopkins states that he is satisfied that a gravity stormwater disposal network can feasibly be installed, based on the concept stormwater network design plan proposed. In making this conclusion Mr Hopkins has considered secondary flows (based on a 1% AEP event), the proposed attenuation pond, the treatment of stormwater prior to discharge and associated maintenance and public safety measures proposed with its construction and operation of the attenuation pond.

Overall, the approach to stormwater collection, treatment and disposal is supported by the Mr Hopkins subject to the conditions agreed to and offered by the Applicant. On this basis, it is concluded that any adverse stormwater effects and be suitably avoided, remedied or mitigated to the extent that they are no more than minor.

Natural Hazards.

Flooding

The subject site is identified on QLDC and ORC hazard maps as being within an area of recently active, floodwater dominated, alluvial fan hazard. These fans are fed from the steep western mountain catchment of the Remarkables and flow west under SH6 via a series of culverts and farm drains. These flows ultimately feed to the base of the valley and through the subject site via Woolshed Creek. Predevelopment 100yr flood flow paths through the subject site have been previously modelled by Fluent Solutions as part of the development of Hanley Farm to the south. This modelling has confirmed the existing pre-development 100yr climate change adjusted flood flows through the Application site. The majority of flows arrive via Woolshed Creek which runs parallel to the southern and western boundaries of the development. Additional flood flows attributable to significant events cross SH6 and flow overland through a large gully area to the east of the EIC land and arrive at the eastern boundary in the vicinity of Woolshed Road.

To address the alluvial fan hazard the applicant has provided a further flood and stormwater management assessment from AR & Associates Ltd (AR&A) and this assessment essentially updates the previous assessments by Fluent Solutions. The approach taken by the Applicant to mitigate the effects of flooding is to recommend minimum floor levels for the residential allotments located near Woolshed Creek and the Lot 301 stormwater attenuation pond. These levels include 0.5m of freeboard to comply with Council's minimum standard for residential development. In his review Mr Hopkins has some concerns and he states:

The AR&A approach of minimum floor levels is not deemed appropriate as this could place curtilage areas and road/lots beyond at risk. This also places the onus on future lot owners and the building consent process to ensure that minimum floor levels are adhered to which may prove problematic. I therefore recommend a consent condition that the minimum floor levels required should instead be set as minimum ground levels within the lots identified as a whole and be confirmed via a final survey prior to 224c. I likewise recommend a consent notice is registered on the relevant titles to alert the future owners to the minimum ground levels that must be maintained within the lot for flood control purpose and that no finished floor levels shall be below this level.

Mr Hopkins also is concerned that the AR&A flood modelling assessment and associated minimum levels recommended have not been peer reviewed. He notes that the flood levels and associated recommended minimum floor levels provided are based on previous Fluent Solutions modelling and that this modelling was previously reviewed and accepted under relevant stages of the Hanley Farm development. In this regard, while the applicant has provided specific acceptance from Fluent Solutions for the use of their previous modelling and flood flows within the context of the AR&A assessment and recommended levels. It is Mr Hopkins opinion that the Hanley Farm development will require additional peer review for use in this context.

The applicant has accepted that these matters can be resolved through conditions of consent and have offered these as part of its proposal.

Mr Hopkins has also reviewed the potential overland flow/flooding effects at the eastern (Woolshed Road) boundary of the site. Overall, based on the concept information provided from the applicant and Council peer review undertaken to date Mr Hopkins is satisfied that a design solution is feasible noting that that this matter is relatively complex and that significant further design information and justification will be required for detailed design acceptance. To ensure this is suitably addressed Mr Hopkins recommends a consent condition that prior to the commencement of works the consent holder shall provide detailed design plans, calculations, and modelling for the conveyance of overland flows arriving at Woolshed Road fronting the eastern boundary of the development for review and acceptance. This would include the following assessment matters:

- The bulk of primary flows shall be captured from the Woolshed Road eastern swale and conveyed west through a pipe network within the development road network to Woolshed Creek. Where these flows are to be conveyed in the same pipe network as the greater development flows, the design shall ensure that these additional flows will not adversely impact the operation of the stormwater attenuation pond.

- A small portion of the primary flows (approximately 1.6 m³/s) may be directed within the Woolshed Road eastern swale north where it can be shown that this matches the existing situation and will not result in increased flooding of any neighbouring property or Woolshed Road.
- Secondary flows will need to be conveyed from the Woolshed Road eastern swale west via low points on Woolshed Road and the development road network to Woolshed Creek. This design shall include suitable calculations to confirm that the flows will be contained within the road network and if required reserve land and will not exceed acceptable depths and velocities. Noting that these flows will also need to account for secondary flows from the development itself.
- The design provided shall include confirmation of any required changes to the Woolshed Road eastern swale and carriageway formation required to capture and convey flows.
- Any primary outlets to Woolshed Creek shall ensure that suitable scour protection is included and if required public exclusion grates installed.

On this basis it is concluded that any adverse flooding effects and be sufficiently avoided, remedied or mitigated to the extent that they are no more than minor.

Liquefaction

The subject land is identified on QLDC hazard maps as being at a 'possibly moderate risk' to liquefaction (LIC 2P). To address possible risk posed by liquification the applicant has provided a geotechnical assessment report from RDA Consulting titled 'HD EIC Woolshed Geotech' dated 26th February 2020, ref 51137.

Mr Hopkins has reviewed this assessment and accepts its findings with regards to liquification risk. He is also satisfied that additional liquification assessment will be provided via the geotechnical completion report and schedule 2A certificate for the development and if required mitigating specific foundations can feasibly be designed on future construction via consent notices on lot titles.

Based on these assessments, it is concluded that natural hazard flooding effects of the proposal have been adequately addressed subject to further design certification at the engineering approval stage. Accordingly, any adverse effects therefore considered to be no more than minor.

Effects on water bodies, ecosystem services and biodiversity

The site has little in the way of natural biodiversity or ecological habitats being essentially a working farm that is mostly in greased pasture. Woolshed Stream runs along the south western side of the site (but on the adjoining property) and this stream has previously been classified as a drainage reserve for the conveyance of stormwater. However, it is planted with riparian vegetation. Stormwater from urban development will be collected on the proposed attenuation pond and treated prior to discharge into this stream and stormwater device. In this regard water quality will be treated to an acceptable level prior to entering the stream.

Within the subdivision, it is proposed to provide planting along the reserve that runs along the southwestern side of the site and within the local park located at the western edge of the site. The streets will also be planted with street trees and the two landscape buffer areas along the eastern (Woolshed Road) and northern boundaries will also be extensively planted. Overall, while the site is proposed to be extensively urbanised, it is assessed that there will be a net biodiversity gain through the planting proposed to provide local habitat for birds, lizards, insects and other species. In that regard it is concluded that any adverse ecological effects will be no more than minor.

Cultural, heritage and archaeological Effects

The Applicant advises that it has consulted with members of Ngai Tahu regarding the proposed development and received general approval. It is also understood that a blessing by Ngai Tahu for the development has also been performed recently. Council has also been advised that the Applicant also confirms that Ngai Tahu held a blessing ceremony on the site ahead of the proposal being granted consent.

With regard to archaeological resources, it is noted that there are no recorded archaeological sites on this or within the wider Hanley Farm development area. The applicant has also offered a condition relating to best practice protocols upon the accidental discovery of archaeological remains. On this basis it is assessed that any adverse cultural, heritage and archaeological effects will be no more than minor.

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

On the basis of the above assessment, and subject to conditions either offered or agreed to be the applicant, 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

The matter of special circumstances has been considered and it is considered that the proposal is an unexceptional residential subdivision and development proposal on land zoned for this activity. On that basis it is assessed that 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 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 land use (s95B(6)(b)).

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

The proposal is not a boundary activity where the owner of an infringed boundary has provided their approval.

Any other activity

The proposal is not a boundary activity and therefore 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 (a “permitted baseline”). Section 3.3.2 above sets out the relevance of the permitted baseline to this application.
- 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.

4.3.1 [ii] Persons who have provided written approval (s95E(3))

The persons identified in Section 3.3.1 above have provided their **written approval** and as such adverse effects on these parties are disregarded for the purpose of s95E(3).

- James Douglas Paterson and Jane Scott Harvey Paterson
Owner and occupier of Lot 3 DP 553950 and Lot 1 DP 475609
(dated 21.04.2022)
- Waka Kotahi NZ transport Agency (SH6 operator)

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:

Lot 3 DP 553950 (North)

This owner/occupier has given written approval (Paterson).

436 Kingston Road (SH6) (Lot 1 DP 475609)

This is a triangular site on the eastern side of Woolshed Road that runs from the northern intersection with Woolshed Road to the northern end of the Application site. It is owned and occupied by Mr and Mrs Paterson who have given written approval.

Jack Hanley Drive (Lot 3002 DP 505055)

This is a large vacant site that adjoins 436 Kingston Road to the south, has frontage to Bannister St, Jack Hanley Drive and SH6 and is directly opposite the Application site on Woolshed Road. It is understood that this land is owned by RCL Henley Downs Limited. This land has a residential zoning under the Jacks Point Zone.

It is understood that there are no occupiers of this site as it is about to be developed for residential subdivision and development. At the time of writing no consents have been approved.

This site has a residential zoning and the ability to establish multiple access points including access from Bannister St (south), Jack Hanley Drive (south east) and from Woolshed Road once the route through the site has been established (west). On this basis, it is assessed that any adverse effects from the temporary closure of Woolshed Road, as proposed will be less than minor. In terms of construction effects, these can be avoided, remedied or mitigated through environmental management plan conditions (accepted by the Applicant) and other sediment and erosions control measures offered by the Applicant. On that basis any adverse effects on the owner of this site will be less than minor.

Lot 93 DP 551400 – Reserve (South)

This is a Council owned Reserve south of the application site. The Council Parks department has reviewed the proposal and is generally supportive subject to a number of suggested changes that have been adopted by the Applicant and now forms part of the proposal. This includes the proposed off-road cycle trails formed within reserves Lots 301 and 302 and link west via a new trail and bridge crossing over Woolshed Creek.

Based on the above assessment, any adverse effects on the Council as owner/occupier of this land will be less than minor.

Residential properties along Drysdale Road (South)

Drysdale Road is a long residential road that runs along the western edge of the Hanleys Farm subdivision to the south. The northern end of Drysdale Road forms a loop crescent and adjoins Bannister Street. The dwellings along the northern edge of this section of Drysdale Road (and directly adjoining the Council reserve) have direct views to the Applicant site across the Council reserve.

The potential adverse effect on the owners and occupiers of these properties will be from the initial construction activity, and following that, the transformation of the current rural environment to a built suburban environment.

As set out the assessment of earthworks effects, any adverse effects on these owners and occupiers can be managed through the environmental management plan as well as the sediment, erosion and dust control measures adopted by the Applicant and included in the conditions of consent agreed to by the Applicant. It is also noted that Hanley's Farm is a development residential environment with the effects of construction and development being a common and generally accepted practice.

With regard to visual effects, it is assessed that the construction activities will be similar to those already or previously undertaken in Hanley's Farm and the residential built form that will eventuate will be similar in form and scale to the development along this section of Drysdale Road.

Finally, it is noted that the Council reserve separating the Application site with the Drysdale Road properties offers a buffer of approximately 50m which also reduces and mitigates any adverse effects on owners and occupiers.

Based on the above assessment, any adverse effects on the owners/occupiers of these properties will be less than minor.

Lot 1 DP 25597 (Lloyd)

The dwelling on this property is located approximately 220m from the frontage to the Application site and it has a vehicle access directly opposite the southern end of the Application site. It is understood that the owners and occupiers of this property wish to retain their existing access north along Woolshed Road and they oppose the temporary close as requested through this application. While access southwards would still be maintained to Jack Hanley Drive, the Lloyd's are considered to be adversely affected to at least minor extent should their northern and more convenient access north SH6 be removed until the new road north through the Application site is established (i.e. through the SHA land and Coneburn Roundabout).

To address this adverse effect on the Lloyd property, the Applicant has proposed two measures:

- Re-direction of the road into the subdivision so that it does not affect the entrance into the Lloyd property; and
- Allowing access only for this property (and the Paterson property) until such time as the north road through the subdivision is established to Coneburn Roundabout.
- All access from properties south of the Lloyd property would be prevented from this section of Woolshed Road and will need to drive south to Jack Hanley Drive to access SH6.

Having considered this aspect of the proposal on the owners and occupiers of this site, it is assessed that existing or similar levels of residential convenience and amenity would be maintained throughout the land

development and construction phase until an adequately convenient route north through the approved subdivision was established.

As discussed in the transportation effects section of this report a second option to form a new "T" intersection at the northern end of Woolshed Road has also been offered (with Waka Kotahi approval) should the proposed north route through the Application site to the SHA land and Coneburn Roundabout not be established within 5 years. Given that the Coneburn Roundabout has now been completed and is operational, this gives additional certainty that this preferred route northwards will be established.

Conclusion – Affected Persons

Overall it has been assessed that the actual and potential adverse effects on persons occupying an/or owning adjacent site will 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 Notification in Special Circumstances (s95B(10))

The matter special circumstances under s95B(10) has been assessed. In this case while the circumstances associated with the temporary closure of Woolshed Road are somewhat unusual the proposal has addressed any actual and potential adverse effects associated with this aspect of the proposal. On this basis it is concluded that there is otherwise nothing exceptional or unusual to necessitate limited notification to any person.

3. NOTIFICATION DETERMINATION

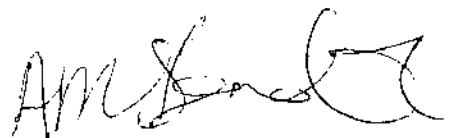
For the reasons set out in sections 3 and 4 of this notification decision report, under s95A and s95B of the RMA, the application is to be processed on a non notified basis.

Prepared by



Robert Scott
CONSULTANT PLANNER

Decision made by



Alana Standish
RESOURCE CONSENTS TEAM LEADER

DECISION UNDER SECTION 104 OF THE RESOURCE MANAGEMENT ACT

6. S104 ASSESSMENT

This application must be considered in terms of Section 104 of the RMA.

Subject to Part 2 of the RMA, Section 104 sets out those matters to be considered by the consent authority when considering a resource consent application. Considerations of relevance to this application are:

- (a) *any actual and potential effects on the environment of allowing the activity; and*
- (ab) *any measure proposed or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity; and*
- (b) *any relevant provisions of:*
 - (i) *A national environmental standard;*
 - (ii) *other regulations;*
 - (iii) *a national policy statement;*
 - (iv) *a New Zealand coastal policy statement;*
 - (v) *a regional policy statement or proposed regional policy statement;*
 - (vi) *a plan or proposed plan; and*
- (c) *any other matter the consent authority considers relevant and reasonably necessary to determine the application.*

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

Actual and potential effects on the environment have been outlined in the section 95 report. Conditions of consent have been accepted by the Applicant and can be imposed under s108 and/or s220 of the RMA as required to avoid, remedy or mitigate adverse effects (s104)(1)(a)).

6.1.1 Consideration of applications under s104(1)(a)

- A: *A consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect (s104(2)); a permitted baseline assessment is undertaken (if applicable) in the s95 report, section 3.3.2.*
- B: *A consent authority **must not** have regard to:*
 - (i) *Trade competition and the effects of trade competition (s104(3)(a)(i)); and*
 - (ii) *Any effect on a person who has given **written approval** to the application (s104(3)(a)(ii)). The persons who have provided written approval are identified in the s95 report, section 4.3.3.*

6.1.2 Consideration of applications under s104(1)(ab)

The proposal includes a number of mitigation measures to avoid, remedy or mitigate the effects of the establishment and construction of the subdivision and development and the ongoing effects of residential activity on this site and locality. However, none of these measures have been offered (or are assessed being required) to offset or compensate for any identified adverse effect.

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

Operative District Plan

The subject site is zoned Resort (Jacks Point) within the Operative District Plan.

The relevant operative objectives and policies are contained within Section 12 – Resort Zones, Section 14 – Transport, Section 15 – Subdivision, Development and Financial Contributions, of the ODP.

The applicant has provided an assessment against the relevant objectives and policies of the Proposed District Plan within Appendix O of the AEE. This is considered generally accurate and is therefore adopted for the purposes of this report.

Proposed District Plan

The subject site is zoned Jacks Point within the Proposed District Plan (PDP).

The relevant operative objectives and policies are contained within Chapters 41 – Jacks Point, Chapter 27 – Subdivision and Development, Chapter 25 – Earthworks, Chapter 29 – Transport of the PDP.

The applicant has provided an assessment against the relevant objectives and policies of the PDP within Appendix L of the AEE. This is considered generally accurate and is adopted for the purposes of this report, with the following additions. It is acknowledged that some components of the PDP have changed since the application was lodged as decisions are released and appeals resolved. The proposal has been assessed against the latest operative provisions of the PDP and is also assessed to be consistent with relevant objectives and Policies.

A summary of the objectives and policies assessment is set out below:

Chapter 3 - Strategic Direction

Chapter 3 – Strategic Direction of the PDP sets out the over-arching strategic direction for the management of growth, land use and development in a manner that ensures sustainable management of the Queenstown Lakes District's special qualities. Of relevance to this application are the Objectives and Policies within this Chapter relating to managing urban growth (3.2.2) and locating urban development (3.3.14 – 3.3.16). The proposal is considered consistent with, and not contrary to, this framework as per the applicable conclusions discussed in the effects section of this report above.

Chapter 4 – Urban Development

Chapter 4 – Urban Development builds on the strategic direction of Chapter 3 with a focus on urban development. Of particular relevance is *Objective 4.2.1* and associated *Policies* which endeavour to ensure Urban Growth Boundaries used as a tool to manage the growth of urban areas within distinct and defensible urban edges. *Objective 4.2.2A* and associated *Policies* endeavour to provide a compact, integrated and well-designed urban form within the Urban Growth Boundaries that is coordinated with the efficient provision, use and operation of infrastructure and services.

With regard to this proposal, the application site is mostly located within the urban growth boundaries and can be appropriately serviced to the required standards as outlined in this report above. There is sufficient capacity within the roading network and reticulated three waters networks to cater for the proposed development. The lot sizes proposed and supported by specific typologies are assessed as being consistent with a compact, integrated and well-designed urban form.

Overall, the proposal is assessed as being consistent with these objectives and policies of the PDP.

Chapter 25 – Earthworks endeavours to ensure that the adverse effects of earthworks are appropriately managed and minimised. *Objective 25.2.1* and associated *Policies* endeavour to ensure earthworks are undertaken in a manner that minimises adverse effects on the environment and maintains landscape and visual amenity values. As detailed in the assessment of effects above, the Applicant has agreed to conditions of consent that will guarantee the effects of earthworks on the surrounding environment are no more than minor.

Chapter 29 – Transportation focusses on managing works within the road and the development of transport infrastructure both on and off roads. It endeavours to ensure that land-use activities are undertaken in a manner that maintains the safety and efficiency of the transport network as a whole and contributes positively to improving the public and active transport networks.

Objective 29.2.2 and associated *Policies* endeavour to provide for an appropriate level of parking, loading, access, and onsite manoeuvring that are consistent with the character, scale, intensity, and location of the zone. Each of the proposed residential lots will be provided with vehicle access and conditions of consent will ensure the crossings are formed to the required standard. Mr Hopkins considers that there will be no adverse traffic safety or efficiency effects from the locations of the proposed crossings. Each residential lot will be required to provide sufficient parking in accordance with the standards in the District Plan at the time they are developed. Conditions of consent will also provide for a sufficient level of on-street parking formed in accordance with the required standards.

Within Chapter 29 *Objective 29.2.3* and associated *Policies* enable roads that facilitate continued growth, are safe and efficient for all users and modes of transport and are compatible with the level of amenity anticipated in the adjoining zones. In this instance, the roads have been designed to cater for the wider existing and proposed development within the area. Conditions of consent will ensure the roads are and formed to the required standards, including associated pedestrian and cycle connections.

From a strategic viewpoint the proposal will provide an important link through the site to the SHA development site and the Coneburn Roundabout to facilitate traffic northwards to link with SH6.

Chapter 41 - Jacks Point is the residential zone that applies to this site and those sites to the south, east and Hanley's Farm generally. The Zone's purpose is to provide for residential, rural living, commercial, community and visitor accommodation in a high quality sustainable environment comprising residential areas, two mixed use villages and a variety of recreation opportunities and community benefits including access to public open space and amenities. The principal *Objective 41.2.1* endeavours to establish an integrated community, incorporating residential living, visitor accommodation, community, and small-scale commercial activities with appropriate regard for landscape and visual amenity values, and within a framework of open space and recreation amenities. Supporting residential policies (*Policies 41.2.1.8 – 41.2.16*) endeavour to provide a diversity of living accommodation (including densities) while establishing and maintaining the anticipated amenity values of the zone. In this case the proposal is consistent with these objectives and policies and will add a quality residential subdivision and development consistent with the established character of the zone. It will also provide a strategic transport link from Hanley's Farm through to the Coneburn Roundabout.

Weighting between Operative District Plan and Proposed District Plan

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

6.3 OTHER RELEVANT PROVISIONS (s104(1)(b)(i)-(v))

National Policy Statement on Urban Development (updated May 2022) (NPS-UD)

The NPS-UD has the objective of ensuring that New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. It also focusses on improving housing affordability by supporting competitive land and development markets. Policies are focussed on providing a compact urban form, sufficient supply and variety of housing while also ensuring that supporting infrastructure and employment land is also provided.

In this case, the proposal lots are designed at a moderately higher intensity than other development in the Hanley's Farm area and this is assessed as being consistent with the focus on affordability and compact urban form sought by NPS-UD. The proposal is also to be well serviced by planned infrastructure and it has been future proofed to allow for public transport services to be established. The facilitation of the road through the site to link to the Coneburn Roundabout will improve transport efficiency and effectiveness. Overall, the proposal is assessed as being consistent with the NPS-UD.

6.4 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 is 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.

6.5 SECTION 106 FOR SUBDIVISIONS

A consent authority may refuse to grant a subdivision consent, or may grant a subdivision consent subject to conditions. This is on the basis that the consent authority 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 provision has been made for legal and physical access to each of the proposed Lots and the prospect of flooding as a natural hazard has been assessed and, subject to conditions, will ensure that any adverse effects are avoided, remedied or mitigated.

It is concluded that there is no reason to refuse consent under s.106 given that the land is not likely to be subject to, or likely to accelerate material damage from natural hazards and sufficient provision has been made for legal and physical access to each allotment.

6.6 PART 2 OF THE RMA

The purpose of the RMA is to promote the sustainable management of natural and physical resources. As detailed below, the proposed activity is considered to align with the purpose and principles set out in part 2 of the RMA.

The proposed activity will result in sustainable management of natural and physical resources, whilst not affecting the life supporting capacity of air, water, soil and ecosystems. The development avoids adverse effects on the environment through a number of mitigation measures.

Section 6 details matters of national importance to be recognised and provided for. It has been assessed and is considered that all natural hazards are managed and mitigated therefore the proposal aligns with the matters of national importance.

Section 7 provides other matters that Council shall have particular regard to. Of relevance to this application are the maintenance and enhancement of amenity values. Amenity values are defined in the Act as those natural and physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes. An assessment of the application with respect to the amenity values of the environment is included in Sections 3 and 4 above.

Section 8 of the RMA related to the principles of the Treaty of Waitangi. There are no matters pertaining to the Treaty of Waitangi that are of concern for this application.

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

Decision 1

Consent is **granted** to Henley Downs Farm Holdings Limited and Classic Developments Limited to subdivide the site to create 271 residential lots, eight lots to vest as roads, seven lots to vest as reserves and an upgraded SH6 connection subject to the conditions outlined in *Appendix 1* of this decision report imposed pursuant to Section 220 of the RMA.

Decision 2

Consent is granted to Henley Downs Farm Holdings Limited and Classic Developments Limited for land use consent under Section 88 of the Resource Management Act 1991 (RMA) to construct 271 residential units on each new Lot subject to the conditions outlined in Appendix 1 of this decision report imposed pursuant to Section 108 of the RMA.

Prepared by



Robert Scott
SENIOR PLANNER/PLANNER

Decision made by



Alana Standish
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 phone (03) 441 0499.

9.0 APPENDICES LIST

- APPENDIX 1** – Consent Conditions
- APPENDIX 2** – Applicant's AEE (revised)
- APPENDIX 3** – Council Engineering Review
- APPENDIX 4** – Council Transportation Review
- APPENDIX 5** – Council Urban Design Review
- APPENDIX 6** – Council Parks Review

APPENDIX 1 – CONSENT CONDITIONS

DECISION 1: SUBDIVISION CONDITIONS

General Conditions

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

Clark Fortune McDonald Plans:

- Woolshed Road Development – Master Plan, drawing number 05, sheet 001, job number 12983, Rev-Q, dated 10.08.2023
- Woolshed Road Development – Master Plan, drawing number 05, sheet 002, job number 12983, Rev Q, dated 10.08.2023.
- Woolshed Road Development – Flood Channel Sections, drawing number 05, sheet 003, job number 12983, Rev A, dated 12.02.2020.
- Woolshed Road Development – Typical Road Sections, drawing number 05, sheet 004, job number 12983, Rev P, dated 06.09.2022
- Woolshed Road Development – Typical Road Sections, drawing number 05, sheet 005, job number 12983, Rev P, dated 06.09.2022
- Woolshed Road Development – Drainage Layout, drawing number 5, sheet number 006, job number 12983, Rev Q, dated 10.08.2023
- Woolshed Road Development – Vehicle Turning Paths (austrorads single unit truck/bus (12.5m)), drawing number 5, sheet 007, job number 12983, Rev P, dated 06.09.22
- Woolshed Road Development - Vehicle Turning Paths (austrorads single unit truck/bus (12.5m)), drawing number 5, sheet 008, job number 12983, Rev P, dated 06.09.22
- Woolshed Road Development – Vehicle Turning Paths (austrorads single unit truck/bus (12.5m)), drawing number 5, sheet 009, job number 12983, Rev P, dated 06.09.22
- Woolshed Road Development – Alternative Woolshed Road Intersection with no SHA Roundabout Connection, drawing number 5, sheet 010, job number 12983, Rev P, dated 06.09.22
- Woolshed Road Development – Woolshed Road into Road 1 Bend, drawing number 5, sheet 011, job number 12983, Rev P, dated 3.10.22
- Woolshed Road Development – Trails Plan, drawing number 5, sheet 012, job number 12983, Rev C, dated 18.09.2023
- Woolshed Road Development – Subdivision Scheme Plan, drawing number 8D, sheet 001, job number 12983, Rev F, dated 29.09.22
- Woolshed Road Development – Proposed Earthworks, drawing number 09, sheets 001 and 002, job number 12983, Rev B, dated 10.08.22
- Woolshed Road Development – Staging Plan, drawing number 17, job number 12983, Rev A, dated Sep 22.

Site Landscape Architects Plan

- Woolshed Road Classic Developments – Master Plan, drawing number 241_SK_001, Rev F, dated 29.09.22
- Street Typologies – Road 1: 20m Residential Collector Road
- Street Typologies – Road 2 and 7: 16m Primary Residential Road
- Street Typologies – Roads 3-6: 16m Secondary Residential Road

- Street Typologies – Road 8: 16m Secondary Residential Road
- Rocket Park – Playground View
- Road 8 – Street View
- Woolshed Road Classic Developments – Western Reserve: General Arrangement, drawing number 241_SK_002, Rev F, dated 29.09.22
- Woolshed Road Classic Developments – Western Reserve: Planting, drawing number 241_SK_002.1, Rev F, dated 29.09.22
- Woolshed Road Classic Developments – South Western Reserve: Planting, drawing number 241_SK_003, Rev F, dated 29.9.22
- Woolshed Road Classic Developments – Central Spine Linear Parks, drawing number 241_SK_004, Rev F, dated 29.09.22
- Woolshed Road Classic Developments – Northern Boundary Landscape Strip, drawing number 241_SK_005, Rev F, dated 29.09.22
- Woolshed Road Classic Developments – Eastern Boundary Landscape Strip, drawing number 241_SK_006, Rev F, dated 29.09.22
- Woolshed Road Classic Developments – Planting Schedule, drawing number 241_SK_007, Rev H, dated 29.09.22
- Woolshed Road Classic Developments – Western Reserve: Rocket Park, drawing number 241_SK_008, Rev C, dated 29.09.22
- Woolshed Road Classic Developments – Linear Parks Typical Detail, drawing number 241_SK_009, Rev C, dated 29.09.22

Construkt Plans

- Woolshed Rd Masterplan – Overall Master Plan, SK03, dated 20 September 2022 Rev E
 - Woolshed Rd Masterplan – Illustrative Masterplan, SK04, dated 20 September 2022, Rev D
 - Type 2B Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
 - Type 2C Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
 - Type 3A Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
 - Type 3B Floor Plan – Woolshed Road, dated 2 November 2021, Rev B
 - Type 3C Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
 - Type 3D Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
 - Type 3E Floor Plan – Woolshed Road, dated 20 September 2022, Rev A
 - Type 3F Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
 - Type 3F Duplex Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
 - Type 3M Floor Plan – Woolshed Road, dated 20 September 2022, Rev A
 - Type 4A Floor Plan – Woolshed Road, dated 2 November 2021, Rev B
 - Type 4C Floor Plan – Woolshed Road, dated 2 November 2021, Rev B
 - Type 4D Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
 - Type 4E Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
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.

Environment Management Conditions

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. 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); and
- (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 (to be prepared by a Suitably Qualified and Experienced Person);
- (vi) Vibration (to be prepared by a Suitably Qualified and Experienced Person);
- (vii) Chemical and fuel management; and
- (viii) Waste management.

The EMP (and any sub-plans e.g. ESCP described below) shall also be consistent with any recommendations outlined in the geotechnical assessment titled: "HD EIC Woolshed Geotech Report Final" prepared by RDA Consulting dated 26 February 2020 report.

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. It is noted that earthworks required to construct environmental management controls are allowed to commence once Council has provided notice that 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.
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 14 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; and
 - 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*.

Engineering Conditions

18. 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 8th October 2020 and any subsequent amendments to that document up to the date of issue of any subdivision consent, except where specified otherwise.
19. This subdivision shall be staged into six 'major' stages (Stages 1-6 - as shown on the CFMA staging plan titled '*Woolshed Road Development Staging Plan*' Job No. 12983, drawing 17_sheet 001, dated September 2022). These 'major' stages shall only be progressed in the order shown on the staging plan.

The six 'major' stages themselves may if desired be broken into sub-stages. For the purposes of issuing approvals under sections 223 and 224(c) of the Resource Management Act 1991, the conditions of this consent shall be applied only to the extent that they are relevant to each particular sub-stage proposed. Any sub-stages within the six 'major' stages may be progressed in any order, providing all necessary subdivision works (such as servicing, flood protection measures, provision of formed legal access and related road stopping processing completions and other works required to satisfy conditions of this consent), are completed for each sub-stage, prior to certification being issued as necessary under sections 223 and 224(c) of the Resource Management Act 1991. Any balance lots created shall either be serviced to Council's standards or held together in one title with a serviced lot. Detailed staging plans for the entire development with a schedule of all infrastructure to be developed and conditions of consent to be met against each stage shall be provided to Council for review and Acceptance prior to works commencing within each stage. These plans and schedules shall be updated as future stages progress, if any, to reflect and maintain accurate understanding.

Where the stage proposed will result in the subdivision of a portion of current Lot 10 DP552601, the balance land shall continue to be amalgamated with Lot 2 DP19857 to the west.

20. The developer has agreed that if within 4 years of the consent decision being issued (xx September 2027), the completion of the below northern access link works by others have not been significantly progressed to the point where they would be reasonably expected to be complete and operational within 5 years of the decision, the developer (consent holder) will commit to designing, constructing, and where required vesting one of the required northern access options stated in Condition (21) at their cost and within the 5 years of the decision (where reasonably within their control).
21. Within 5 years from the consent decision being issued (xx September 2028) and prior to 224c for any lot within Stages 6 of the subdivision being issued, the consent holder shall demonstrate to the Manager of Resource Management Engineering at Council through the provision of all relevant information that one of the following options has occurred –

- A new collector link road has been constructed to the north and vested in Council. This road shall run from the roundabout on Road 1 north through current Lot 3 DP 553950 (commonly referred to as 'the Patterson land') to the collector road within the Coneburn SHA. The SH6 roundabout intersection into the Coneburn SHA shall also be complete and operational.

The use of this option shall include evidence to demonstrate that QLDC P&I and NZTA have been informed that removal of the temporary road closure on Woolshed Road directly north of the development's Road 1 access can occur.

Or

- An upgrade has occurred to the Woolshed Road/SH6 intersection to the satisfaction of Waka Kotahi to cater for all relevant traffic from the south and ensure compliance with rule 41.5.5.4 of the PDP. In conjunction upgrades shall have occurred to Woolshed Road fronting the developments and north to the revised SH6 intersection in accordance with Condition (26n). Where this option is chosen the consent holder shall also ensure that the Woolshed Road / Road 1 bend has been re-designed as a tee intersection with priority given to the Woolshed Road through movement.

The use of this option shall include removal of the temporary road closure on Woolshed Road directly north of the development's Road 1 access.

Compliance with the above condition may require some or all of the road formation and upgrade works to be directly funded and completed by the consent holder.

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

22. The owner of the land being developed shall provide a letter to the Principal Resource Management Engineer 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.
23. 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 specifically take into account the potential impacts of the proposed works and associated traffic movements on the existing Hanley Farm public road network. 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.
24. At least 7 days prior to commencing excavations, the consent holder shall provide the Principal Resource Management Engineer at Council with the name of a suitably qualified professional as defined in Section 1.7.2 of QLDC's Land Development and Subdivision Code of Practice and who shall supervise and monitor the earthworks, geotechnical works, and fill procedures. This engineer shall be responsible for providing a Geotechnical Completion Report and Schedule 2A certificate, including fill certification, for all lots within the subdivision.
25. Prior to commencing any work on the site, the consent holder shall install a construction vehicle crossing from the existing Hanley Farm Council road network, which all construction traffic shall use to enter and exit the site (via the Woolshed Road paper road). The minimum standard for this crossing/s shall be a minimum 20 m of 150 mm deep AP40 gravel.

The establishment of this construction access crossing shall include the removal of any temporary rock or block barriers that exist within Woolshed Road legal alignment between the south-eastern corner of the subject site and the existing Hanley Farm sealed public road network.
26. Prior to commencing works on the site, with the exception of earthworks including associated controls approved through the Environmental Management Plan (EMP) process within this consent, 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:

Services

- a) Provision of a potable water supply to each residential lot 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, dated June 2017. Where the toby valve box is to be placed within a trafficable area, a trafficable lid shall be included.

- b) Provide detailed design plans for any direct water connection to the existing Council bulk trunk water main that crosses the site from Kelvin Heights (the 500mm PE trunk main). Direct connection to this Council trunk main will require a specific methodology for connection to be provided and approved by QLDC P&I.
- c) The provision of a minimum 32mm water supply lateral to the recreational reserve lot (Lot 302) to accommodate future Council facilities (toilets, water fountains, halls etc). This lateral shall be terminated with a gate valve, bulk flow meter, and backflow prevention located within a trafficable box. The requirement, location, and suitability of this lateral shall be checked and confirmed with QLDC Parks & Reserves prior to design acceptance and construction.
- d) The provision of a landscaping irrigation plan with suitable backflow prevention for landscaping to be vested in Council (if required). This shall include landscaping within roads, recreational, and drainage reserve areas.
- e) The provision of fire hydrants with adequate pressure and flow to service and maintain each residential lot with a Class FW2 fire risk in accordance with the NZ Fire Service Code of Practice for Fire Fighting Water Supplies 2008. The design for these hydrants shall include specific confirmation that the greater water supply network is capable to provide the minimum required FW2 pressures and flows to all hydrants. 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 gravity foul sewer connection from each residential lot to either the development's new centralised wastewater pump station or directly to the existing 225mm QLDC gravity main on the southern boundary of the development that feeds to the QLDC Hanley Farm pump station. These connections shall be installed with an invert suitable to drain the buildable area within each lot while maintaining minimum or greater grade and pipe cover.
- g) The provision of a centralised wastewater pump station to service the relevant portions of the development that cannot be conveyed via gravity to the existing 225mm QLDC gravity main on the southern boundary of the development that feeds to the QLDC Hanley Farm pump station. The pump station shall be designed to collect and convey via a pressure rising main the peak wet weather flows from the relevant portions of the development to the existing 225mm QLDC gravity main on the southern boundary of the development that feeds south to the QLDC Hanley Farm pump station. The pump station shall be designed in accordance with QLDC standards and include suitable emergency storage and/or generator backup and shall be connected to a SCADA (Supervisory Control and Data Acquisition) system or suitable alternative monitoring system, to protect the pump station against any system failure and/or overloading. The pump station design shall also include a water supply connection and provision of a concrete commercial vehicle crossing and access driveway from the surrounding Council road network and set down area to allow for ongoing maintenance access by heavy vehicles. If required by Council the design shall also include storage at the pump station to buffer peak flows with the objective of delaying any requirement to invest in upgrades to address downstream constraints.

The design of the wastewater pump station shall include suitable confirmation that it is located above the 1% AEP flood level of Woolshed Creek with provision of freeboard, and outside of any secondary flow paths associated with the development with provision of freeboard.

Due to high groundwater in the area the design shall include comment and if required mitigation regarding any adverse effects from groundwater ingress and infiltration on the proposed pump station and associated emergency storage chamber.

The design of the wastewater pump station shall be subject to peer review at the consent holders' cost and the design amended where required at Council discretion to meet necessary standards.

- h) The provision of a minimum 150mm gravity foul sewer lateral to the recreational reserve lot (Lot 302) to accommodate future Council facilities (toilets, water fountains, halls etc). The requirement, location, and suitability of this lateral shall be checked and confirmed with QLDC Parks & Reserves prior to design acceptance and construction.
- i) The provision of a gravity stormwater collection and disposal system which shall provide primary disposal from road surfaces and both primary and secondary protection for future development

within the residential lots, in accordance with Council's standards and connection policy. This shall include:

i) Primary System

A reticulated primary system to collect and dispose of stormwater under the 5% AEP storm event from all road surfaces and all potential impervious areas within each residential lot. The individual lateral connections to each residential lot shall be designed to provide gravity drainage for the entire area within the lot.

The primary reticulated stormwater system shall feed to an attenuation pond within Lot 301, and ultimately dispose to Woolshed Creek via a dedicated piped outfall. The network outfall/s to the attenuation pond shall also be designed to ensure no public access is available back into the pipe network, noting that maintenance access shall be provided.

ii) Primary System – Woolshed Road/Howden Drive

A primary stormwater system to capture of runoff from the northern extension to Woolshed Road/Howden Drive from Bannister Street to Road 1. This shall be conveyed back into the development's stormwater reticulation. Alternately the consent holder may install a separate standalone stormwater network in part or full to capture and convey runoff from this portion of road directly into the Woolshed Creek in the vicinity of the culvert crossing, this will however require treatment of flows to remove 75% TSS or above, and confirmation that the flows to Woolshed Creek will not result in increased flooding of downstream properties.

iii) Primary System – Treatment

The primary system shall include the provision of a gross pollutant trap/s on the outfall/s to the attenuation pond within Lot 301. The gross pollutant trap/s shall have the ability to remove 75% TSS or above. The traps shall be located as to enable ease of ongoing maintenance and clearing. Note traps should take the form of a Hynds Downstream Defender, SW360 Vortcapture, or similar. Additional treatment may be provided within the pond itself at the discretion of the developer where it can be confirmed that this will not result in significant areas of standing water that could endanger the public (children).

iv) Secondary System

A secondary protection system consisting of secondary flow paths 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 onto land beyond the site from the pre-development situation. This shall include confirmation that any flow paths through the public recreation reserve (Lot 302) will not adversely impact likely future Council assets (parks, toilets etc).

The secondary protection system shall include any relevant secondary overland flows from the east (to the east of Woolshed Road) that would pass through the development land under the 1% AEP pre-development situation. This design solution shall not increase flows into or flooding of neighbouring land from the pre-development situation.

v) Attenuation (to be sized for full development under first Stage)

The provision of attenuation ponding within Lot 301 in general accordance with the AR & Associates memo titled '*EIC Stormwater Attenuation Requirements & Minimum Floor Levels*' ref P18-287-M07-RevA, dated 3rd December 2019. This pond shall be designed to ensure that the development does not increase flooding of neighbouring or downstream properties from the pre-development situation up to the 1% AEP event. The design of the pond shall specifically include the following-

- The pond shall not include any permanent or dead storage and shall be positively graded towards its outlet to ensure it drains in its entirety following a rainfall event.
- To ensure that the pond will continue to operate effectively under the % AEP flood event in Woolshed Creek, the pond shall be located 'off-line' and the land between the Woolshed Creek and the attenuation pond will be at a suitable level to provide the required protection/separation with a suitable level of freeboard.
- To ensure that the ponding area will continue to drain flows up to the 1% AEP event in Woolshed Creek, the outlet to Woolshed Creek shall be designed to ensure that the outlet invert from the pond sits above the peak 1% AEP flood flow level within Woolshed at the pond pipe outfall.

- The pond outfall to Woolshed Creek shall be designed to ensure that non-scouring velocities are maintained and/or suitable energy dissipation and scour protection measure are installed.
- Any piped inlets or outlets to the pond greater than 375mm in diameter shall be fitted with access grates to prevent public access into the pipe network
- Where the pond outlet pipe crosses the existing QLDC trunk 450mm sewer main and trunk 500mm water main the design shall ensure that no conflict with these services will occur, and suitable off-sets will be maintained. The design for this service crossing will require a specific methodology for the works to be provided and approved by QLDC P&I.
- To ensure that the pond is not adversely impacted by ground water, the designer shall confirm that the maximum seasonal ground water level sits below the invert of the pond or the pond has been specifically design to exclude any groundwater.
- To ensure that the pond batters are maintainable, the batters shall either be grassed with a maximum 1:5 batter slope or alternatively include maximum 1:3 batter slope this with planting or rock armouring etc.

To ensure the final design of this pond is acceptable to Council Property & Infrastructure as its future owner/maintainer, the design shall be reviewed and agreed with Council Property & Infrastructure prior to design acceptance.

The design of this pond and its associated attenuation function shall be supported by suitable calculations and/or hydraulic modelling and if required the design and associated information may be independently peer reviewed by Council at the consent holder's cost.

- j) The provision of a methodology to identify and address any potential areas of weak ground within the services trenches and design measures to mitigate against associated slumping/subsidence of gravity pipe networks. Noting that mitigation may be through specific trench design or alternately bulk cutting and replacing of the surrounding ground within the trench corridor.
- k) The provision of a landscape plan demonstrating that proposed street trees will not clash or cause issue with access to any underground services to be vested in Council.
- l) The provision of a suitable power supply to the recreational reserve lot (Lot 302) to provide the ability to accommodate future Council community facilities (toilets, halls etc). The requirement, location, and suitability of these connections shall be checked and confirmed with QLDC Parks & Reserves prior to design approval and construction.
- m) Detailed design plans for any required relocated or deepening of the existing Council 500mm PE bulk water main and 450mm PE sewer rising main that cross the development site. These designs shall be accompanied by a specific methodology for the works that confirms how the potential disturbance to Council's network operations and users will be minimised. This methodology shall be reviewed and accepted by Council Property & Infrastructure prior to acceptance

Transport

- n) Where required to comply with Conditions (20 & 21) the consent holder shall provide detailed design plans for review and acceptance for the following works-
 1. Upgrade of the portion of Woolshed Road from the bend with Road 1 to the northern boundary of the development (the north of Lot 115) to an E13 typology road with the following exceptions:
 - The centreline of the road shall be located centrally within the legal road reserve (unless specifically agreed with Council P&I otherwise)
 - The eastern side of the road is only required to be formed to a 'rural' standard with a gravel 1m wide shoulder and grassed swale drain.
 - The eastern side of the road shall include a broken yellow 'no parking' line for its full length.
 - No vehicle crossings to residential shall be installed to this section of Woolshed Road.
 - The carriageway shall be formed in asphaltic concrete and designed to cater for the intended future traffic flows and heavy traffic movements (public buses).
 - Footpaths shall be formed in concrete.

The above required design shall not be required to be provided where the consent holder can adequately demonstrate to Council's satisfaction that this road has or will be formed and vested by others to the same or a similar suitable standard under a separate consenting process

2. Upgrade of the portion of Woolshed Road north of the development to the SH6 intersection to a minimum 8.4m sealed carriageway (2 x 4.2m lanes), 0.5m sealed shoulders and 0.5m gravel shoulders, and grass swales.
 3. Replacement of the 90-degree bend intersection between Woolshed Road and Road 1 with a tee intersection, with priority given to the Woolshed Road north-south movement. The re-design of this intersection will require the kerb and channel and footpath on the eastern side of the road to be extended 10-20m north of the intersection before reverting to any soft shoulder. This extended footpath shall also include a suitable pedestrian crossing point on Woolshed Road north of the Road 1 intersection.
Under this scenario the consent holder may as appropriate, opt to realign the boundary of Lot 1 to reduce the extent of the Council road reserve.
The re-design of the Woolshed Road / Road 1 intersection shall be in accordance with Austroads and if required include a central and/or left/right turning bays. The design of this intersection shall be accompanied by specific design justification from a suitably qualified traffic engineer and consider all current and future likely traffic movements.
- o) Where required to comply with Conditions (20 & 21) the consent holder shall submit to Council a copy of Waka Kotahi NZ Transport Agency's approval to undertake works within the State Highway (as detailed in advice notes a - c).
- p) Formation of the following roading assets -

Woolshed Road (Howden Drive) - Bannister Street to north to Road 1

Woolshed Road from Bannister Street north to the Road 1 bend shall be designed and formed in accordance with the QLDC COP, Table 3.2 "Suburban, Live and Play, Primary Access to housing up to 800 du", Figure E13 with the following specific exceptions:

- Indented parking shall not be installed and broken yellow 'no parking' lines shall be installed on either side of the carriageway for its full length from Bannister Street north to after the Road 1 bend.
- Both sides of the road shall include kerb & channel and a 2m wide footpath for its full length and this shall be connected back into the existing Howden Drive footpaths.
- The carriageway shall be formed in asphaltic concrete and designed to cater for the intended future traffic flows and heavy traffic movements (public buses).
- Footpaths shall be formed in concrete.
- Kerbs shall be standard kerbs (not mountable).
- If required, the provision of a vehicle and/or pedestrian barrier where the road crosses the existing woolshed Creek box culvert.
- The carriageway shall be formed in asphaltic concrete and design to cater for the intended future traffic flows and heavy traffic movements (public buses etc).
- The design of the bend in this road shall include the provision of a drop kerb on the outside of the 90 degree bend that will if required in future provide continued access to the land to/from the north on the alignment of Woolshed Road.

The above required design shall not be required to be designed and constructed where the consent holder can adequately demonstrate to Council's satisfaction that this road will be formed and vesting of this road by others to the same or similar standard under a separate consenting process and prior to Stage 1 subdivision completion.

If required, the consent holder/designer shall consult with owners of the land to the east (Lot 1022 DP542112) and west (Lot 1019 DP551400) to ensure that temporary (or possibly permanent) access crossings are provided as required.

Road 1 (from Woolshed Road to Northern Boundary)

Road 1 (Lots 400 & 401) from Woolshed Road to the northern boundary of the development shall be designed and formed in accordance with the QLDC COP, Table 3.2 “Suburban, Live and Play, Primary Access to housing up to 800 du”, Figure E13 with the following specific requirements:

- A minimum 500mm berm strip is required between the footpath and lot boundaries.
- The carriageway surface shall be formed in asphaltic concrete and designed to cater for the intended future traffic flows and heavy traffic movements (public buses).
- The footpaths shall be formed in concrete.
- Intersections with any local roads shall be delineated through placement of an exposed aggregate concrete threshold treatment (or alternative surface treatment as agreed by Council).

Road 2

Road 2 (Lot 402) shall be designed and formed in accordance with the QLDC COP, Table 3.2 “Suburban, Live and Play, Primary Access to housing up to 200 du”, Figure E12 with the following specific requirements or exceptions:

- The legal width of the road reserve shall be increased to a minimum 16m.
- Minimum 2.1 m wide parking (excluding kerb and channel) shall be provided on both sides of the road, this shall be separate from the live lane but contiguous between street blocks.
- The carriageway shall be a minimum 8.5m width and formed in asphaltic concrete
- Footpaths shall be formed in concrete.
- A minimum 500mm berm strip is required between the footpath and lot boundaries.
- The 90-degree bend in the road shall include no-parking restrictions on both sides to ensure a clear path for turning vehicles (including public buses).
- On-street parking shall be within the carriageway but shall only be permitted on one side of the carriageway. This parking may alternate sides where appropriate. Where parking is not permitted broken yellow ‘no-parking’ lines shall be installed.

Road 3

Road 3 (Lot 403) shall be designed and formed in accordance with the QLDC COP, Table 3.2 “Suburban, Live and Play, Primary Access to housing up to 800 du”, Figure E13 with the following specific requirements or exceptions:

- The carriageway shall be a 7.2m width and formed in asphaltic concrete
- Footpaths shall be formed in concrete.
- A minimum 500mm berm strip is required between the footpath and lot boundaries.
- Intersections with any local roads shall be delineated through placement of an exposed aggregate concrete threshold treatment (or alternative surface treatment as agreed by Council).
- A minimum 10m radius sealed turning head shall be provided at the western extent.

Road 4, 4a, 5, 6, 7, 8, (Local Roads)

Roads 4a & 4-8 shall be designed and formed in accordance with the QLDC COP, Table 3.2 “Suburban, Live and Play, Primary Access to housing up to 200 du”, Figure E12 with the following specific requirements or exceptions:

- The legal width of the road reserves shall be increased to a minimum 16m.
- The carriageway shall be an 8m width and formed in asphaltic concrete
- A minimum 500mm berm strip is required between the footpath and lot boundaries.
- Intersections shall be delineated through placement of an exposed aggregate concrete threshold treatment (or alternative surface treatment as agreed by Council).
- Footpaths shall be formed in concrete.

Road 7 (fronting reserve Lot 301)

Road 7 fronting Lot 302 (the recreation reserve) shall be designed and formed in accordance with the QLDC COP, Table 3.2 “Suburban, Live and Play, Primary Access to housing up to 200 du”, Figure E12 with the following specific requirements or exceptions:

- The legal width of the road reserve shall be increased to a minimum 16m.
- The carriageway shall be a minimum 6m width and formed in asphaltic concrete.
- Minimum 2.7m wide 90-degree indented parking shall be formed on the western side
- The footpath on the western side shall be re-located to sit within the road reserve or the road reserve widened by approximately 1.5m to encompass the footpath.
- A broken yellow 'no parking' line shall be placed on the eastern side
- A broken yellow 'no parking' line shall be placed on the western side where indented 90-degree parks are not installed.
- A minimum 500mm berm strip is required on the eastern side between the footpath and lot boundaries.
- Footpaths shall be formed in concrete.
- Kerb and channel shall not be included in any movement lane or parking bay width provision calculations.

ROW A/B (Accessing Lots 82, 83, 114)

ROW A/B shall be designed and formed in accordance with the QLDC COP, Table 3.2 "Suburban, Live and Play, Access to houses/townhouses 1-3 du", Figure E9. With the specific requirement that the carriageway shall be formed in concrete.

ROW D (Accessing Lots 32, 34, 36)

ROW A/B shall be designed and formed in accordance with the QLDC COP, Table 3.2 "Suburban, Live and Play, Access to houses/townhouses 1-3 du", Figure E9. With the specific requirement that the carriageway shall be formed in concrete.

Roading Summary Table (with agreed exceptions)

Road	Lot	Figure	Legal Width	Footpath	Movement Lane excl k&c	Parking
Woolshed Road (Howden Drive) Bannister St to Road 1 bend	Ex Road Reserve	E13	20m	2m both sides	8.4m	None (Broken Yellow Lines)
Road 1	400 401	E13	20m	2m both sides	8.4m	Separate (recessed)
Road 2	402	E12	16m	1.5m both sides	8.5m	Shared (Alternating sides with broken yellow lines)
Road 3	403	E13	20m	2m both sides	7.2m	Separate (recessed)
Road 4a	404 (part)	E12	16m	1.5m both sides	8.0m	Shared
Road 4	404 (part) 405	E12	16m	1.5m both sides	8.0m	Shared
Road 6	406	E12	16m	1.5m both sides	8.0m	Shared
Road 7 (south)	407 (part)	E12	16m	1.5m both sides	8.0m	Shared
Road 7 (north) Fronting reserve Lot 302	407 (part)	E12	16m	1.5m both sides	6.0m	Separate (recessed) 90-degree west side only (with broken yellow lines east side)
Road 8	408	E12	16m	1.5m both sides	8.0m	Shared
If required						

Woolshed Road Road 1 north to Lot 115	Ex Road Reserve	E13	20m	2m west side only	8.4m No K&C on east side	Separate (recessed) West side only. East side soft shoulder (with broken yellow lines)
Woolshed Road Lot 115 north to SH6	Ex Road Reserve	E13	20m	None	8.4m No K&C both sides	None(Broken Yellow Lines)

- q) Broken yellow 'no parking' restrictions across the road network shall be confirmed. This specifically relates to areas where buses will be required to negotiate corners/intersections or vehicles turn around manoeuvres.
- r) The provision of formal and informal pedestrian crossing points on key pedestrian desire lines and routes. The location and formation of these crossings shall be specifically reviewed and confirmed by a suitably qualified traffic engineer.
- s) The provision of pedestrian crossing point on Road 1 linking the off-road paths within reserve Lots 304 and 305. The design and location of this crossing shall be supported by an assessment by a suitably qualified traffic engineer which confirms the potential risks posed to pedestrian by the proximity to the bus-stops and sightlines to the north and south are acceptable. If required, this design and assessment may be peer reviewed by Council at the consent holder's cost.
- t) The provision of bus stop markings and associated localised footpath widen on both sides of Road 1 in the vicinity reserve Lots 304 and 305 and as required to suitably accommodate a future north-south bus route via Road 1.
- u) The provision of suitable land area for future bus shelters is to be included in the detailed design for Road 1 in the vicinity of the bus stops marked out under the above condition. The proposed future bus shelter locations shall be reviewed and accepted in writing by Council prior to construction of these roads being undertaken. For the avoidance of doubt, the Consent Holder is not required to construct the bus shelter as part of this consent but rather ensure suitable areas/space exist for their future installation by Council when required. The locations shall be protected across the neighbouring frontages with Consent Notices or no-complaint covenants alerting such provisions to potential future lot owners.
- v) The formation of all local road intersections in accordance with the latest Austroads intersection design guidelines. All associated signage and marking shall be in accordance with MOTSAM and the TCD Manual.
- w) The provision of the collector Road 1 / Road 2 intersection designed in accordance with the latest Austroads intersection design guidelines by a suitably qualified traffic engineer. All associated signage and marking shall be in accordance with MOTSAM and the TCD Manual.
- x) The provision of the collector Road 1 / Road 4 intersection designed in accordance with the latest Austroads intersection design guidelines by a suitably qualified traffic engineer. All associated signage and marking shall be in accordance with MOTSAM and the TCD Manual.
- y) The provision of a roundabout intersection between Roads 1/3/4. The roundabout shall be designed by a suitably qualified traffic engineer in accordance with latest Austroads intersection design guidelines. The design shall specifically include a minimum 5m radius solid raised (or garden) island surround with a minimum 7.5m or greater radius mountable concrete apron. This design shall cater for the following:
- public bus movements
 - volumes of traffic likely to result from the future development of land to the north and south. This design should assume that the existing Woolshed Road intersection to SH6 will be closed and replaced by the new Coneburn SH6 roundabout and all suitable land between the subject development and current Hanley Farm development will be developed to a density similar to that proposed within the subject development.
- z) The provision of concrete vehicle crossings to Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 24, 25, 26, 28, 30, 32, 34, 36, 35, 37, 81, 82, 83, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128,

129, 130, 131, 132, 148, 149, 192, 270, 271, 258, 259 (total 67 lots). The location of these crossing shall be in accordance with the CFMA plan titled '*Woolshed Road Development – Drainage Layout*' Job 12983. Drawing 5 – Sheet 006 (rev P), dated 6/9/22, with the specific exception of the inclusion of all the remaining lots that access onto Road 1.

- aa) The provision of road marking and signage for all roads, car parks, and circulation/ manoeuvring aisles. All signage and marking shall be in accordance with MOTSAM and the TCD Manual. The road marking and signage designs shall be supplied as standalone drawings.
- bb) The provision of road lighting in accordance with Council's road lighting policies and standards, including the Southern Light lighting strategy and AS/NZS 1158.3.1:2005. For ease of future maintenance, if possible, the poles and luminaries designed shall be consistent with those installed on recent neighbouring developments and vested roads (i.e. Hanley Farm).
- cc) Where the completion of any stage of development results in a 'temporary' dead end road that will be extended and linked under future stages, the consent holder shall provide gravel temporary turning heads. If required, these turning heads shall include easements in gross in favour of Council.
- dd) The transportation infrastructure design shall be submitted for review and certification shall be accompanied by the following:
 - i) A design and access statement in accordance with the Queenstown Lakes District Council – Land Development & Subdivision Code of Practice 2018, Section 3.2.6.
 - ii) Vehicle tracking movements shall be clearly demonstrated for all roads and intersections. The design vehicle shall be an 8 m rigid truck for local roads and 12.5m bus for collector roads.
 - iii) Detailed design for all roading shall illustrate how traffic calming measures have integrated pedestrian facilities, parking layout, and streetscapes into the overall design to achieve the target operating speed. The detailed design shall be prepared in consultation with an independent qualified person and a report submitted by this person confirming the designs achieve the target operation speed.
- ee) 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 Councils Code of Practice. This shall include confirmation that appropriate traffic signs and road marking have been provisioned in accordance with the New Zealand Transport Agency'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.

Off-Road Trails & Paths

- ff) The provision of Grade 2 off-road trails as per the QLDC Cycle Trail Design Standards & Specifications and located in general accordance with the CFMA drawing titled '*Woolshed Road Development – Trails Plan*' job 12983, dated 18/9/2023. This shall specifically include the linking of the off-road trail consented under Hanley Farm Stage DP10 (RM210606) north via Lot 93 DP 551400 and a bridge over Woolshed Creek to the northern boundary of Lot 301. Where these paths are located in the vicinity of Woolshed Creek, they shall be confirmed to be located above the 5% AEP flood level. Where these paths join the on-road sealed footpaths, they shall be sealed for a minimum 2m back from the road footpath.
The exact location and layout of these trails shall be confirmed with Council's Parks & Reserves Department prior to engineering acceptance.
- gg) The provision of a pedestrian bridge (to a Grade 2 off-road trail width) crossing of Woolshed Creek within Lot 93 DP 551400 as generally shown on the CFMA drawing titled '*Woolshed Road Development – Trails Plan*' job 12983, dated 18/09/2023. The design of this bridge shall be suitable to ensure that the bridge sits above the 100yr food level with suitable provision of freeboard. The bridge design provided shall include a PS1 producer statement.
The exact location and layout of this bridge shall be confirmed with Council's Parks & Reserves Department prior to engineering acceptance.

- hh) The provision of all mid-block paths located in Lots 303-307. As a minimum these paths shall be 2m wide and formed in concrete. Where these paths cross the local roads in an east-west direction, they shall include either an alternate surface treatment or a formal pedestrian crossing point.
- ii) If at time of development of Stage 5 Woolshed Road fronting the development has not yet been upgraded to include a sealed footpath linking south, the consent holder shall provide a minimum 2m wide compacted gravel footpath to link the sealed footpath within Lot 306 south to the sealed footpath network within Woolshed Road (Howards Drive).
- jj) If at time of development of Stage 6, Woolshed Road fronting the development is not yet upgraded to include a sealed footpath linking south, a minimum 2m wide compacted gravel footpath shall be formed to link the sealed footpath within Lot 307 south to the sealed footpath network within Woolshed Road (Howards Drive).

Earthworks

- kk) The consent holder shall provide specific confirmation that through the proposed earthworks within the development, minimum or greater cover (or protection) will be afforded to the existing Council trunk water main (500mm) and trunk pressure sewer (450mm) that parallel the existing creek channel. This is particularly relevant with regards to the formation of the Stormwater attenuation pond within reserve Lot 301.
- ll) Any mounding located within reserve Lots 301 and 302 shall be designed with a maximum batter slope of 1(v) in 5(h) to ensure that these features can be safely mown by Council contractors.

Geotechnical

- mm) The provision of detail of any subgrade stabilisation, undercuts and fill, and/or Subgrade Improvement Layers that are proposed in the road corridors during the earthworks to address the soft CBR values present at the site as identified in the RDA Consulting report titled 'HD EIC Woolshed Geotech' dated 26th February 2020, ref no. 51137. Any Subgrade stabilisation, undercuts and fill, and/or Subgrade Improvement Layers shall be designed/specified by a Suitably Qualified and Experienced Professional and shall be supported by a Schedule 1A, as outlined in the QLDC Land Development Code of Practice.
- nn) If Lacustrine Silts (Unit 5 in the RDA Consulting report titled 'HD EIC Woolshed Geotech' dated 26th February 2020, ref no. 51137) are proposed to be reused in fill areas on site, a methodology for their use as fill shall be provided by a Suitably Qualified and Experienced Professional for Engineering Review and Acceptance. The methodology shall take into account the recommendations of the RDA Consulting report titled 'HD EIC Woolshed Geotech' dated 26th February 2020, ref no. 51137.
- oo) The provision of detail regarding any subsoil drainage systems (whether piped or otherwise) and any cutoff drains that are proposed to be installed to ensure that perched groundwater does not affect the finished ground level of the lots. The drainage system shall be maintainable for the design life of the system (100 years as per the Code of Practice) and the maintenance requirements and provisions shall be outlined in the information submitted for Engineering Review and Acceptance.
- pp) If required by Council at time of Engineering Review and Acceptance, any aspects of the above geotechnical ground improvement works may be peer reviewed at the consent holder/applicant's cost.

Hazards

- qq) The provision of an independent peer review of the Fluent Solutions modelling of Woolshed Creek flood flows as they relate to the AR & Associates flood assessment contained within the AR & Associates memo titled '*EIC Stormwater Attenuation Requirements & Minimum Floor Levels*' ref P18-287-M07-RevA, dated 3rd December 2019. Any recommended changes to the relevant flood flows and related minimum ground levels to ensure flood protection within the development shall be incorporated into the finished ground levels required under Conditions (26qq) and (26rr) below and any other relevant conditions.

It is noted that the provision of the above peer review does not limit Council in seeking further peer review of the relevant Fluent Solutions modelling of Woolshed Creek flood flows and/or the AR & Associates flood assessment and minimum ground/floor levels.

- rr) Any buildable ground level within the residential allotments fronting Woolshed Creek shall be at or above the levels stated within Table 3 of the AR & Associates memo titled '*EIC Stormwater Attenuation Requirements & Minimum Floor Levels*' ref P18-287-M07-RevA, dated 3rd December 2019 (with any relevant change required through peer review).
- ss) Any buildable ground level within the residential allotments fronting the reserve allotments (Lots 301 & 302) shall be at or above the levels stated within Table 4 of the AR & Associates memo titled '*EIC Stormwater Attenuation Requirements & Minimum Floor Levels*' ref P18-287-M07-RevA, dated 3rd December 2019 (with any relevant change required through peer review), and shall as a minimum be 0.5m above the 1% AEP attenuation water level within the pond contained within reserve Lot 301.
- tt) All ground level for all formal recreational areas (parks, toilets etc) within recreation reserve Lot 302 shall be located at or above the 1% AEP flood level of Woolshed Creek with suitable provision for free board. Any lesser level of protection shall be specifically approved by QLDC Parks & Reserves.
- uu) The provision of detailed design plans, calculations, and modelling for the conveyance of overland flows arriving at Woolshed Road fronting the eastern boundary of the development (i.e. overland flood flows from the east). This shall be designed and installed in full under Stage 1 of the development. This shall include the following-
 - The bulk of the primary flows shall be captured from the Woolshed Road eastern swale and conveyed west (or south-west) through a pipe network to Woolshed Creek. Where these flows are to be conveyed in the same pipe network as the greater development stormwater flows, the design shall ensure that these additional flows will not adversely impact the operation of the stormwater attenuation pond. Noting that the overland flows arriving at Woolshed Road from the east may be removed in part or full when the Hanley Farm (Stage DP11) land to the east is developed in future.
 - A small portion of the primary flows (approximately 1.6 m³/s) may be directed within the Woolshed Road eastern swale north where it can be shown that this matches the existing situation and will not result in increased flooding of any neighbouring property or Woolshed Road.
 - Any primary outlets to Woolshed Creek shall ensure that suitable scour protection is included and if required public exclusion grates installed.
 - Secondary flows shall be conveyed from the Woolshed Road eastern swale west via low points on Woolshed Road and the development road network to Woolshed Creek. This design shall include suitable calculations to confirm that the flows will be contained within the road network and if required reserve land and will not exceed acceptable depths and velocities. Noting that these flows will also need to account for secondary flows from the development itself.

If required, the design of these overland flow paths shall include re-design of the existing Woolshed Road gravel carriageway and swale drain/s to include suitable low points adjacent to Road 1 and reserve Lot 307 and thereby to ensure that these flows are directed to the current or future Road 1 and Road 3/4 secondary flow path routes.

The secondary flow design provided shall ensure that the current or upgraded design of the Woolshed Road swale drains are suitable to capture and convey the secondary flows while maintaining the required level of freeboard and flood protection to the lots and future residential units within the development (including all lots fronting Woolshed Road and Lot 307 within Stage 5 & 6).

 - Where the above secondary design cannot suitably capture and convey flows while maintaining the required levels of free-board and protection to lots and future residential units, the consent holder may provide for secondary flows via an increase in the size of the primary network on the basis that the design shall ensure that these additional flows will not adversely impact the operation of the stormwater attenuation pond and outlet. In

this case the consent holder will still be required to provide an emergency overland flow path.

- The design of this primary and secondary network shall be supported by suitable calculations and/or hydraulic modelling and if required the design and associated information may be independently peer reviewed by Council at the consent holder's cost.

Certification

- vv) The provision of Design Certificates for all engineering infrastructure works associated with this subdivision submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater, Stormwater – including Stormwater Channels & Ponds). The certificates shall be in the format of the Queenstown Lakes District Council – Land Development & Subdivision Code of Practice 2020 Schedule 1A Certificate.
- ww) The provision of a Design Certificate submitted by a suitably qualified design professional for the Wastewater Pump Station required to service the subdivision. The certificate shall be in the format of an IPENZ Producer Statement PS1 or Schedule 1A certificate signed by a chartered professional engineer.
- xx) The provision of a Design Certificates submitted by a suitably qualified design professional for the stormwater attenuation system and also the stormwater system for the conveyance of overland flows arriving at Woolshed Road fronting the eastern boundary of the development. The certificates shall be in the format of a Schedule 1A certificate signed by a chartered professional engineer.
- yy) The provision of a Design Certificate/s submitted by a suitably qualified design professional for the foot-bridge crossing of the Woolshed Creek. The certificate/s shall be in the format of an IPENZ Producer Statement PS1 or Schedule 1A certificate signed by a chartered professional engineer.

Staging details

- zz) Detailed staging plans for the entire remaining development with a schedule of all infrastructure to be developed and conditions of consent to be met against each stage shall be provided to Council for review and acceptance prior to works commencing within each stage. These plans and schedules shall be updated as future stages progress, if any, to reflect and maintain accurate understandings.

To be monitored throughout earthworks & construction

- 27. Throughout the earthworks and construction of the subdivision, no associated vehicle access in any form shall occur via the northern gravel portion of Woolshed Road and its associated intersection with State Highway 6. All construction movements to/from the site shall be south via the existing Hanley Farm public road network at the Howden Drive construction crossing.
- 28. The earthworks, geotechnical works, and fill procedures shall be supervised and monitored by the person named in Condition (24) above.
- 29. Earthworks shall be undertaken in accordance with the recommendations of the RDA Consulting report titled '*HD EIC Woolshed Geotech*' dated 26th February 2020, ref no. 51137.
- 30. Only cleanfill material shall be deposited at the site. Cleanfill material is defined as material that when buried/placed will have no adverse effect on people or the environment, and includes virgin natural materials such as clay, soil and rock, and other inert materials such as concrete or brick that are free of:
 - combustible, putrescible, degradable or leachable components;
 - hazardous substances;
 - products or materials derived from hazardous waste treatment, hazardous waste stabilisation or hazardous waste disposal practices;
 - materials that may present a risk to human or animal health such as medical and veterinary waste, asbestos or radioactive substances;
 - liquid waste.

Acceptable materials include bricks, pavers, masonry blocks, ceramics, un-reinforced concrete, reinforced concrete where any protruding steel is cut off at the concrete face, fibre cement building products, road sub-base, tiles and virgin soils (including rock, sand, gravel, clay) - provided they are uncontaminated. Any other materials will require the prior written approval of Council prior to disposal at the site. Topsoil shall be used for final cover only.

31. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. If any material is deposited on any roads, the consent holder shall take immediate action, at their expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.
32. No earthworks, temporary or permanent, are to breach the boundaries of the subject site. With the specific exception of earthworks required to install infrastructure services collections to the existing networks, works within the Woolshed Road legal reserve to form roads and services, and works within the consent holder's land to the west to form off-road trail links.
33. During earthworks and construction, the location of the existing Council bulk service mains (500mm Water, 450mm Pressure Sewer) shall be clearly noted (and if required marked out) and all practical steps taken to ensure damage to these service does not occur, if any damage occurs this shall be reported immediately to Council and repaired at the consent holder's cost and to the satisfaction of Council.

To be completed before Council approval of the Title Plan

34. Prior to the Council signing the Title 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 Title 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 which require naming in accordance with Council's road naming policy shall be shown on the survey plan.
 To avoid ongoing confusion under the first stage of the subdivision the consent holder shall confirm with Council the naming convention for the northern portions of Woolshed Road and if deemed appropriate rename the relevant portion of Woolshed Road as 'Howden Drive'.
 If after 5 years or under Stages& 6 the consent holder opts to upgrade and access north via the northern portion of Woolshed Road, the consent holder shall confirm with Council the naming convention for the northern portion of Woolshed Road and if deemed appropriate rename the relevant portion of Woolshed Road north to the SH6 intersection as 'Howden Drive'

[Note: the road naming application should be submitted to the Principal Resource Management Engineer at QLDC. and should be lodged prior to the application for the section 223 certificate]

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

35. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:
 - a) Prior to 224c for Stage 1 of the development the consent holder shall obtain relevant approvals from Council for a new temporary road closure and an associated physical barrier located within Woolshed Road 10m north of the subject site's southern boundary, being the point on Woolshed Road directly south of the vehicle access crossing to Lot 1 DP25597 (the Lloyd property). The new barrier installed shall be of a suitable standard to ensure that no vehicles can physically pass within both the carriageway or associated berms.
 - b) Prior to 224c for Stage 2 all public access trails and associated bridge structures as required under Conditions (26ff) and (26gg) shall be constructed and accepted as complete for vesting by the QLDC Parks & Reserves department.

- c) Prior to 224c for any allotment beyond 5 years from the date of consent decision (xx September 2028), the consent holder shall demonstrate, and Council shall be satisfied that the relevant requirements of Condition (21) of the consent have been complied with. No additional titles shall be issued beyond this dated unless compliance with this northern road link condition can be suitably demonstrated.
- d) Prior to 224c for any allotment within Stage 6 of the subdivision the consent holder shall demonstrate the relevant road access links or road upgrades have occurred in accordance with Condition (21) above. This shall include demonstrating that any relevant road stopping has been removed or placed as required.
- e) The completion and implementation of all works detailed in Condition (26) and (21) above.
- f) 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, Water, Irrigation, Wastewater, Stormwater reticulation and associated assets.
- g) An Elster PSM V100 or Sensus 620 water meter provided to Council's maintenance contractor Veolia for each residential lot as per condition (26a) above, and evidence of supply shall be provided to Council's Subdivision Inspector.
- h) All newly constructed gravity 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 and any defects identified shall be repaired.
- i) The hydrants installed under this consent shall have hydrant testing shall carried out during the peak period of an average day to confirm that there are sufficient hydrants with adequate pressure and flow to service the development with a Class FW2 fire risk in accordance with Appendix G of SNZ PAS 4509:2008 NZ Fire Service Code of Practice for Firefighting Water Supplies. Any lesser risk must be approved in writing by Fire & Emergency NZ, Queenstown Office. The testing shall be carried out by a suitably qualified and experienced person (SQEP) as defined in section 1.8 of QLDC's Land Development and Subdivision Code of Practice and evidence of the SQEP suitability to undertake or oversee such testing shall be submitted with the hydrant testing results. The results shall be submitted to Council and all related costs shall be borne by the consent holder.
- j) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of a minimum single phase 15kva underground electricity supply has been made available to the boundaries of each residential lot and that all the network supplier's requirements for making such means of supply available have been met.
- k) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of a suitable underground electricity supply has been made available to the boundary of Council recreational reserve Lot 302 (or as otherwise agreed with Council Parks & Reserves) and that all the network supplier's requirements for making such means of supply available have been met.
- l) 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 boundaries of each residential lot and that all the network supplier's requirements for making such means of supply available have been met.
- m) Any road signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public roads in accordance with MOTSAM and the TCD Manual. This shall include the marking out of any parking spaces.
- n) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.
- o) At the completion of onsite earthworks, the geo-professional identified under Condition (24) shall incorporate the results of ground bearing test results for each residential allotment and the formal area of the Council recreational reserve within Lot 302 (regardless of whether affected by development cut and fill earthworks) and include these within a Geotechnical Completion Report

with fill certification and Schedule 2A certificate covering all lots within the subdivision. The completion report and if required 2A certificate shall specifically consider the potential natural hazards and liquefaction and lateral spread as they relate to the lots created. The Schedule 2A certification shall specifically 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 also 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.

- p) At the completion of onsite earthworks, the consent holder shall provide survey level confirmation from a suitably qualified surveyor to demonstrate that the minimum ground levels required within the residential lots under Conditions (26qq) and (26rr), and minimum ground levels required within the formal recreation portion of Lot 302 under Condition (26ss) to provide flood protection have been achieved.
- q) The consent holder shall engage an independent and suitably qualified traffic engineer to carry out a post-construction road safety audit for each stage in general accordance with the NZTA Manual "Road Safety Audit Procedures for Projects" and section 3.2.7 of QLDC's Land Development and Subdivision Code of Practice. This shall include confirmation that appropriate traffic signs and road markings have been installed in accordance with the New Zealand Transport Agency's Traffic control devices manual. The consent holder shall undertake works in compliance with any recommendations of the road safety audit at their own cost. A copy of this report and confirmation that the recommendations have been complied with shall be submitted to Council for review and acceptance.
- r) The submission of Completion Certificates for all engineering works completed in relation to or in association with this subdivision. The certificates shall be in the format of the *Queenstown Lakes District Council – Land Development & Subdivision Code of Practice 2020* Schedule 1B and 1C Certificate.
- s) The submission of a Completion Certificate from both the Contractor and Approved Certifier for the Wastewater Pump Station installed to service the subdivision. This certificate shall be in the format of an IPENZ Producer Statement PS3 and PS4, or Schedule 1B and 1C certificate signed by a chartered professional engineer.
- t) The submission of a Completion Certificates from both the Contractor and Approved Certifier for the stormwater attenuation system and also the stormwater system for the conveyance of overland flows arriving at Woolshed Road fronting the eastern boundary of the development. These certificates shall be in the format of an IPENZ Producer Statement PS3 and PS4, or Schedule 1B and 1C certificate signed by a chartered professional engineer.
- u) The provision of an operation & maintenance plan for the wastewater pump station. This plan shall be reviewed by the Principal Resource Management Engineer at Council prior to acceptance.
- v) The provision of an operation & maintenance plan for the attenuation ponding area within reserve Lot 301 to ensure that conveyance of design flows and levels of protection are maintained in consideration of the plans reviewed under engineering acceptance. This plan shall be reviewed by the Council Property & Infrastructure department prior to acceptance.
- w) The consent holder shall ensure that all silt directly or indirectly attributable to the construction of the relevant stages of development is removed from the mud-tanks within the road network, the downstream stormwater pipe network, stormwater treatment devices, and the downstream stormwater attenuation pond.

Note: To ensure siltation in the months following 224c does not adversely impact the mud-tanks, stormwater treatment devices, and attenuation pond this aspect should be noted by Council and the contractor as requiring review through the maintenance period and catered for within the above operation & maintenance plan provisions.

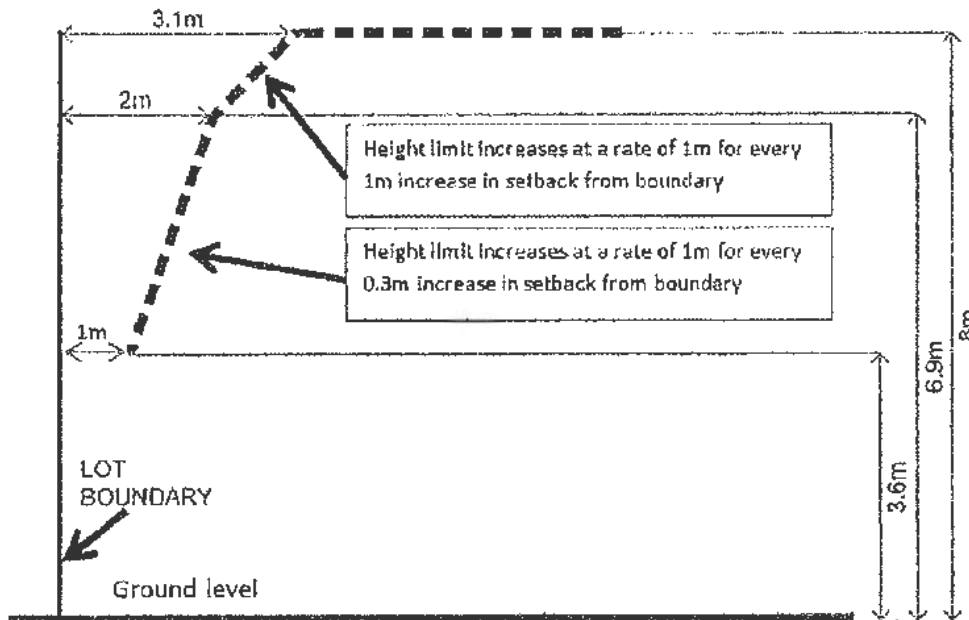
- x) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent. This includes damage to the existing sealed formation of the Hanley Farm Road network and damage to the gravel formation of the northern portion of Woolshed Road.

- y) All exposed earthwork areas shall be top-soiled and grassed/revegetated or otherwise permanently stabilised.

Ongoing Conditions/Consent Notices

36. A consent notice condition pursuant to s.221 of the Resource Management Act 1991 shall be registered on the Records of Title for all residential lots that have not been provided with a formed vehicle crossing at time of subdivision (as shown on Clarke Fortune McDonald & Associates plan – Woolshed Road Development Drainage Layout drawing 5 Rev Q and date 10.08.2023). This consent notice shall require all residential units to be consistent with the Woolshed Rd Master Plan Typologies (as outlined in Woolshed Road (by Construct dated July 2020) and referenced in Condition 1 of this decision) and comply with the following standards to be met for the construction of a residential unit on lots 1- 271 DP XXXXXX:

- j. Only one residential unit per site;
- k. The front yard setback is to be a minimum of 3m;
- l. All side yard setbacks are to be a minimum of 1m, with allowance for a garage to be constructed on the boundary provided there are no openings in the garage on the boundary;
- m. The garage is to be setback at least 5.5m from the road boundary;
- n. A 5m diameter circle which is easily accessible from a dining or living room is to be accommodated on site for private outdoor living;
- o. The entrance door shall be clearly seen from the front face of the residential unit;
- p. All residential units must have a habitable room (living/dining/kitchen/bedroom) that forms the front face of the residential unit. From this room there must be at least one window that overlooks the street network. This window must have a minimum sill height of 1.0m;
- q. The maximum height of the residential unit is to be 8m.



Except that chimneys measuring up to 2.2m in any direction may encroach into the above

37. A consent notice condition pursuant to s.221 of the Resource Management Act 1991 shall be registered on the Records of Title for all residential lots that have not been provided with a formed vehicle crossing at time of subdivision. This consent notice shall require that at time of future development a concrete residential vehicle crossing shall be installed to the lot boundary in

accordance with Council standards. The final design and location of this crossing shall be approved by Council via a connection to Council services application approval (CCS) or via the building consent process.

38. If required a consent notice condition pursuant to s.221 of the Resource Management Act 1991 shall be registered on the Records of Title for Lots 34-52 & 115 to ensure that all vehicles crossing accesses to these lots shall be provided via Road 4a (or as otherwise named) and not east via Woolshed Road.
39. 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 outlined within Table 3 of the AR & Associates memo titled '*EIC Stormwater Attenuation Requirements & Minimum Floor Levels*' ref P18-287-M07-RevA, dated 3rd December 2019. This consent notice shall ensure that the minimum required ground levels detailed within this report, or within the subsequent peer review required under Condition (26mm), shall be maintained in perpetuity and no building floor levels shall be placed below these levels.
40. 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 outlined within Table 4 of the AR & Associates memo titled '*EIC Stormwater Attenuation Requirements & Minimum Floor Levels*' ref P18-287-M07-RevA, dated 3rd December 2019. This consent notice shall ensure that the minimum required ground levels detailed within this report, or within the subsequent peer review required under Condition (65mm), shall be maintained in perpetuity and no building floor levels shall be placed below these levels.
41. The owner of Lots 110, 111, 124 (or lots as confirmed under detailed design) shall be aware that the on-street parking and footpath and berm fronting this site location is for the potential use as a public transport bus stop with shelter at the sole discretion of the Queenstown Lakes District Council. Development of the lot shall neither impact nor diminish this discretionary right .
42. In the event that the Schedule 2A certificate issued under Condition (35o) contains limitations or remedial works required, then a consent notice shall be registered on the relevant Computer Freehold Registers detailing requirements for the lot owner(s). This shall include any specific slope stability set back areas.
43. 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 emergency stormwater flow paths or minimum floor levels for buildings, where deemed necessary by Council to satisfy Condition (26i) 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.
44. In the event that the Engineering Acceptance issued under Condition (26) 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 Notes (General):

1. 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.
2. 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.
3. The consent holder should be aware that the required install of a stormwater outfall, pedestrian bridge, and general earthworks in the vicinity of Woolshed Creek may require relevant resource consents to be gained from the Otago Regional Council.

Advice Notes (Waka Kotahi NZTA):

- a) It is a requirement of the Government Roadway Powers Act 1989 that any person wanting to carry out works on a state highway first gain the approval of Waka Kotahi NZ Transport Agency for the works and that a Corridor Access Request (CAR) is applied for issued before any works commence. A CAR will be required for the any works on State Highway 6.
- b) If required Detailed Design approval for the upgrade to Woolshed Road and the SH6 intersection shall be gained from Waka Kotahi prior to the CAR being applied for. In developing the detailed design, the consent holder will need to consult with the Waka Kotahi appointed state highway maintenance contractor for Central Otago (Aspiring Highways).
- c) A CAR is made online via www.beforeudig.co.nz and/or www.submitica.co.nz. The CAR needs to be submitted at least 15 working days before the planned start of works. A copy should also be sent to the Waka Kotahi NZ Transport Agency environmental planning team at environmentalplanning@nzta.govt.nz. The Corridor Access Request will need to include:
 - (i) The Waka Kotahi approved detailed design for the intersection works.
 - (ii) A Construction Traffic Management Plan that has attained approval from the Waka Kotahi appointed state highway maintenance contractor for Central Otago (Aspiring Highways).
 - (iii) A design safety audit which has been prepared, processed and approved by Waka Kotahi in accordance with Waka Kotahi guidelines for Road Safety Audit Procedures for Projects. (<https://www.nzta.govt.nz/assets/resources/road-safety-auditprocedures/docs/road-safety-audit-procedures-tfm9.pdf>).

DECISION 2: LAND USE CONDITIONS

General Conditions

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

Clark Fortune McDonald Plans:

- Woolshed Road Development – Master Plan, drawing number 05, sheet 001, job number 12983, Rev P, dated 06.09.2022.
- Woolshed Road Development – Master Plan, drawing number 05, sheet 002, job number 12983, Rev O, dated 2.08.2022.
- Woolshed Road Development – Flood Channel Sections, drawing number 05, sheet 003, job number 12983, Rev A, dated 12.02.2020.
- Woolshed Road Development – Typical Road Sections, drawing number 05, sheet 004, job number 12983, Rev O, dated 02.08.22
- Woolshed Road Development – Typical Road Sections, drawing number 05, sheet 005, job number 12983, Rev H, dated 19.01.21
- Woolshed Road Development – Drainage Layout, drawing number 5, sheet number 006, job number 12983, Rev P, dated 06.09.22
- Woolshed Road Development – Vehicle Turning Paths (austrorads single unit truck/bus (12.5m)), drawing number 5, sheet 007, job number 12983, Rev P, dated 06.09.22
- Woolshed Road Development – Vehicle Turning Paths (austrorads single unit truck/bus (12.5m)), drawing number 5, sheet 008, job number 12983, Rev P, dated 06.09.22
- Woolshed Road Development – Vehicle Turning Paths (austrorads single unit truck/bus (12.5m)), drawing number 5, sheet 009, job number 12983, Rev P, dated 06.09.22
- Woolshed Road Development – Alternative Woolshed Road Intersection with no SHA Roundabout Connection, drawing number 5, sheet 010, job number 12983, Rev P, dated 06.09.22
- Woolshed Road Development – Woolshed Road into Road 1 Bend, drawing number 5, sheet 011, job number 12983, Rev P, dated 3.10.22
- Woolshed Road Development – Trails Plan, drawing number 5, sheet 012, job number 12983, Rev A, dated 02.03.22
- Woolshed Road Development – Subdivision Scheme Plan, drawing number 8D, sheet 001, job number 12983, Rev F, dated 29.09.22
- Woolshed Road Development – Proposed Earthworks, drawing number 09, sheets 001 and 002, job number 12983, Rev B, dated 10.08.22
- Woolshed Road Development – Staging Plan, drawing number 17, job number 12983, Rev A, dated Sep 22.

Site Landscape Architects Plan

- Woolshed Road Classic Developments – Master Plan, drawing number 241_SK_001, Rev F, dated 29.09.22
- Street Typologies – Road 1: 20m Residential Collector Road
- Street Typologies – Road 2 and 7: 16m Primary Residential Road
- Street Typologies – Roads 3-6: 16m Secondary Residential Road
- Street Typologies – Road 8: 16m Secondary Residential Road
- Rocket Park – Playground View

- Road 8 – Street View
- Woolshed Road Classic Developments – Western Reserve: General Arrangement, drawing number 241_SK_002, Rev F, dated 29.09.22
- Woolshed Road Classic Developments – Western Reserve: Planting, drawing number 241_SK_002.1, Rev F, dated 29.09.22
- Woolshed Road Classic Developments – South Western Reserve: Planting, drawing number 241_SK_003, Rev F, dated 29.9.22
- Woolshed Road Classic Developments – Central Spine Linear Parks, drawing number 241_SK_004, Rev F, dated 29.09.22
- Woolshed Road Classic Developments – Northern Boundary Landscape Strip, drawing number 241_SK_005, Rev F, dated 29.09.22
- Woolshed Road Classic Developments – Eastern Boundary Landscape Strip, drawing number 241_SK_006, Rev F, dated 29.09.22
- Woolshed Road Classic Developments – Planting Schedule, drawing number 241_SK_007, Rev H, dated 29.09.22
- Woolshed Road Classic Developments – Western Reserve: Rocket Park, drawing number 241_SK_008, Rev C, dated 29.09.22
- Woolshed Road Classic Developments – Linear Parks Typical Detail, drawing number 241_SK_009, Rev C, dated 29.09.22

Construkt Plans

- Woolshed Rd Masterplan – Overall Master Plan, SK03, dated 20 September 2022 Rev E
- Woolshed Rd Masterplan – Illustrative Masterplan, SK04, dated 20 September 2022, Rev D
- Type 2B Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
- Type 2C Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
- Type 3A Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
- Type 3B Floor Plan – Woolshed Road, dated 2 November 2021, Rev B
- Type 3C Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
- Type 3D Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
- Type 3E Floor Plan – Woolshed Road, dated 20 September 2022, Rev A
- Type 3F Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
- Type 3F Duplex Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
- Type 3M Floor Plan – Woolshed Road, dated 20 September 2022, Rev A
- Type 4A Floor Plan – Woolshed Road, dated 2 November 2021, Rev B
- Type 4C Floor Plan – Woolshed Road, dated 2 November 2021, Rev B
- Type 4D Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
- Type 4E Floor Plan – Woolshed Road, dated 2 November 2021, Rev C
- Woolshed Masterplan – Urban Design Report – July 2020

stamped as approved on date

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

1. 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.
2. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991.
3. All land use activities authorised by way of this consent are to be undertaken in accordance with the conditions contained within RM200615: Decision 1(A).

Residential unit design and materiality

4. Each residential lot approved under RM200615 shall only have one residential unit on it and shall be in accordance with the following:
 - a. Each residential unit shall be made with the approved materiality and colours located within the Urban Design Report (Appendix D to the Applicant's AEE) by Construct dated July 2020.
 - b. Only contain one residential unit per approved lot/site.
 - c. Comply with the standards for the design of buildings also outlined in Woolshed Road Master Plan (by Construct dated July 2020) and referenced in Condition 1, which include:
 - i. Number of residential units: 1 per Lot
 - ii. Front yard setback: 3m
 - iii. Side Yard setback: 1m
 - iv. Garage setback: 5m
 - v. Private open space: 5m diameter
 - vi. Max height: 8m
 - vii. Height In Relation to Boundary
 - viii. Entrance door be clearly seen from the face of the residential unit
 - ix. One habitable window must look over the street network and must have a minimum sill height of 1m.
 - x. Fencing design (as outlined in the Urban Design Report)
 - d. Typologies used for each lot must correspond/match with the proposed typologies approved under the Masterplan Typologies set out in Condition 1 prepared by Classic Developments and Construct, dated 16 July 2020.

Landscaping

4. The approved landscaping plan shall be implemented within the first planting season of approval, and the plants shall thereafter be maintained and irrigated in accordance with that plan. If any plant or tree should die or become diseased it shall be replaced within the next available planting season.

Construction Traffic

5. The consent holder shall ensure through self-imposed contracts and legal agreements with staff and all contractors, that all construction traffic and any traffic involved with the site in Stage 1 will not use the northern portion of Woolshed Road and the intersection with State Highway 6, and must use an alternative route south of the site.

Environmental Management

Prior to the commencement of any works on the site:

6. 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. Notifications and management of environmental incidents
 - iii. Records and registers
 - iv. Environmental roles and responsibilities of personnel (including nomination of Principal Contractor)
 - v. 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

The EMP (and any sub-plans e.g. ESCP described below) shall also be consistent with any recommendations outlined in the Geotech Report.

7. 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.
8. Prior to commencing ground-disturbing activities, the Consent Holder shall nominate an Environmental Representative for the works program in accordance with the requirements detailed on pages 9 and 10 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
9. Prior 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 detailed on page 8 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.

During Construction:

10. All shall be undertaken in accordance with the most current version of the EMP as accepted as suitable by Council.
11. The EMP shall be accessible on site at all times during work under this consent.
12. 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.
13. 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.
14. The consent Holder shall undertake and document weekly and Pre and Post-Rain Event site inspections as detailed on pages 10 and 11 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
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 on page 9 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*.

Hours of Operation – Earthworks

17. Hours of operation for earthworks, shall be:
 - Monday to Saturday (inclusive): 8.00am 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

18. If the consent holder:

- a) 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) does not have an archaeological authority from Heritage New Zealand Pouhere Taonga and 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.

Surveyor's Certificate

19. In order to ensure that the proposed building is located exactly as proposed in the application and complies with the design controls outlined in the Urban Design report by Construkt dated July 2020, the consent holder shall employ an appropriately qualified surveyor at their expense who shall:
- a) Certify to Council in writing that the foundations have been set out in accordance with the approved consent in terms of levels and position; and
 - b) Confirm to Council in writing upon completion of the building that it has been built in accordance with the approved plans and complies with the maximum height control/degree of infringement applied for.

Note: The consent holder is advised that they will require a suitably qualified surveyor to carry out a survey of the land, recording the ground levels, prior to any earth works being carried out on the site.

Review

20. Within six months of the date of this decision; and/or upon the receipt of information identifying non-compliance with the conditions of this consent, and/or within ten working days of each anniversary of the date of this decision, in accordance with Sections 128 and 129 of the Resource

Management Act 1991, serve notice on the consent holder of its intention to review the conditions of this resource consent for any of the following purposes:

- a) To deal with any adverse effects on the environment that may arise from the exercise of the consent which were not foreseen at the time the application was considered and which it is appropriate to deal with at a later stage.
 - b) To deal with any adverse effects on the environment which may arise from the exercise of the consent and which could not be properly assessed at the time the application was considered.
 - c) To avoid, remedy and mitigate any adverse effects on the environment which may arise from the exercise of the consent and which have been caused by a change in circumstances or which may be more appropriately addressed as a result of a change in circumstances, such that the conditions of this resource consent are no longer appropriate in terms of the purpose of the Resource Management Act 1991.
21. As part of the review clause stated in condition 9 of this consent, the Council may have the noise management plan audited at the consent holder's expense.

Advice Note

- a) 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).

APPENDIX 2 – APPLICANT’S AEE

Information and Assessment of Effects on the Environment

Subdivision Consent & Landuse Consent

***Henley Downs Farms Limited
(Updated August 2022)***

Jacks Point Zone, Queenstown

July 2020

Prepared by: Emma Dixon

CLARK FORTUNE MCDONALD & ASSOCIATES

REGISTERED LAND SURVEYORS, LAND DEVELOPMENT & PLANNING CONSULTANTS

1.0 A DETAILED DESCRIPTION OF THE PROPOSAL

1.1 Site Description

The site is located north of the existing Hanley Farms Development, within the Jacks Point Zone. The site is bound by the existing legal road, Woolshed Road on the eastern boundary. There is an existing open stormwater channel located on a portion of the southern boundary, and also bisects the site along what will be the western boundary of the development area. This channel discharges stormwater from the Hanley Downs development and also from further afield off the Remarkables Ranges



Figure 1: Subject site

The site is currently devoid of any development or structures and is used as part of a wider farming unit to graze stock. The topography of the site is gentle but does include a slope in an easterly to north westerly direction, culminating in a low point at the north western corner of the site.

The site is currently legally described as Lots 1 and 10 DP 552601, having an area of 311.76ha and being a portion of the land contained within Record of Titles 957306 and 957305. The other portion of the land contained within the Record of Title 957305 is Lot 2 DP 19875, which is a small narrow sliver of land at the north west side of the subject site which is bisected by unformed legal road. Lot 2 DP 19875 is not affected by this proposal and will remain amalgamated with the balance title resulting from this proposal.

A HASA application has been approved by council in the last couple of years and a subsequent resource consent application has been lodged and approved at council for an approximately 560 residential allotments, recreation reserve and an area for community shops. The site for this SHA development is located approximately 250m north of the northern boundary of the subject site for this application. Construction has commenced on this development.

There are a number of encumbrances listed on the computer free hold register for this site. They are detailed below.

Consent Notice – 7919701.16: Which states that a pedestrian easement is to be formed, to the satisfaction of council at such a time as residential development is undertaken on lots 6-8 DP 398514. The subject site is part of the land formally described as Lot 8 DP 398514.

Land Covenant – 8349562.1: This private covenant outlines the requirements for lot owners to comply with all development controls and design guidelines. The prevention of including open solid wood burners is outlined, with exclusions relating to outdoor BBQ's or indoor low emission wood burners. Covenant also includes non objection restrictions on future developments undertaken by the Grantor.

Land Covenant – 8452097.3: this covenant appears to relate to land that is not included in this proposal so is therefore not relevant.

Land Covenant – 8452097.4: Includes, amongst other things, non objection covenants and deemed affected party approval for future planning provisions undertaken by the developer.

Land Covenant - 9777181.4: This is also a private covenant which includes non objection provisions and deemed affected party approvals.

Land Covenant – 10761289.1: This is a private covenant with the adjoin land owned and developed by RCL Ltd and is also a non objection covenant. There is also deemed consent to extinguish this covenant should it be necessary to allow for roads or reserves to vest in the future as part of the residential development that is Hanley Farms.

Land Covenant – 10863599.4: Once again is a non objection covenant. This covenant also includes the provision requesting the grantee to sign all necessary documentation to allow future roads or reserves to vest, should it be deemed necessary by council or some other governing body.

A copy of all of the above mentioned encumbrances have been included as Attachment [B] to this application.

1.2 Background

The consent that created the previous subject site was RM160178, which was approved on 5 April 2016. This application was for a subdivision activity to adjust a number of title boundaries and to create two new titles. The application had a non complying activity status and was approved non notified.

A recent bulk title application RM200344 was lodged on 22 April 2020 and seeks to split the current subject site up into three bulk titles, a title to vest as legal road and a balance parcel which is to be amalgamated with Lot 2 DP 19875. This bulk title application has recently been approved by council on 23 of July 2020. This current subdivision and landuse proposal outlined in this application relates to lots 1, 2, 4 and 100 of RM200344. Noting that Lot 1 has been titled.

1.3 The Proposal

1.3.1 Subdivision

The applicant is seeking subdivision consent to subdivide the site, namely lots 1, 2, 4 and 100 of RM200344 in a staged manner to eventually create a total of 271 residential lots, eight lots to vest as legal road, one lot to vest as local purpose reserve (stormwater) and six lots to vest as recreation reserve. The majority of each residential lot will eventually contain a stand alone, single level, residential dwelling. There is one two storey residential unit option which is predominantly proposed to be located on the lots which front the recreation reserve (being lots 208-212, 229-233).

The residential allotments proposed have been designed with a mixture of road boundary frontage lengths and positioned throughout the development. The lots are classified as either:

- Less than 10m
- Between 10m and 10.99m
- Between 11m and 11.99m
- Between 12m and 12.99m
- Between 13.0m and 13.99m
- 14m and greater.

The lots have been designed to ensure that there is a mix of all road frontage options scattered throughout the development, which in turn will ensure a variance of house typologies as the house typology options are based on the road frontage widths.

Three of the proposed reserve lots to be created will provide a 10m wide walkway through the development and when linked with the footpaths to be created in the road reserve will provide a continuous link from Woolshed Road in the east through to the large recreation reserve proposed by this development, in the west. Also located partially within lot 302 will be the Wakatipu Trails Trust trail, providing alternative commuter transport options to Frankton, once the trail is fully operative.

The minimum area for the residential lots is 247m² with the largest lot having an area of 690m² (gross). The majority of the proposed lots will however have an area of around 300m².

It is proposed to volunteer the following consent notice condition which will enable the developer to obtain titles for the proposed residential allotments prior to a residential unit being constructed. This is a crucial requirement for commercial reasons, and to ensure compliance with the District Plan Provisions (rule 27.7.5.2).

Each residential lot approved under RM200615 must only have a dwelling typology constructed on it which has been approved by the landuse portion of RM200615. Any other alternative dwelling constructed on an allotment approved under RM200615 will need to be approved by council, prior to construction.

1.3.2 Services

Stormwater Disposal

The large central reserve at the western most end of the subject site is to contain a stormwater attenuation pond which will ensure that the stormwater runoff from the site is no different from that which occurred prior to the development being implemented. This stormwater basin will have grass/landscaped sides which have a batter of between 1:2.5 on the western most edge and 1:3 and 1:5 on the eastern slopes. The pond includes a rock rip rap bottom to match with the similar basins that have already been constructed within the nearby Hanley Farms residential development.

The stormwater basin has been designed on the basis that there is nil to little soakage available from the soils in this location as this is what the investigations from the Geotech

specialist (RD Agritech) have indicated. The soils that are located in the area of the proposed SW attenuation pond were found to be of lacustrine nature, which do not have good soakage properties.

In order to ensure that there is some level of treatment of the SW prior to discharge a certain amount of water is required to be retained within the pond for a period of time. The appropriate volume has been identified by the Stormwater Engineers, AR and Associates (copy of their report included as Attachment [M]), as being 1,060m³. This equates to a depth of approximately 0.6m within the pond prior to any discharge occurring. This volume is to be achieved via the positioning of the outlet from the pond at 0.6m above the floor of the basin. Any remaining water after a rainfall event will soak or evaporate away. It is anticipated that after a moderate rain event all the water from the pond will have disappeared in 1 – 2 days. This can be monitored and if it is found that the water is taking too long to disappear a low flow outlet can be installed at the invert. The applicant anticipates that given there is a maintenance period prior to hand over to council, any issues will be dealt with during that time.

Water Supply

The water supply for this development will be obtained from the recently installed council potable water supply main (500mm diameter) which runs along the western and the southern boundary of the subject site. It is proposed to have at least two 150mm connections coming off this main to enable an internal ring main to be constructed within the development. This will ensure that the pressure within the network is maximised.

A number of hydrants will also be installed as part of this development to ensure compliance with the NZ Fire Fighting Standards.

Confirmation from council that there is sufficient capacity within this network has been provided from the Property and Infrastructure Team and has been included as Attachment [I] to this Application.

Specific details of the water supply can be provided at engineering acceptance time and suitable conditions of consent can be included to ensure that this occurs.

Waste water disposal

The waste water from this development will be disposed of into the council reticulation which has recently been installed along the western and southern boundary. A waste water pump

station has also been installed and this is located on land located directly south of the subject site, namely lot 93 DP 551400.

A portion of the proposed residential lots will be able to connect into the existing pump station located on the neighbouring reserve, via gravity reticulation, however this is only relevant for 63 of the proposed 272 lots. The remainder will dispose of the waste water, via gravity to a newly installed waste water pump station. The proposed new pump station will be located at the low point of the site, being the north west corner of the site on proposed lot 300.

Underground waste water reticulation will be installed in the road corridors of the development and will dispose of the waste water either into the new pump station to be constructed as part of this development or alternatively, directly into the existing pump station, south of the subject site. The waste water that is disposing into the new pump station on lot 300 will then be pumped under pressure, via underground reticulation, back through the development to the existing pump station located on Lot 93 DP 551400.

A 250mm pipe has been installed during the upgrade works, that were being undertaken on the stormwater channel that is present on the neighbouring land, directly south of the subject site. This pipe enables connection to the existing waste water pump station located on QLDC owned land. As the land that the waste water pump station is located on is noted as being Local Purpose Reserve (Stormwater disposal and services), no further easements will be required to secure the disposal of the waste water from the subject site to the pump station.

A letter from council confirming that there is sufficient capacity within the waste water network for the 272 lots proposed in this development is included as Attachment [I] to this application.

An indicative waste water plan is included as Attachment [H] to this application which indicates approximately which lots are likely to be disposed of to the existing pump station and which ones will be disposing into the newly constructed one located on proposed Lot 300.

Detailed engineering design will finalise the exact reticulation and can be submitted to council as part of the engineering acceptance application. The applicant expects standard conditions of consent to be included to ensure this occurs.

Power and Telecom supply

Confirmation from both Aurora and Chorus has been obtained which confirms that a suitable supply, can be made underground to service each of the residential allotments. Copies of these letters are included as Attachment [I] to this application.

1.3.3 Roding/Access and Parking

1.3.3.1 Access to the site

The access into the site in the first instance will be obtained through the recently constructed Hanley Farms internal roading, namely Howden and Jack Hanley Drives, through to the State Highway. The report from the traffic engineer confirms that there are no capacity issues with this internal road network. A copy of the traffic report is included as Attachment [K] to this application.

NZTA have also confirmed that they are happy with the current capacity of the Jack Hanley Drive Intersection onto the State Highway and no further upgrades are required, as part of this proposal, at this time.

Ensuring access to the Hanley Farms roading network for the proposed development will require a portion of Woolshed Road, from the end of Howden Drive to the entrance to the subject site, to be upgraded as part of this application. It is proposed to upgrade this road to provide a cross section as follows:

- 20m wide road reserve
- 4.2m wide moving lanes on both sides of the road
- The eastern side of the road will have a 1m gravel shoulder and a grass swale, to enable the developers of the adjoining land to construct whatever intersections/footpaths their intended design calls for
- The western side of the road will include:
 - o 2.5m wide parking bay
 - o 1.25m wide grass berm for trees
 - o 2m wide AC footpath
 - o 0.5m wide green space

Once construction of the first part of the proposed development is complete, and prior to any titles issuing for residential sections, Woolshed Road will be temporarily closed at a point just north of the Road 1 intersection. This is to ensure that the traffic numbers are not intensified onto the State Highway via the Woolshed Road intersection.

All residential sections created under this consent will obtain access to the State Highway via the Hanley Farm internal roading network, until such a time as the vehicular connection across Lot 3 DP 553950 and the internal roading network to be created by the SHA (Parkridge) and onto the State Highway via the newly constructed roundabout, is fully constructed.

The applicant is proposing to construct the vehicular connection over Lot 3 DP 553950 as part of this application. The standard of this vehicular connection is outlined in the Plans contained in Attachment [G]. This link road will be constructed at such a time that there are internal roads within the SHA (Parkridge) that can be connected on to. Suitable conditions of consent can be included to ensure this occurs.

Within five years of the approval of this consent, if the roundabout on the State Highway, that services the Parkridge SHA land, north of the subject site, is not operational, the applicant volunteers to upgrade the intersection with Woolshed Road and the State Highway to a full intersection. The final design of this upgraded intersection will be designed in conjunction with Waka Kotahi, to meet the needs of the surrounding environment, at that time, but is expected to be something similar to Figure 2 below:

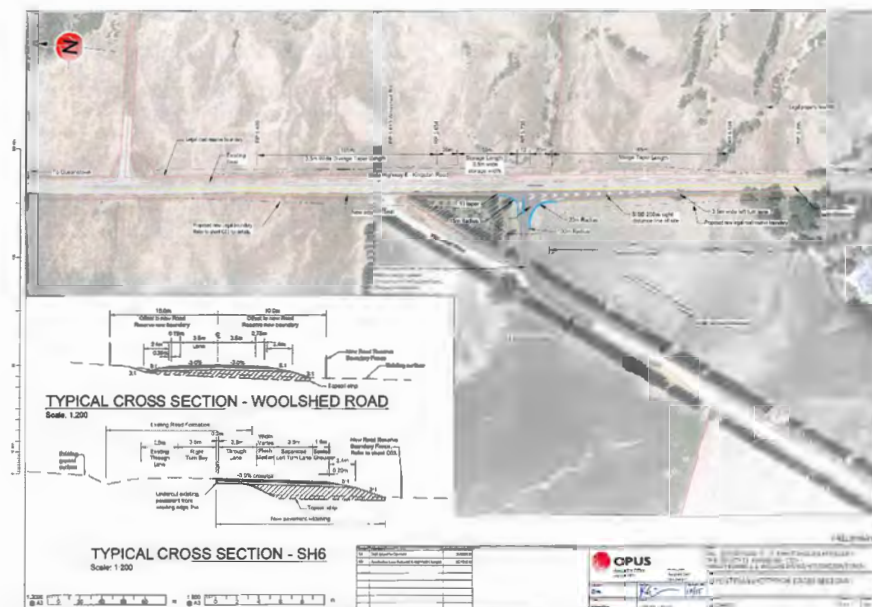


Figure 2: Possible Woolshed Road intersection upgrade

Suitable conditions of consent can be included to ensure that the appropriate approvals are obtained from Waka Kotahi should they be required under the above mentioned scenario.

The portion of Woolshed Road which is located adjacent to the subject site will only need to be upgraded should the intersection shown in Figure 2 above, be required to be constructed. If the connection onto the state highway via the SHA roundabout is provided within five years from the date of this decision, then no upgrades to Woolshed Road, north of the Road 1 intersection, will be required.

If Woolshed Road is required to be upgraded, it is proposed to upgrade it to the following formation standard:

- Formation width of 5.5m, sealed in chip seal (2 x 2.75m wide movement lanes)
- 0.5m wide sealed shoulder on both sides
- Additional 0.5m wide gravel shoulder on both sides
- Grass swale on both sides.

1.3.3.2 Access/Roading within the Site

It is proposed to have three different road hierarchy's included within this development. These are as follows:

- Road 1 (up to the roundabout): 20m Residential Collector Road
 - 4.2m wide moving lanes on both sides of the road
 - 2.1m wide parking (excluding kerbs) on both sides
 - 2m wide footpath on both side
 - 0.7m wide grass berms for trees on both sides
 - 0.5m grass strip off the boundary on both sides
- Road 1 (west of the roundabout): 20m Residential Collector Road
 - 4.2m wide moving lanes
 - Separate parking bays 2.5m wide on one side of the road
 - 1.25m wide grass berm for trees on both sides
 - 2.0m wide footpath both sides
 - 0.5m green space for location of service boxes
- Road 2: 16m Primary Residential Road
 - 3.0m wide moving lanes on each side

- 2.5m wide parking areas on alternate sides of the road (not both)
 - 1.6m wide grass berm for trees
 - 1.5m wide footpath on both sides
 - 0.5m green space for location of service boxes
- Roads 3 - 8: 16m Secondary Residential Road
 - 4.0m shared movement and parking lanes
 - 1.85m wide grass berms for street trees
 - 1.5m wide footpath on both sides
 - 0.5m green space for location of service boxes

1.3.3.3 Pedestrian Links

A pedestrian link is provided via lots 303-306 (and via the footpaths through a small portion of roads 3 and 5) from Woolshed Road through to Lot 408 (Road 8) where a footpath is provided on both sides of the road (only one would be necessary according to the Code of Practice), through to the Recreation Reserve. This pedestrian link will include a 2.0m wide concrete footpath which meanders through the 10m wide lots. The footpaths to be constructed throughout the road reserve will predominately be 2.0 metres wide and constructed out of exposed aggregate concrete.

Where each pedestrian link crosses a road, the footpath will kink to ensure that it is not a straight line onto the road, which reduces the chances of a small person from running onto the road. At crossing points, it is also proposed to narrow the width of the moving lanes and install a zebra crossing to highlight to the road users that pedestrians may be present. The narrowing of the moving lane will also mean that the cars will be forced to slow down. A different road treatment (paving blocks) is also proposed, either side of the zebra crossing at the point where the road carriageway starts to narrow.

A public pedestrian trail to form part of the Wakatipu Trails Trust trail network, is to be created over the existing waste water and water easement that has been created along the western and a portion of the southern boundary. This trail is to be formed to a width of 2.5m and will be finished in compacted gravel as is the case for all Wakatipu Trails Trust Trails in the District.

This trail is also part of the “Way to Go” programme that is currently being put together on behalf of QLDC, ORC and NZTA, which aims to provide people with an enduring, safe and affordable transport system and which also includes transport choice. This trail forms part of Stage 1 of this programme was originally due for completion 2018-2021, however

has been delayed for a variety of reasons. A letter of support for the inclusion of this trail from Wakatipu Trails Trust is included as Attachment [N] to this application.

1.3.3.4 Parking

A large amount of on road parking is provided throughout the development with additional 90° parks (23) provided adjacent to the recreation reserve. These parks are 2.7m wide and stall depth of 5.0m. The aisle width is the width of the road so is 6.0m which is more than is required by Table 29.7 in the District Plan.

Roads 1, 2 and 7 all have indented parking bays to accommodate on road parking. Roads 3, 4, 5, 6 and 8 have shared moving and parking lanes, therefore cars are able to park where there is room i.e. outside of tree areas and driveways.

1.3.4 Landscaping

1.3.4.1 State highway mitigation

It is proposed to landscape a 2m wide strip along the northern boundaries of lots 115, 234 – 271. This is the location which is identified as “State Highway Mitigation” on the Consent Order Structure Plan. This area of the site is also located partially within the OSL activity area which includes an additional overlay of “Highway Landscape Protection Area”.

This landscape strip will include a post and rail fence on the northern most lot boundaries. Inside of the fence will be a hedge consisting of *Griselinea littoralis* and *Pittosporum tenuifolium* which is to be maintained at a height of 1.5m. Beyond the hedge will be red tussocks and two kowhai trees, which will be positioned so as to frame views but not limit solar access for any of these lots.

This planting combined will ensure that any views from the state highway, which is from a distance of approximately 560m away, is filtered through vegetation. This will prevent views which could include a solid mass of built form. The Landscape Assessment prepared by Richard Tyler of SITE landscape architects and included as Attachment [E] to this application, details the value of this landscaping and the objectives it is aiming to achieve.

This 2m wide strip of landscaping is to be contained within the private residential allotments and maintained in perpetuity by the lot owners. This responsibility is proposed to be outlined in an appropriately worded consent notice attached to the title of these northern most lots.

1.3.4.2 Woolshed Road Buffer Zone

It is intended to include a 5m wide buffer strip along the Woolshed Road boundary on lots 1, 36 – 52 and 115. This 5m buffer strip will be landscaped by the developer however is located within a private lot and will therefore be maintained by the lot owner. As with the state highway mitigation planting an appropriately worded consent notice will ensure that the responsibility for the ongoing maintenance is clearly outlined.

This buffer strip will consist of planting such as native plants/shrubs and tussocks, maintained to a maximum height of 2m and larger tree specimens such as beech and mountain ribbonwoods which will frame views to the Remarkables Ranges. This planting is to be undertaken on land which is currently shown as OSA on the Structure Plan.

1.3.4.3 Recreation Reserve Planting

It is proposed to extensively landscape the recreation reserve with a mixture of hedge species to separate children and balls from the surrounding roads and car parks.

The recreation reserve includes four multi purpose mounds that are to be constructed for shelter from the prevailing south west winds and also safety as a separation from the stormwater pond which is located directly west of the play area. These mounds will be mainly planted out in grass however planting is also proposed on the western side of the two mounds closest to the play area. The plants to be used are hebes, toi tois and tussocks.

The planting within the recreation reserve will be a mixture of Mountain Beech, Small leaved Linden Limes and London Plane along with smaller shrubs interspersed throughout, as shown by the Western Reserve Planting Plan included as Attachment [E] to this application.

The central spine recreation reserves are to contain a 1.75m wide footpath (including the nib) which meanders gently through the 10m width. This path is formed out of asphaltic concrete and is proposed to have an exposed aggregate flush nib along both edges. A park bench will be provided in each recreation reserve allotment along with an exposed agg break out area surrounding the bench. The remainder of these 10m wide reserve lots will predominantly be grassed either side of the path, with some native planting such as grey shrub land and a mixture of hebe species.

Low level bollard lighting is proposed to be provided throughout the reserve to maximise safety at night time.

1.3.4.4 Stormwater Attenuation Pond Planting

It is proposed to plant the upper edges of the pond in a mixture of toi toi, Oioi, red tussock, scented tree daisy, hunangamoho, mingmingi, mountain beech and London plane.

The banks of the attenuation pond will be grassed and the bottom of the channel will be rip rap.

1.3.5 Earthworks

Earthworks will be required to be undertaken to excavate the stormwater attenuation basin, construct the roads and landscape mounds. In order to ensure that future buildings have floor levels which have a minimum of 500mm freeboard beyond the 1% AEP a small portion of the site will require fill to be added, namely at the western end of the site, as shown by the Earthworks Plan included as Attachment [H] to this application.

The estimated earthworks volumes for the site are as follows:

Cut: 32,600m³

Fill: 10,500m³

The maximum height of fill is anticipated to be 2.8m to facilitate the play mounds in the recreation reserve at the western end of the site and the maximum depth of cut is expected to be 2.4m to construct the stormwater attenuation pond.

The majority of the cut material generated by this proposal is anticipated to be trucked off site to an approved clean fill site. This is because the Geotech Report included as Attachment [J] to this application, identifies the ground as being unlikely to be suitable for certified fill. The cut material generated on site could be used for the landscape mounds proposed for the recreation reserve but the rest will likely be removed from site.

1.3.6 Open Space Activity Areas

Provision is made within the District Plan for the Open Space boundaries to be identified more accurately as part of the subdivision process, allowing for a shift of up to 20m. Currently the proposed development extends beyond the boundaries of the residential activity areas shown on the structure plan and into Open Space Activity Areas OSA and OSL.

The anticipated activities to be undertaken in the OSA Activity Area include recreation amenities, playgrounds, landscaping, pedestrian and cycle trails, lighting, stormwater retention and underground services. The area of OSA that is within the subject site will contain residential allotments but also landscaping, pedestrian footpaths and underground services.

The anticipated activities to be undertaken in the OSL Activity Area include pastoral and arable farming, endemic revegetation and pedestrian and cycle trails. The area of OSL that is located within the subject site will contain residential allotments, roads and a public pedestrian and cycle trail.

Items such as stormwater attenuation, playgrounds, pedestrian and cycling trails and landscaping have been included within the extents of the Residential Activity Area, which has reduced the available space for residential allotments. This is the reason for the encroachment into the Open Space activity areas. Due to the topography of the site, the stormwater pond is required to be located in this part of the site and could not, for example be located along the northern boundary, being the OSL activity area.

With the amended Open Space boundaries that are proposed to be identified as part of this application, the level of encroachment into Open Space is greatly minimised. The encroachment into the OSA has been eliminated completely with a shift in boundary of a maximum of 9m. This revised OSA boundary coincides with the consent notice area boundary.

The encroachment into the OSL activity area is now limited to a small sliver along the northern boundary, some of which is to contain mitigation planting. The north eastern most end of the development is where the largest encroachment into the OSL activity area occurs.

The landscape assessment included as Attachment [E] to this application confirms that the objectives of the OSA and OSL Activity Areas will still be met by the landscaping proposed within the consent notice areas shown on the Subdivision Scheme Plan included as Attachment [G] to this application, despite this encroachment to the Open Space Activity Areas.

1.3.7 Staging

It is proposed to volunteer the following staging condition. Given the current times of uncertainty the applicant is keen to maintain as much flexibility as possible when it comes

to implementing the development. It is likely that the applicant will title approximately 20-30 residential allotments and associated roading and reserve lots at any one time, however this will be finalised closer to the time of construction.

This subdivision may be staged. For the purposes of issuing approvals under sections 223 and 224(c) of the Resource Management Act 1991, the conditions of this consent shall be applied only to the extent that they are relevant to each particular stage proposed. This consent may be progressed in any order and some/all stages may be combined, providing all necessary subdivision works (such as servicing, provision of formed legal access and other works required to satisfy conditions of this consent), are completed for each stage, prior to certification being issued as necessary under sections 223 and 224(c) of the Resource Management Act 1991. Any balance lots created shall either be serviced to Council's standards or held together in one title with a serviced lot.

1.3.6 Landuse

Landuse consent is sought for the construction of 271 standalone residential dwellings. The majority of which will be single storey. There are 12 typologies proposed to be used throughout the development, which includes a mixture of 2, 3 and 4 bedroom designs.

It is proposed to provide as much flexibility as possible to future purchasers of the residential allotments by enabling them to choose their preferred floor plan, cladding & roofing colours and materials and roof profile.

Each house typology option, detailed in Appendix [F] also identifies which allotment it could be constructed within via this key:



All of the garages will be set back from the road boundary by 5.5m. This ensures there is sufficient space between the garage and the road boundary for a car to be able to park if necessary. In some instances, the house typology chosen has a double garage, two on site parks will be provided therefore the 5.5m distance is not essential, however for all single garage typologies a distance of 5.5m is provided for.

It is proposed to also provide for a minimum of 1m side and rear setbacks for all sites. Although the garages are to be setback a minimum of 5.5m from the road boundary, it is proposed to have a minimum front yard setback of 3.0m for all other parts of the house, excluding the garage.

There are no minimum setbacks specified or recession planes for development in the Hanley Downs Residential lots which have an area of less than 380m² net. Instead, careful consideration needs to be given to a raft of urban design and bulk and location matters to ensure that the overall development provides a high level of amenity and an enjoyable place for residents to live and play.

Those lots which are greater than 380m² have setbacks of one internal setback of 3m, a road setback of 3m (provided any garage is setback 4.5m from the road boundary) and one internal setback of 1.5m and all other setbacks of 1m, which are able to be achieved.

In order to determine which typologies are able to be constructed on which lot consideration has also been given to the provision of an outdoor living area with a minimum diameter of 5m.

The building coverage will not exceed the 60% permitted by the District Plan for residential activity in the R(HD-SH) activity area which is consented under either rule 41.4.1.6 or rule 27.7.5.2. The typology that has potential to result in the highest building coverage is 4E on a site that has a frontage of 12m. This will have a building coverage of 56%. The majority of the other typologies will result in a coverage of between 35-45%, which is well within the 60% maximum permitted.

External appearance

The Urban Design Report which is included as Attachment [D] details the colour options for the primary and secondary cladding options. Cladding options include Premium Clay Brick, Painter Brick, linear weatherboard, Ezpanel and band sawn cedar. Each cladding option has a number of colour selections available to be chosen. All primary and secondary cladding options have an LRV value less than the 35% maximum specified in the District Plan.

The Urban Design Report also details the roof profiles that are able to be chosen for each of the 12 typologies. These are detailed on page 11 of the Report and there are a total of seven different options for the single level dwellings and two options for the two storey

options. These roof options include narrow unit gable roof, traditional unit gable roof, narrow unit offset gable roof, traditional unit gable with rear hip, narrow unit monopitch roof, traditional unit gable with lean-to and traditional unit dual monopitch.

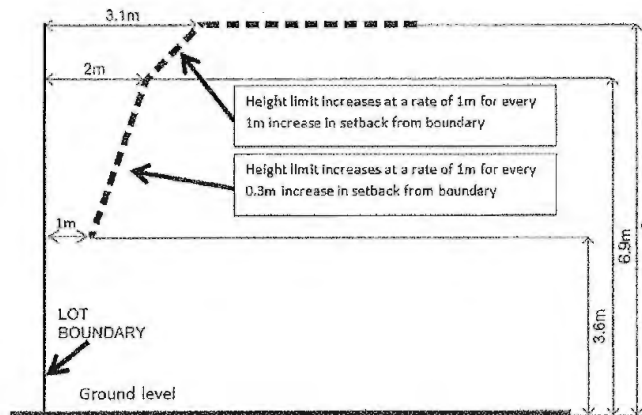
All joinery colour options are also outlined in the Urban Design Report and will be chosen to match the roof colour.

The maximum height of the single storey dwellings is 5m and the maximum height of the two storey dwellings is 8m. This is less than the 10m maximum specified for the activity area when on sites of area less than 380m². Even though some residential buildings are to be located within the amended Open Space Area (OSL) the height limit is not restricted to 4m as is the case for structures in the Open Space because the allotment will have been created first via the subdivision process and has an area of equal to or less than 380m².

It is proposed to include a consent notice which will be registered on the certificate of title of all 271 residential allotments which outlines all necessary bulk and location restrictions, should a replacement dwelling be required to be constructed in the future. This consent notice is proposed to be worded as follows:

The following restrictions are to be taken into consideration for the construction of a building on lots 1- 271 DP XXXXXX:

- *Only one residential unit per site;*
- *The front yard setback is to be a minimum of 3m;*
- *All side yard setbacks are to be a minimum of 1m, with allowance for a garage to be constructed on the boundary provided there are no openings in the garage on the boundary;*
- *The garage is to be setback at least 5.5m from the road boundary;*
- *A 5m diameter circle which is easily accessible from a dining or living room is to be accommodated on site for private outdoor living;*
- *The entrance door shall be clearly seen from the front face of the dwelling;*
- *All dwellings must have a habitable room (living/dining/kitchen/bedroom) that forms the front face of the dwelling. From this room there must be at least one window that overlooks the street network. This window must have a minimum sill height of 1.0m*
- *The maximum height of the dwelling is to be 8m;*
- *The overall height of a building must not exceed the following limitations when measured from property boundaries (aside from road boundaries):*



Except that chimneys measuring up to 2.2m in any direction may encroach into the above

Infrastructure and servicing

It is proposed to service the development via the trunk mains that are to be installed as part of the subdivision portion of this consent. All trunk mains will be installed within the road reserve boundaries and 20mm laterals provided off these mains to the boundaries of each of the residential allotments.

At the time a dwelling is constructed in accordance with the landuse portion of this application connections will be made to these laterals.

The laterals that will be provided to the boundary of the residential lot are for waste water and stormwater disposal, water, power and telecommunications supplies.

Confirmation letters have been obtained from both Aurora and Chorus stating that a suitable supply is available for the proposed development. Copies of these letters are included as Attachment [I] to this application.

Associated earthworks and landscaping

It is not anticipated that any significant earthworks will be required as part of the landuse segment of this application as the majority of the works will be completed as part of the subdivision portion of this application. Earthworks under the landuse portion will be limited to preparing the site for the foundations ready for building.

The landscaping to be undertaken within each residential allotment is limited to an evergreen hedge which is to be located just inside the property boundary. Further landscaping can be undertaken at the discretion of future purchasers.

Access and parking

A standard 4.5m wide vehicle crossing is to be provided to each residential allotment at the time of subdivision. A width of 4.5m has been chosen as it is sufficient for both single and double garages. It is proposed to construct the crossing out of light acid wash concrete. This crossing will be located 1.5m offset from the adjoining boundary and be positioned on the southern or eastern boundary of the site, wherever possible.

Each residential unit either contains a double garage of width approximately 5.8m or a single garage of width of approximately 3.0 or 3.1m. All garages, whether they are single or double have a minimum length of 5.5m to ensure compliance with the District Plan.

We note that this activity is considered as a “High Traffic Generating Activity” as it will result in more than 50 residential lots, and as such there is no minimum parking requirement. Despite this, all residential lots to be created include provision for on site parking for two vehicles. Additional to this is a large number of on street parking provided, predominantly as parallel parks in either indented parking bays or in a combined parking/moving lane.

Location

The location of the development is within the Residential, Hanley Downs - State Highway Activity Area 3. The Hanley Farms residential development is located immediately south and west of the subject site. The new Hanley Farms primary school is approximately 1km south of the subject site.

The land surrounding the site on the western and northern boundaries is zoned open space and is currently in pasture grass and is farmed.

Link to subdivision

As it is proposed to undertake the subdivision prior to any landuse activity, it is intended to include on all residential lots the following consent notice (this is the same as noted above in the subdivision portion of the application):

Each residential lot approved under RM200615 must only have a dwelling typology constructed on it which has been approved by the landuse portion of RM200615. Any other dwelling constructed on an allotment approved under RM200615 will need to be approved by council, prior to construction.

1.4 Statutory Provisions

1.4.1 Queenstown Lakes District Operative Plan

The subject site is located predominantly within the O/S Activity Area, with an overlay of Highway Landscape Protection Area of the Resort (Jacks Point) Zone, of the District Plan and does not contain any known protected items or areas of significant vegetation.

Subdivision Consent

- Part 15 of the District Plan no longer applies in this instance as the relevant rules in Chapter 27 are considered as operative under Section 86F.

Landuse Consent –

- Chapter 12 is no longer considered as Operative under Section 86F as Chapter 41 of the PDP is now operative.
- Chapter 22 is no longer considered as Operative under section 86F as Chapter 25 of the PDP is now operative.
- The following relevant parts of Chapter 14 are still considered to be operative:

14.2.4.1(x) **Residential Parking Spaces** which states the following:

Any residential parking spaces for Class 1 and Class 2 users (see definitions in Appendix A7), required by this Plan shall have the following minimum internal dimensions:

<i>Single:</i>	<i>3.1m wide</i>	<i>5.5m deep</i>
<i>Double:</i>	<i>5.6m wide</i>	<i>5.6m deep</i>

We note that the internal dimension of the garages for typologies 2C, 3A, 3C and 3F is slightly less than 3.1m at 3.0m, therefore Restricted Discretionary Consent is required.

Overall a Restricted Discretionary Activity Consent under the ODP is required for the proposed development.

1.4.2 Queenstown Lakes District Proposed Plan

The site is located within the R(HD-SH)-3 of the Jacks Point Zone of the Proposed District Plan and does not contain any known protected items or areas of significant vegetation.

Subdivision Consent – Part 27, the relevant rules are considered as Operative under s86B(1) and consent is required in terms of the following rules:

- 27.5.18 *Within the Jacks Point Zone, subdivision that does not comply with the minimum lot areas specified in Part 27.6 and the zone and location specific rules in Part 27.7, excluding:*

.....

- a) *In the R(HD) activity area, where the creation of lots less than 380m² shall be assessed under Rule 27.7.5.2 (as a restricted discretionary activity).*

The proposed subdivision will create a handful of lots, namely 66, 67, 80, 83, 84, 99, 114, 115, 46, 49, 62, 81, 83, 99, 113, 115, 116, 118, 132, 133, 140, 148, 151, 156, 163, 164, 171, 179, 193, 198, 218, 249, 255, 358, 262, 264 and 271, which are greater than 380m² net in area, therefore Rule 27.7.5.2 does not apply, however Part 27.6 states that the minimum allotment size is 380m² but also includes the following statement:

- 27.7.5.1 *Subdivision Activity failing to comply with the Jacks Point Structure Plan located within Section 27.13. For the purposes of interpreting this rule, the following shall apply:*

a) *a variance of up to 120m from the location and alignment shown on the Structure Plan of the Primary Road, and their intersection with State Highway 6, shall be acceptable;*

b) *Public Access Routes and Secondary Roads, except as provided for in d. below, may be otherwise located and follow different alignments provided that any such alignment enables a similar journey;*

c) *subdivision shall facilitate a road connection at each Key Road Connection shown on the Structure Plan to enable vehicular access to roads which connect with the Primary Roads, provided that a variance of*

up to 50m from the location of the connection shown on the Structure Plan shall be acceptable;

d) Open Spaces are shown indicatively, with their exact location and parameters to be established through the subdivision process; and

e) The following variances in the alignment of the secondary road access to Homesite HS58 shall be acceptable:

i. Section 1 (S1) shall be aligned along the existing farm track with no variance allowed;

ii. Section 2 (S2) shall be aligned within 5m of the identified access; and

iii. Section 3 (S3) shall be aligned within 20m of the identified access.

A portion of the proposed development is to be located within the OSL activity areas and therefore Discretionary Consent is required.

- *27.7.5.2 Subdivision failing to comply with the 380m² minimum lot size for subdivision within the Hanley Downs part of the Jacks Point Zone.*

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, and any consequential effects on the layout of lots, and on lot sizes and dimensions;*
- c. Property access and roading*
- d. Esplanade provisions*
- 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; and*
- l. Ecological and natural values;*
- m. Historic heritage;*
- n. Easements;*
- o. Location and height of buildings, or parts of buildings including windows;*
- p. Configuration of parking, access and landscaping.*

The subdivision will result in the majority of lots having a minimum net allotment size of less than 380m², therefore Restricted Discretionary Consent is required.

Landuse Consent

The relevant provisions contained within Chapter 25, 29 and 41 to this application have been considered and the relevant rules are outlined below:

- *25.3.2.5 Earthworks associated with subdivisions under Chapter 27 are exempt from the following Rules:*
 - a. Table 25.2 Maximum Volume;*
 - b. Rule 25.5.15 Cut Standard; and*
 - c. Rule 25.5.16 Fill Standard.*
 - d. Rule 25.5.21*

Based on the above section of the earthworks chapter, consent for the volume, depth of cut and height of fill is not required as these works are being undertaken as part of the subdivision.

- *25.5.11 Earthworks over a contiguous area of land shall not exceed the following area:*
 - 25.5.11.2 10,000m² where the slope is less than 10°*

The slope of the land is less than 10°, however the total area of land that will be subject to the earthworks is 95,490m² (9.549ha), which exceeds 10,000m², therefore Restricted Discretionary Consent is required.

- *25.5.18 **Setbacks from Boundaries** Earthworks not supported by retaining walls:*
 - 25.5.18.1 Earthworks not supported by retaining walls:*
 - a. a distance at least equal to the maximum height of the fill, as measured from the toe of the fill, with a maximum batter slope angle of 1:3 vertical;*
 - or*

.....

Lots 234-238 have an unsupported fill batter of a maximum of 1.0m high at a distance of 2.5m from the boundary. This batter has a grade of 1:2.5 which is

steeper than 1:3, therefore consent will be required as a Restricted Discretionary Activity.

- **29.4.11 High Traffic Generating Activities**

Any new land-use or subdivision activity, including changes in use that exceeds the traffic generation standards or thresholds set out in table 29.5.

The threshold for high generating activities is 50 Residential Units, therefore Restricted Discretionary Activity Consent is required.

- **29.5.17 Minimum Sight Distances from Vehicle Access on all roads other than State Highways**

a. The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2

Posted speed limit 50km/hr – 45 metres

There are several vehicle crossings that will not be able to achieve the minimum 45m site distance, therefore restricted discretionary activity consent is required.

- **29.5.21 Minimum distance of Vehicle Crossings from Intersections**

No part of any vehicle crossing shall be located closer to the intersection of any roads than the following minimum distances permitted below and is shown in Diagram 12 of Schedule 29.2:

Roads with a speed limit of less than 70 km/hr:

Local – 25m

Collector – 30m

Except that where the boundaries of the site do not enable a conforming vehicle crossing to be provided, a single vehicle crossing may be constructed provided it is located 0.5m from the internal boundary of the site in the position that most closely complies with the above provisions.

There are a small handful of residential lots, specifically lots 5, 6, 7, 8, 11, 12, 13, 18, 19, 20, 176, 177, 236, 237, 238, 239, 247, 248, 249, 252, 253, 254, 255, 263, 264, 265, 87, 86, 85, 170, 171 that cannot achieve the required separation distance from intersections. Lots 149, 148, 175, 229, 212, 232, 197 could achieve

the minimum separation distance, however due to preferred urban design outcomes and other physical constraints (bus stop) will be located closer than the minimum distance specified in this rule, therefore therefore restricted discretionary consent is required.

- *41.4.5.2 State Highway Mitigation*

Mitigation works undertaken within the location shown on the Structure Plan.

Control is reserved to:

- a. *the creation of a comprehensively designed landscape edge to the northern part of the zone within the OSA and R (HD – SH) 1 Activity Areas;*
- b. *mitigation of the visual impacts of potential buildings when viewed from State Highway 6 through earth contouring and vegetation (at maturity), within Activity Areas R(HD-SH) – 1 and R(HD-SH)- 2 and RHD-SH) 3;*
- c. *maintaining views across the zone to the mountains located against the western shores of Lake Wakatipu;*
- d. *appropriate plant species, height at planting and at maturity; and*
- e. *provision for on-going maintenance and ownership*

It is proposed to undertake mitigation planting along the northern boundary within the location shown on the Structure Plan, therefore Controlled Activity Consent is required.

- *41.4.1.5 Residential Activity Areas R(HD) A-E, R(HD-SH)1, and R(HD-SH)-3*
Any residential activity which results in either:
 - *Three or more attached residential units; or*
 - *A density of more than one residential unit per 380m² of net site area*

Discretion is restricted to:

- a) *External appearance;*
- b) *Access and car parking;*
- c) *Traffic generation effects;*
- d) *Associated earthworks;*
- e) *Landscaping;*
- f) *Effects on adjacent sites that are not part of the medium density residential development being applied for;*
- g) *Bulk and location;*
- h) *Legal mechanisms proposed in relation to building bulk and location.*

Except that this rule shall not apply to residential units located on sites smaller than 380m² created pursuant to subdivision rule 27.7.5.2.

It is intended that the lots will be created first pursuant to Rule 27.7.5.2 which means that restricted discretionary consent is not required pursuant to this rule, however it has been included for completeness.

- *41.4.4.7 Open Space Landscape (OSL) Activity Area*
 - a. Any building within a Landscape Protection Area;*
 - b. Any building other than a building ancillary to farming activity.*

Buildings along the northern boundary, namely lots 52, 115, 234-271 are proposed to be located partially in the OSL activity area (as amended pursuant to rule 41.5.4.1) as part of this application, therefore Discretionary Consent is required.

- *41.5.1.1 Density*
The average density of residential units within each of the Residential Activity Areas shall be as follows:

R(HD-SH)- 3 - 12-22 per Ha

Discretion is restricted to:

- a. Residential amenity values;*
- b. Traffic, access and parking;*
- c. Adequacy of infrastructure*

The anticipated density to result from this proposal is approximately 28 dwelling units per hectare, therefore Restricted Discretionary Consent is required.

- *41.5.4.1 Boundaries of Open Space Activity Areas*
The boundaries of Open Space Activity Areas are shown indicatively and may be varied by up to 20m and the exact location and parameters are to be established through the subdivision process. Development prior to such subdivision occurring, which could preclude the creation of these open spaces, shall be contrary to this rule.

This rule has been included for information/completion purposes. It is proposed to amend the open space boundaries by a maximum of 20m on the north boundary and a maximum of 9m on the eastern boundary (to coincide with the consent notice area boundary). Consent is not required pursuant to this rule as the development will be undertaken after the subdivision has been implemented.

- *41.5.4.2 Open Space – Subdivision*

Within any open space area created by subdivision, in accordance with Rules 41.5.4.1 and 27.7.5.1, there shall be no building.

The open space that will be created by subdivision and rule 41.5.4.1 will potentially contain a portion of a building, specifically on lots 52, 115, 234 – 271, therefore Discretionary Consent will be required.

- *41.5.5.5 Building Colours*

Any building shall result in:

- a) At least 70% of the total painted or galvanised external surface of buildings (excluding roofs and windows) with a reflectance value of between 0 and 35%;*
- b) Roof colours with a light reflectance value of 20% or less, and in the range of browns, greys and black.*

All cladding colour options have a LRV value of 31 or less so therefore comply with the requirements of this rule.

Overall, under the PDP, Discretionary Activity Consent is required.

1.4.3 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2012

All applications for resource consent need to be determined if they apply under the '*National Environmental Standard for Assessing and Managing Contaminates in Soil to Protect Human Health*' (NES).

Under these regulations, land is considered to be actually or potentially contaminated if an activity or industry on the Hazardous Activities or Industries List (HAIL) has been, or is more likely than not to have been, undertaken on that land. Therefore, the NES only applies to land that is potentially or actually affected by contaminants because of its historical and/or current use and the types of activities previously undertaken on the site.

The land use history is therefore the trigger for determining whether the land is to be considered by the NES. Subclauses (2) below prescribes the methods that the person may use for establishing whether or not a piece of land is as described in regulation 5(7).

Part 6(2):

One method is by using information that is the most up-to-date information about the area where the piece of land is located that the territorial authority—

(a) holds on its dangerous goods files, property files, or resource consent database or relevant registers; or

(b) has available to it from the regional council.

There is some property information held by the ORC that is believed to have been relating to the subject site. The Hail reference numbers provided by ORC were HAIL.01294.01 and HAIL.01294.05. These two reference numbers have previously been provided to the neighbouring land, owned by RCL Pty Ltd and were investigated in detail by e3 Scientific Ltd, on behalf of RCL Pty Ltd for RM190829. These hail areas were found to be linked to an existing pump shed, a kill shed, a hay shed and treated timber piles. All of these were located on the adjoining land, approximately 100m south of the subject sites boundary and are not located on the subject site.

Previous to the detailed investigation undertaken for RM190829, the ORC completed a report audit of Davis Consulting Group's (now known as e3Scientific) report that was completed for Plan Change 44 – Hanley Downs. This report was specifically in relation to HAIL.01294.05 and the conclusion drawn by this report was states as follows:

No specific HAIL activities have been identified other than potential broadacre pesticide use. It is highly unlikely that there is a risk to human health from the proposed land use change

As the HAIL sites that were potentially identified by ORC are in fact located on the adjoining property, and the only known use of the subject site land is grazing farm animals, the land for which resource consent is being sought is not considered as being HAIL land under sub-clause (7) section 5 of the NES. Accordingly, consent is not required.

2.0 ASSESSMENT OF THE ACTIVITY'S EFFECTS ON THE ENVIRONMENT:

2.1 Residential Amenity

The proposed residential development will provide a high level of amenity both to future residents and to the surrounding allotments as the units will be finished to a high standard using a mixture of recessive materials and colours which will provide an interesting and diverse streetscape.

The typologies have been chosen to provide numerous options to purchasers regardless of the lot purchased. All typologies have been tested to ensure that they provide sufficient and easily accessible outdoor living areas. The proposed houses are generally low slung so as to avoid any shading effects on neighbours, which has potential to be an issue on lots of this size. The modest size of the dwellings will also ensure that as high a level of privacy as possible is maintained by enabling appropriate setbacks to be achieved.

Once completed the development will result in modest family sized homes on flat, easy care sections within streets that contain a large amount of on street parking, whilst also providing for as many trees as possible to provide a balance to the sealed surfaces. There is a large amount of open space also provided for with the central spine walkway allotments and the western reserve, a total of almost 8,500m² of public green space. These open spaces will contain a high level of planting, including a large proportion of native species, this coupled with the planting provided along the northern and eastern boundaries will result in a high level of amenity for the residents of the development and provide for a pleasant living environment.

Public transport will be easily accessible within this development and encouraged with the inclusion of 2 or 3 bus stops (final number and location to be confirmed as part of the engineering acceptance process). By making public transport easily and readily accessible it will reduce the reliance on private cars, which in time will reduce the numbers of cars parked through out the development. This will assist in increasing the level amenity afforded residents that will be living in this development.

Based on the above it is not anticipated to result any adverse effects as they relate to residential amenity.

2.2 Parking, access and roading

All allotments are provided with a minimum of two on site carparks. Additionally sufficient on street parking for more than 200 cars is provided for in a mixture of dedicated parallel parking bays, 60 degree parks and on road parks that are contained within a shared parking/moving lane.

As this development meets the threshold to be considered as a high traffic generating activity there is no minimum number of parks required to be provided to service the anticipated traffic generated. However, from a practical point of view in order to maintain a high level of amenity for the residents, it is important to provide appropriate parking to ensure that cars are not parked in unsafe and unsightly locations, causing damage to the road reserve.

Access to all residential allotments will be from a uniform 4.5m wide concrete vehicle crossing. It has been chosen to provide a uniform sized crossing to all lots for amenity and practicality reasons.

There are only three rear lots proposed as part of this application., These lots all have frontage to the proposed collector road, however in order to provide as safe as environment for both pedestrians and motorists, providing a leg in off a minor road is preferable.

The flat topography of the development site, ensures that the visibility into and out of all driveways is high.

There are a number of vehicle crossings that will not be able to achieve the 45m required sight line distance outlined in the district plan. We note this distance is for a posted 50 km/hr speed environment and in line with all residential suburbs in the Wakaitipu District the applicant anticipates that the posted speed limit for this development will be for 40km/hr, thereby reducing the 45m sight line requirement.

Regardless of this, the speed environment through out this development will be slow enough to ensure that the drivers of approaching cars will have time to assess any potential risk of reversing cars from residential lots, and act accordingly. The traffic report included as part of this application addresses this matter and does not expect any major safety issues to result from this design.

There are a handful of vehicle crossings that will also fail to meet the 25 or 30 metre distance from an intersection. These lots are 149, 148, 175, 229, 212, 232, 197. These lots could meet the minimum requirements however it would result in a crossing located at the northern most point of the allotment, which is not ideal from an urban design perspective.

Also included in this is lot 164 which can achieve a complying crossing but it would be located within a proposed bus stop area.

There are also a number of lots that are not physically able to achieve the 25 or 30 metre separation distance due to the nature of a medium density development. These lots are as follows: 5, 6, 7, 8, 11, 12, 13, 18, 19, 20, 176, 177, 236, 237, 238, 239, 247, 248, 249, 252, 253, 254, 255, 263, 264, 265, 87, 86, 85, 170, 171. Suitable consent notice conditions can be included to ensure that a crossing 0.5m off the boundary that most closely complies with the separation from the intersection will be constructed. This provision is expressly provided for under Rule 29.5.21d

The development has made allowance for a road connection to potential further development in the north, being lot 400. This connection is 21m wide so can cater for a large traffic volume road in the future if need be.

All roads are to be built in accordance with councils code of practice. Traffic calming measures are proposed around intersections and pedestrian crossing places via the narrowing of the carriageways.

It is also proposed to use the traditional style zebra crossings to highlight to motorists that pedestrians could be present in this area. Additional to this, it is proposed to construct a strip either side of the zebra crossing out of concrete cobble stones which is a different surface to the rest of the road. This change in surface will be auditorily and visually discernible to road users therefore will also highlight to road users of the chance of pedestrians.

Based on the above assessment, the likelihood of any adverse effects occurring as they relate to parking, access and road, is less than minor.

2.3 Servicing and Easements

The proposed density to result from this application is greater than that which is anticipated by the District Plan. One of the matters of discretion council will consider as a result of this breach is the adequacy of services. A confirmation letter from councils Engineering Department, included as Attachment [H] to this application, states there is sufficient capacity in councils network for water supply and waste water disposal, to cater for up to 300 dwelling equivalents in this development. As consent is only being sought for a total of 271 dwelling equivalents, council can consider there to be adequate servicing for the development, in terms of waste water disposal and water supply.

Stormwater disposal is adequately provided for via the underground reticulation for all houses and roads which will dispose into an appropriately sized stormwater detention pond located at the western end of the site. The pond has been sized based on the assumption

that there will be little to no soakage available based on the findings in the Geotech Report. This assumption ensures the most conservative design approach as possible and therefore the stormwater network designed for this development will function as intended.

Confirmation from both Aurora and Chorus is included as attachment [x] to this application that there is the ability to service this development with a power and a telecommunications supply.

All necessary easements to protect the services installed as part of this development will be created at the time of subdivision. The applicant anticipates a suitable condition of consent to be included in the decision to ensure this occurs.

Based on the above it is not anticipated that there will be any adverse effects to result from this application that are considered to be more than minor.

2.4 Location and Heights of Buildings

All of the proposed buildings that form part of the suite of typologies available for construction have been carefully tested for each lot type to ensure that a building can be located within the specific building envelope resulting on the lot. The envelope is determined by the setbacks that have been identified by the applicant, being a 1m setback off the side and rear yard boundaries and a 3.0m front yard boundary, except for garages which are required to be located a minimum of 5.5m from the front yard boundary.

Due to the maximum site coverage requirement and also the desire to provide sufficient useable and pleasant outdoor living areas, no typology will be located directly on all side and/or rear boundaries. This will ensure that each lot does not create any dominance effects on adjoining neighbours and of views from the street.

The majority of the dwellings will be single storey therefore the maximum height will be modest at 5m. This has been deliberately done to ensure that any adverse effects from shading on adjoining sites is minimised as much as possible. On lots of this size, if all dwellings were double storey, the level of amenity for the residents would decrease due to a lack of solar access and privacy.

In order to ensure there is some variety in appearance given the maximum height of the majority of the dwellings is going to be very similar, a choice of roof profiles has been included this will assist in maintaining a high level of residential amenity.

The majority of all proposed buildings are to be located within the Residential Activity Area and those that are located within the Open Space area is predominantly only partially located outside of the Residential Activity Area. Those lots that are to be located only within the Open Space activity area (as amended by this subdivision application), being lots 270 -272, are proposed to include additional landscaping to mitigate any adverse effects of this breach. This encroachment into Open Space of a handful of residential dwellings is discussed further in the Landscape Assessment included as Attachment [E] to this application.

2.5 Subdivision Design

2.5.1 Lot layouts, sizes and dimensions

All lots have been designed to ensure they are capable of accommodating at least one of the typologies provided in this application as well as providing suitable set backs and outdoor living areas.

The majority of the lots have a uniform length of 26m and results in a traditional grid like pattern with blocks that are broken up either roads or the open space recreation lots that provide an almost direct view from Woolshed Road through to the western reserve. Further details on the lot layout etc is provided in the Urban Design Report on page 7 and contained in Attachment [D] to this application.

The lots to be created by this development are appropriate for a medium density type development which is anticipated within this area of the Jacks Point Zone. The size of these lots are also consistent with the nearby Park Ridge SHA that has been approved and is currently under construction in the north.

Based on the above there are no adverse effects anticipated to result from this proposal as they relate to lot layout, sizes and dimensions.

2.5.2 Buildings in Open Space

There will still be a small number of buildings to be located either partially or wholly in open space, even with the activity area boundary being altered slightly by this application. The height of the buildings to be located in open space will be modest and it will be difficult to discern the difference between open space and residential activity areas when viewed from the State Highway which is some 560m away. Especially given the recessive colours and materials that are proposed to be used for the future buildings and the planting that

is proposed along the northern boundary. This matter is specifically discussed on page 6 of the Landscape Assessment included as Attachment [E] to this application. The conclusion of this report states as follows:

*The proposal meets the objectives of the Structure Plan and will only lead to **very small** effects on the visual amenity from the highway, and a **negligible** effect overall on the rural alpine landscape character of the Central Valley Plains (as noted in the Coneburn Resource Study).*

Based on the above, it is not anticipated that any adverse effects will result from this development, as they relate to buildings in the open space activity area.

2.6 Open Space and Recreation

This proposal includes a large amount of open space through the provision of recreation reserves both centrally through the spine of reserves which contains the walkway from Woolshed Road to the western reserve and the western reserve which contains the playground.

The western reserve will include mounds and numerous playground equipment providing recreation opportunities for residents and visitors to the development.

The open space spine located through predominantly the centre of the development acts as a means to separate pedestrian from cars, whilst also breaking up the bulk of residential development to increase the amenity afforded the site.

2.7 Earthworks

It is likely that the earthworks will not all be undertaken at one time, they will be completed to the extent that it is necessary to complete the relevant stage to council standards, including roading and provision of services. By undertaking the earthworks in stages it will help to control any potential adverse effects that could result with having a large area of earth exposed at any one time.

The low point of the site will be required to have a silt fence installed to ensure that no sediments end up in the existing stormwater channel during the construction phase.

A comprehensive EMP and ESCP has been prepared by Enviroscope and has also been approved by ORC as part of the landuse consent for earthworks. This document outlines

a number of mitigation measures designed to mitigate any potential effect of the earthworks on the nearby water courses and residential neighbours.

The majority of the earthworks proposed are minor in terms of depth of cut and height of fill, it is just the construction of the mounds and the stormwater attenuation pond that will generate the deeper cuts and fill. Both of these elements are able to be regrassed quickly post construction, which will assist in preserving the landscape character and amenity levels currently afforded this site.

The handful of lots (approx. 5) which are likely to have a batter of 1:2.5 rather than the 1:3 will not have any issues with land stability as the maximum height of the fill is approximately 1m and it is proposed to landscape this bank extensively as part of the state highway mitigation planting. This planting will ensure the bank is appropriately stabilised in perpetuity.

Suitable and standard conditions of consent can be included to ensure that any potential adverse effects will be mitigated or avoided.

Based on the above there will no adverse effects to result from this proposal.

2.8 Legal Mechanisms to control bulk and location

It is proposed to include a consent notice to be registered on all of the certificates of title. This consent notice will control what could be built on these lots in the future should a replacement dwelling be required. This consent notice will include the following controls:

The following restrictions are to be taken into consideration for the construction of a building:

- *Only one residential unit per site;*
- *The front yard setback is to be a minimum of 3m;*
- *All side yard setbacks are to be a minimum of 1m, with allowance for a garage to be constructed on the boundary provided there are no openings in the garage on the boundary;*
- *The garage is to be setback at least 5.5m from the road boundary;*
- *A 5m diameter circle which is easily accessible from a dining or living room is to be accommodated on site for private outdoor living;*
- *The entrance door shall be clearly seen from the front face of the dwelling;*
- *All dwellings must have a habitable room (living/dining/kitchen/bedroom) that forms the front face of the dwelling. From this room there must be at least*

one window that overlooks the street network. This window must have a minimum sill height of 1.0m

- *The maximum height of the dwelling is to be 8m;*
- *The overall height of a building must not exceed the following limitations when measured from property boundaries (aside from road boundaries):*

3.0 DISTRICT PLAN: OBJECTIVES AND POLICIES ASSESSMENT

The objective and policy assessment, undertaken against the relevant ODP and PDP provisions is contained within Attachment [L] to this application. This detailed assessment finds that the proposal is consistent with all of the relevant objectives and associated policy's.

4.0 RESOURCE MANAGEMENT ACT 1991: PART 2

The proposal will encroach into the Open Space Activity Area in the north however this breach is minimal and will be adequately mitigated by the planting to be undertaken along this boundary. The views of the proposed development from the State Highway will be minimal and at a distance of over 0.5km away. Any views of future dwellings from this proposal will include existing dwellings in the Hanley Farms development which are already visible from the State Highway, also from a considerable distance.

The proposal is to provide a number of residential stand alone dwellings within a cohesively designed development at a price that can be considered to meet the affordable homes market. This development will promote sustainable management of natural and physical resources within the site, whilst ensuring that social, economic, and cultural well-being is provided for. The proposal will avoid, remedy and mitigate adverse effects of activities on the environment.

Overall, the proposal is in keeping with the purpose and principles of the RMA.

AEE prepared by **Emma Dixon**

CLARK FORTUNE MCDONALD & ASSOCIATES

July 2020

Amended August 2022

Operative District Plan – Objectives and Policies

The relevant objectives and policies in ODP are found in Parts 4 - *District Wide Issues*, Part 14 – *Transport*, Part 12 – *Resort Zone (Jacks Point)*, and Part 15 – *Subdivision*.

Specifically in Part 14 (Operative District Plan) the following objectives and policies have been considered:

Objective 1 – Efficiency

Efficient use of the District's existing and future transportation resource and of fossil fuel usage associated with transportation

The proposal has been assessed against the associated policies and found to be in accordance with the following relevant policies:

1.3 To promote the efficient use of roads by ensuring that the nature of activities alongside roads are compatible with road capacity and function.

By increasing the level of residential density within the development it helps to ensure that the roads are used efficiently without compromise as they are constructed to meet Councils code of Practice therefore they can be considered to be fit for purpose and able to function effectively for the development proposed.

1.6 To promote and provide for the consolidation of new areas of residential development and for higher density development within identified areas.

This portion of the Jacks Point Zone is identified as being for a higher density of living than other parts within the zone and this portion of development will add to and consolidate the existing residential development already completed within the Jacks Point Zone.

1.9 To require off-road parking and loading for most activities to limit congestion and loss of safety and efficiency of adjacent roads and to promote the maintenance and efficiency of those roads.

Every residential unit will have an allocation of two carpark spaces each. Depending on the typology that is chosen for the site, two spaces will either be provided via the double garage or a single garage with a space in tandem behind the garage. These spaces are provided

outside of the road boundaries therefore will not impact on the safety and efficiency of the proposed roading network, nor of the existing, surrounding roads.

However, a number of the roads that are expected to carry the higher volume of traffic include dedicated parking bays to ensure that vehicles movement along the roads is as unimpeded as possible.

Objective 2 – Safety and Accessibility

The proposal has been assessed against the associated policies and found to be in accordance with the following relevant policies:

2.6 To ensure intersections and accessways are designed and located so:

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

All intersections are at grade and are designed in accordance with council standards. Given the flat nature of the site, visibility will be good at all intersections.

None of the roads within the development or adjoining the development are considered to be arterial roads.

There are no rear lots to be created as part of this development which would require onsite manoeuvring.

The proposal is consistent with and not contrary to this policy for the above mentioned reasons.

Objective 5 - Parking and Loading

General Sufficient accessible parking and loading facilities to cater for the anticipated demands of activities while controlling adverse effects.

The proposal has been assessed against the associated policies and found to be in accordance with the following relevant policies:

5.3 To ensure car parking is available, convenient and accessible to users including people with disabilities.

All parking is provided in locations that are convenient and easily accessible to the residential units as there are two parks provided on site for every allotment. With plenty of additional parking allowed for on each of the roads to be created as part of this development.

Additional angle parking is provided for at the western end of the site, directly adjoining the western reserve where the playground is located. This is to ensure that small children are not required to cross a road to get to the playground if they have travelled by car.

The proposed development is therefore, based on the above assessment, considered to be consistent with and not contrary to the above policy.

5.4 To require all off-street parking areas to be designed and landscaped in a manner which will mitigate any adverse visual effect on neighbours, including outlook and privacy

A large proportion of the off street parks proposed to be provided will be contained within either the double or single garages, therefore no landscaping will be required. For the lots that are to contain one park in tandem behind the garage, this will be partially screened, as much as it can be, from the adjoining street via the hedge that is proposed to be planted along the road frontage.

As the additional on site park is to be provided in the driveway and not in a dedicated parking spot, it is difficult to provide a high level of landscaping around them. However as the driveway is required to be 1.5m offset from the driveway there is some level of privacy afforded the neighbouring property, especially as the majority of the outdoor living areas are located at the rear of the property which is some distance from the driveway parking spot on the neighbouring site.

Furthermore, given the above assessment, it is considered that the development will also be consistent with the relevant objectives and policies of the Operative District Plan.

Proposed District Plan – Objectives and Policies

Chapter 27 – Subdivision

The relevant objectives and policies in Chapter 27 have been considered as follows below:

- 27.2.1. **Objective** - *Subdivision that will enable quality environments to ensure the District is a desirable place to live, visit, work and play.*

Policies

- 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.*

The proposed subdivision infrastructure will be entirely fit for purpose as it has been designed cohesively as a package, specifically for the landuse anticipated on the site. The landuse can be fairly well predicted for the site given the finite parameters proposed within the landuse portion of this application.

Given the soil classifications for the site, and the presence of the existing stormwater channel on the boundary of the site, it allowed for somewhat innovative design by the inclusion of the stormwater attenuation pond at the western end (low point) of the site.

- 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.*

Given the landuse application is combined with the subdivision application in this instance it is clear that the proposed allotments are of a suitable size to accommodate future residential development and that they are able to be appropriately serviced to meet the demands generated by the proposed landuse.

- 27.2.1.4 *Discourage non-compliance with minimum allotment 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:*
- a. desirable urban design outcomes;*
 - b. greater efficiency in the development and use of the land resource;*
 - c. affordable or community housing.*

The minimum allotment size for residential sites in the Jacks Point Zone is 380m², however provision is expressly made within the Plan for lots to have a net area smaller than this, therefore as the majority of the lots have a net area of equal to

or less than 380m², this is an anticipated outcome for this portion of the Jacks Point Zone.

The Urban Design Report included as Attachment [D] to this application outlines the best practice urban design principles that have been used when undertaking the master planning process for this development.

By providing for smaller lots which are comprehensively designed and developed, it enables a higher yield to result which in turn is considered to provide an efficient use of the land resource.

Based on the above assessment it is considered that this proposal is consistent with this Policy.

27.2.1.5 Recognise that there is an expectation by future landowners that the key effects of and resources required by anticipated land uses will have been resolved through the subdivision approval process.

Council can be assured that the subdivision of this subject site is able to be appropriately resourced for future development, given the landuse to be undertaken on the resultant lots is clearly outlined in the same application.

27.2.1.6 Ensure the requirements of other relevant agencies are fully integrated into the subdivision development process.

There are no other agencies that are likely to have any requirements for this application as no ORC consent is required and the access for the development is via a NZTA approved intersection.

However, consultation has been undertaken with BECA as part of the “Way to Go” initiative. This initiative is on behalf of NZTA, ORC and QLDC so indirectly consultation has been undertaken with these other stakeholders.

Objective - Subdivision design achieves benefits for the subdivider, future residents and the community.

Policies

27.2.2.1 Ensure subdivision design in urban areas provides a high level of amenity for future residents by aligning roads and allotments to maximise sunlight access.

The proposed subdivision will result in a range of allotments that are of relatively flat topography and that are orientated east/west and north/south, all options that will ensure solar access for at least a portion of the day.

Further given the landuse is being approved as part of the same application there is a high level of confidence provided to council that appropriate future dwellings to be constructed on the lots proposed, will utilise the sunlight access as much as possible.

27.2.2.2 Ensure subdivision design maximises the opportunity for buildings in urban areas to front the road.

There are no rear lots proposed as part of this subdivision, therefore all lots to be created as part of this application will ensure future buildings can front the roads.

27.2.2.3 Locate open spaces and reserves in appropriate locations having regard to topography, accessibility, use and ease of maintenance, while ensuring these areas are a practicable size for their intended use.

The central spine of reserves has been located within the middle of the development and are of flat topography so as to ensure they are easily accessible and able to be used by the majority of the residents within the development.

The central spine of reserves are located within multiple lots which are bisected by legal roads running in a north south direction. Each of these reserve lots is 10m in width and have a maximum length of 52m which is short enough to be able to see easily from one end to the other, which is important for safety reasons. A 10m width is sufficient for a reserve of this nature when its predominant purpose is for pedestrian access and not intended to contain play equipment or a playing field.

These reserve lots are to contain an asphalt path which is 1.75 wide when the exposed agg flush kerb is taken into account. A path of this nature requires very little maintenance and is trafficable in all weather. The five park benches, one in each reserve allotment, will require little to no maintenance and the planting has been designed to also be low maintenance once they are fully established.

The western reserve which contains the playground will be visible, via the spine reserve lots from Woolshed Road and is a destination within the development.

This western reserve will be of predominantly flat topography except for the mounds that are to be created as part of this application, the mounds are to be grassed, with a small amount of native amenity planting, so will be low maintenance in the future.

Given the large amount of angle and parallel parks provided around the perimeter of the site and the termination of the central walkway being at the reserve, the reserve will be easily accessible to all users and the location can be considered to be appropriate.

27.2.2.4 Urban subdivision shall seek to provide for good and integrated connections and accessibility to:

- a. existing and planned areas of employment;*
- b. community facilities;*
- c. services;*
- d. trails;*
- e. public transport; and*
- f. existing and planned adjoining neighbourhoods, both within and adjoining the subdivision area.*

The proposed development is only a 10 minute drive to the amenities in Frankton where there is also a lot of existing employment. There are limited community facilities within the Coneburn Valley except for the playground at Hanley Farms which is approximately a 10 minute walk away. There are other recreation facilities at Jacks Point, with the remainder of the closest community facilities being located in Frankton.

The site has easy access to existing council owned water supply and waste water disposal. Given the location of the existing stormwater channel around the extents of the development, stormwater disposal is also easily accounted for.

The Wakaktipu Trail that is to be constructed as part of the 'Way To Go' Programme is to be located on the western and a portion of the southern boundary of this development site. This trail will, once constructed provide an alternative route to Frankton which does not require travel on any of the surrounding vehicular roads.

At this stage there is limited public transport in close proximity to the site. The public bus does provide transport from the Jacks Point and Hanley Downs part of the Jacks Point zone, to Frankton, Queenstown and a handful of other suburbs throughout Queenstown. It would be anticipated that as the community grows in size in this part of the basin, more public transport options will be available. There is sufficient room to cater for a bus stop or two within the proposed development should QLDC require this.

As previously mentioned this development is directly adjoining the northern and western boundary of the partially constructed Hanley Farms residential development. Additional to this is the Coneburn SHA which has been identified for a large expanse of land approximately 270 metres north of the subject site.

27.2.2.5 Urban subdivision design will integrate neighbourhoods by creating and utilising connections that are easy and safe to use for pedestrians and cyclists and that reduce vehicle dependence within the subdivision.

The proposed development will include a pedestrian connection into the proposed trail network in Hanley Farms. A large portion of trails in Hanley Farm have already been established, however with the trail directly south of the subject site is likely to be constructed in the near future. It is this trail that the development proposes to connect into by making provisions for sufficient space for the Wakatipu Trails Trust trail to be constructed within the boundaries of the subject site. This trail will be approximately 2.5m wide and easily trafficable for walkers, bikers and prams and will reduce the need for vehicles when getting around the wider Hanley Farms area.

27.2.2.6 Encourage innovative subdivision design that responds to the local context, climate, landforms and opportunities for views or shelter.

The majority of the proposed typologies are low slung and will ensure that any available views to the surrounding mountains are maintained. The site itself does not have any significant landforms, hence it is ideal for medium density development and the subdivision design reflects this, however it is surrounded by or in close proximity to many other important landforms such as the Remarkables, Lake Tewa and the hummocky landscape which Jacks Point is renowned for.

27.2.2.7 Promote informal surveillance for safety in urban areas through overlooking of open spaces and transport corridors from adjacent sites and dwellings and by effective lighting.

All typologies proposed for this development will have a 'living room' of some description that is fronting the street to ensure passive surveillance. Fence heights adjoining the reserves are also limited to 1.0m (or 1.5m for a short distance if privacy is required) and offset from the boundary by 0.4m, which will further assist in promoting informal surveillance of the wider neighbourhood.

27.2.5 Objective - *Infrastructure and services are provided to new subdivisions and developments.*

Policies

Transport, Access and Rooding

27.2.5.1 Integrate subdivision roading with the existing road networks in a safe and efficient manner that reflects expected traffic levels and the provision for safe and convenient walking and cycling. For the purposes of this policy, reference to 'expected traffic levels' refers to those traffic levels anticipated as a result of the zoning of the area in the District Plan.

The entrance off Woolshed Road, has been located so as to ensure that safety and efficiency of Woolshed Road, should it become a main entrance into and out of the Jacks Point Zone, is still able to be protected. If this was to be case, a new T intersection off the bend in Road 1 as it enters the site, would be created. This would be at grade and be sufficient to maintain good site distances in all directions.

The roads within the development all have a known traffic volume, apart from Road 1 which provides access to Lot 3 of RM200344, hence why this road has been designed with a larger carriageway width than the rest of the roads. This will future proof this road to ensure there are no capacity issues in the future.

Road 1 will also provide a connection to the land in the north, to link the Parkridge development with the development being sought by this consent. This has also

been accounted for when determining the category road that is required to be constructed,

All roads to be constructed will include a 1.5m wide footpath to ensure pedestrians are kept separate to cars. Any points of potential conflict between pedestrians and cars are specifically dealt with by road narrowing, change in pavement and a zebra crossing.

Additional to this is the central spine of reserves running through the middle of the site from Woolshed Road to the western reserve. This reserve also provides a means of enabling pedestrians and cyclists to move about the site safely with minimal conflict with vehicles.

Based on the above it is considered that this application is entirely consistent with this Policy.

27.2.5.2 Ensure safe and efficient pedestrian, cycle and vehicular access is provided to all lots created by subdivision and to all developments.

As already noted above a safe and specifically constructed pedestrian /cycling network has been provided within the site, as well as connections provided beyond the boundaries of the site to an established trail network.

All lots created by this development will have access to this network either directly via frontage to the reserve lots containing the trails or via the network of footpaths that are to be constructed within the development at the time of subdivision.

As also previously mentioned, safe and appropriately sized roads are proposed as part of this application which are to be constructed as part of the subdivision process.

27.2.5.3 Provide linkages to public transport networks, and to trail, walking and cycling networks, where useful linkages can be developed.

As previously noted there is a limited public bus service in this part of the Wakatipu Basin, however it is anticipated that as the community grows in size there will be a greater demand for public transport which will need to be met. Provision can be made for a bus stop within this development, on Road 1, should it be deemed necessary.

As also previously described the development is designed to include good linkages to pedestrian and cycle trails both existing and yet to be constructed.

Based on the above, it is considered that this proposal is consistent with and not contrary to this policy.

27.2.5.4 Ensure the physical and visual effects of subdivision and roading are minimised by utilising existing topographical features.

Given the relatively flat nature of the subject site it is difficult to use natural landforms to minimise the visual effects of the proposed roads. However, the roads are designed to be positioned a minimum of 0.5m lower than the adjoining residential allotments to ensure they appear subservient in the landscape when compared with the residential houses and proposed planting to be undertaken throughout the development.

27.2.5.5 Ensure appropriate design and amenity associated with roading, vehicle access ways, trails and trail connections, walkways and cycle ways are provided for within subdivisions by having regard to:

- a. the location, alignment, gradients and pattern of roading, vehicle parking, service lanes, access to lots, trails, walkways and cycle ways, and their safety and efficiency;*
- b. the number, location, provision and gradients of access ways and crossings from roads to lots for vehicles, cycles and pedestrians, and their safety and efficiency;*
- c. the standard of construction and formation of roads, private access ways, vehicle crossings, service lanes, walkways, cycle ways and trails;*
- d. the provision and vesting of corner splays or rounding at road intersections*
- e. the provision for and standard of street lighting, having particular regard to siting and location, the provision for public safety and the avoidance of upward light spill adversely affecting views of the night sky*
- f. the provision of appropriate tree planting within roads in urban areas;*
- g. any requirements for widening, formation or upgrading of existing roads;*
- h. any provisions relating to access for future subdivision on adjoining land;*
- i. the provision and location of public transport routes and bus shelters in urban areas.*

The above policy is met as follows:

The grade of all roads and accessways, vehicle crossings and parking areas are of a relatively flat gradient given the very gentle slope of the subject site.

All vehicle crossings will be a uniform design across the whole site, being 4.5m wide and of acid wash concrete.

All pedestrian crossings are designed with a gentle slope and will approach the roads with a kink in the alignment to ensure users, especially younger ones, are forced to slow down prior to crossing the road. The crossing over the road itself will be highlighted by a traditional zebra crossing.

All roads, as previously mentioned are proposed to be constructed to the standards required by the Councils Code of Practice. Roads will include corner plays/rounding to protect berms from damage from vehicles and ensure easy manoeuvring around the corners.

Street lights are proposed to be included, however the exact design of these as yet has not been determined, it is likely, however that a similar design will be chosen to that which has been used throughout Hanley Farms. Whichever street light is chosen it will be a version which does not have any upward light spill. The details of this can be worked through as part of the engineering approval process. Suitable conditions of consent can be included in the decision to ensure this occurs.

Where ever possible the level of green space provided within the road reserve is maximised. This is to ensure the views of the streetscape are not dominated by impervious surfaces and to provide a high level of amenity to the residents. With smaller allotment sizes it was deemed important by the developer to provide as much grass berm and street trees as possible.

The portion of Woolshed Road which directly adjoins the subject site will need to be upgraded to current council standards. The formation standard of this portion of Woolshed Road is expected to match that of Howden Drive which is an extension, to the south, of Woolshed Road.

A future connection lot, lot 400 has been provided off Road 1, should the land directly abutting the sites northern boundary, ever be developed in the future. This provides the option of connectivity to the future development if desired.