QUEENSTOWN LAKES DISTRICT COUNCIL

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REPORT ON AN APPLICATION FOR RESOURCE CONSENT FOR A QUALIFYING DEVELOPMENT UNDER SECTION 25 OF THE HOUSING ACCORDS AND SPECIAL HOUSING AREAS ACT 2013 (HASHAA)

APPLICATION UNDER S221 OF THE RESOURCE MANAGEMENT ACT 1991 (RMA) FOR THE CHANGE/CANCELLATION OF CONSENT NOTICE CONDITIONS – SECTION 221

Applicant:	Queenstown Housing Limited
Application Reference:	SH190488
Application:	Application under section 25 of *the Housing Accords and Special Housing Areas Act 2013* (HASHAA) to undertake a staged subdivision to create 526 residential lots, 14 multi-unit lots, one lot for commercial purposes, lots to vest as road and reserve, with associated earthworks, access and roading, services, and landscaping; Application under s25 of HASHAA for land use consent to establish residential units within each residential lot and to establish commercial activities. Application under section 221 of the Resource Management Act 1991 (RMA) to cancel Consent Notice 7919701.16.
Location:	436 Kingston Road, Jacks Point
Legal Description:	Lot 1-2 Deposited Plan 475609 held in Record of Title 655559
Zoning:	**ODP:** Resort (Jacks Point) **PDP:** Jacks Point
Activity Status:	**Non-complying**
Decision Date:	**21 September 2020**

SUMMARY OF DECISIONS

1. Pursuant to sections 29 of the HASHAA the application will be processed on a **non-notified** basis. This decision is made by Alana Standish, Team Leader Resource Consents, on 18 September 2020 under delegated authority.

2. Pursuant to Section 36 of the HASHAA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision. The consent only applies if the conditions outlined are met.

3. Pursuant to Section 104 of the RMA, consent is **GRANTED** subject to cancel the consent notice conditions as outlined in Section 6.13 of this decision.

4. To reach the decision to grant consent the application 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, as delegate for the Council.

1. PROPOSAL AND SITE HISTORY

1.1 Proposal

Subdivision consent is sought to create 526 residential lots, 14 multi-unit lots, 1 lot for community/commercial purposes, lots to vest as road and reserve, with associated earthworks, access and roading, services, and landscaping.

Land use consent is also sought to establish a future residential unit within Lots 1-207 and 227-545, establish residential activities within Lots 901-914, and to establish community or commercial activities within Lot 900. Land use consent is also sought to allow future buildings within all lots to exceed the 4m height restriction for this zone under the PDP.

The applicant has provided a description of the site and locality in sections 1-3 of the report entitled "*Application for Resource Consent, Section 25, Housing Accord and Special Housing Areas Act 2013*", dated 2 September 2019 (Amended 9 September 2019 to include Chapter 25 PDP) and prepared by Rosalind Devlin, Resource Management Planner (hereon referred to as the applicant's AEE and attached as Appendix 2). These descriptions are considered generally accurate and are adopted for the purpose of this report.

It is noted that the proposed development has been revised several times throughout the consent process in response to matters that have arisen from further information requests. As such, for completeness, the final version of the proposal is summarised as follows:

Purpose	Reference	Total Number	Size
Residential	Lots 1-207 and 227-545	526	~ 280-975m^2
Multi-unit (residential bulk lots)	Lots 901-914	14	~ 2,400-6,940m^2
Commercial/community	Lot 900	1	5,000m^2
Legal Road	Lots 1001-1019	18	N/A
Local purpose reserve (drainage)	Lots 803-807, 811 & 814	7	~ 0.04—1.72 ha
Local purpose (visual amenity)	Lots 808 - 809	2	~ 0.68-0.76 ha
Local purpose (accessway)	Lots 810 & 812	2	~ 176-199m^2
Recreation Reserve	Lot 800-802 & 813	3	~ 3,860m^2 - 1.66 ha
Balance lots (to be amalgamated and held in the same title).	Lot 915 and 916	2	0.96 – 1.53 ha

All reserves and roads will be vested in QLDC, with one lot to be vested in NZTA as highway reserve (Lot 1001) which will contain a new roundabout, providing access from the site from State Highway 6.

Bulk earthworks comprising 195,000m^3 will be carried out to form roads and create level sections.

Structural landscaping is also proposed including within Lots 808 and 809, creating a buffer between residential allotments and the State Highway.

Flood mitigation work is also proposed including the creation of Lots 804 and 814 as stormwater detention basins, and balance Lots 915 and 916 (to be amalgamated to be held in the same title) to contain the southern floodway. Rockfall bunds along the western boundary of Lots 511-521 are also proposed to mitigate the risk of rockfall from above the site.

Although it is stated within the AEE that a number of housing typologies and house sizes are provided for within each lot, no specific housing designs have been provided with the application. Rather, the applicant seeks a blanket land use consent to allow for future residential units to be constructed within Lots 1-207 and 227-545, with a number of design controls pertaining to development within each lot being volunteered by the applicant to be registered as a consent notices. These controls align with the standards applicable to Low and Medium Density Zones within the Queenstown Lakes District.

With respect to Lots 901-914, these are identified as multi-unit allotments whereby a blanket land use consent is sought to establish future residential activities. However, consent will still be required to enable built form within each of these lots, with a consent notice being volunteered by the applicant outlining parameters for residential density within each lot as well as future built form.

The applicant also seeks consent to cancel a redundant consent notice registered on the underlying title under s221 of the RMA.

Pursuant to s51 of HASHAA, a seven year lapse period is sought for this application.

2. QUALIFYING DEVELOPMENT & ACTIVITY STATUS

2.1 QUALIFYING DEVELOPMENT CRITERIA

The qualifying development criteria specific to the Queenstown (Coneburn Valley) SHA are contained in Schedule 5 of the Housing Accords and Special Housing Areas (Queenstown-Lakes) Order 2017 (the "Order"). The qualifying development criteria specific to the Queenstown (Coneburn Valley) SHA is a minimum of 450 dwellings to be built.

The Order does not set any affordability criteria for the Queenstown (Coneburn Valley) SHA.

The application for resource consent meets the requirements of a Qualifying Development under section 14 of the HASHAA. The Queenstown (Coneburn Valley) SHA proposal is in accordance with this criteria as consent is being sought for:

a) Development which is predominantly residential in nature.
b) Buildings which are between 1 to 2 storeys.
c) A maximum calculated height of 8 metres.
d) The construction of at least 526 dwelling units (as well provision for up to 75 future residential units within the multi-unit lots), greater than the prescribed number (450) of dwellings to be built.

2.2 HOUSING ACCORDS AND SPECIAL HOUSING AREAS ACT 2013

2.2.1 THE DISTRICT PLAN

2.2.1.1 OPERATIVE DISTRICT PLAN (ODP)

The subject site is zoned Resort (Jacks Point) by the ODP and is within the Open Space Landscape Protection / Farming Activity Area (OSL). The proposed activity requires resource consent for the following reasons:

Land Use – Part 22 (Earthworks)

- A **restricted discretionary** activity pursuant to Rule 22.3.2.3(a) as the proposal breaches site standard 22.3.3ii(b) in regards to the maximum height of cut and fill. The maximum height of fill is greater than 2m.

- A **restricted discretionary** activity pursuant to Rule 22.3.2.3(a) as the proposal breaches site standard 22.3.3v(a) in regards to earthworks exceeding 20m^3 in volume being undertaken within 7m of the bed of any water body.

  The matters in respect of which Council has reserved discretion for the above restricted discretionary earthworks rules are:

  (i) The nature and scale of the earthworks
  (ii) Environmental protection measures
  (iii) Remedial works and revegetation
  (iv) The effects on landscape and visual amenity values
  (v) The effects on land stability and flooding
  (vi) The effects on water bodies
  (vii) The effects on cultural and archaeological sites
  (viii) Noise.

Overall, the proposal activity is a **restricted discretionary** activity under the ODP.

2.2.1.2 PROPOSED DISTRICT PLAN (ODP)

Council notified its decisions on the PDP on 7 May 2018 (Stage 1) and on 21 March 2019 (Stage 2). Council notified Stage 3 and 3b of the PDP (for submissions) on 19 September 2019 (Stage 3) and 31 October 2019 (Stage 3b).

The site is zoned Jacks Point by the PDP and is within the Open Space Landscape Activity Area (OSL). The activity requires consent for the following reasons:

Land Use – Chapter 25 (Earthworks)

Rules that are treated as operative under s86F:

- A **restricted discretionary** activity pursuant to Rule 25.5.11 for earthworks over a contiguous area of land exceeding 2500m^2 where the slope is 10° or greater (along the western part of the site and floodway batters) and 10,000m^2 where the slope is less than 10° (bulk of the 48ha subject site).

Rules that have legal effect under s86B(1) but are not yet treated as operative are:

- A **restricted discretionary** activity pursuant to Rule 25.5.17.1-3 for farm tracks and access ways with an upslope cut or batter greater than 1 metre in height and greater than 65 degrees, and where the maximum height of fill will exceed 2 metres.

- A **restricted discretionary** activity pursuant to Rule 25.5.19 for earthworks within 10m of the bed of any water body, or any drain or water race that flows to a lake or river, and which exceed 5m^3 in total volume, within any consecutive 12-month period.

- A **restricted discretionary** activity pursuant to Rule 25.5.21 as more than 300m^3 of Cleanfill will be transported by road to or from an area subject to Earthworks.

  For all restricted discretionary earthworks activities, Council's discretion is restricted to the following matters:

  a. Soil erosion, generation and run-off of sediment.
  b. Landscape and visual amenity.
  c. Effects on infrastructure, adjacent sites and public roads.
  d. Land stability.
  e. Effects on water bodies, ecosystem services and biodiversity.
  f. Cultural, heritage and archaeological sites.
  g. Nuisance effects.
  h. Natural Hazards.
  i. Functional aspects and positive effects.

Land Use – Chapter 29 (Transport)

Rules that are treated as operative under s86F:

- A **restricted discretionary** activity pursuant to Rule 29.5.22 in relation to the minimum distances of vehicle crossings from intersections. Several future driveways or vehicle crossings will breach this standard as shown on the plans. Council's discretion is restricted to:

  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.

Land Use – Chapter 41 (Jacks Point Zone)

Rules that are treated as operative under s86F:

- A **restricted discretionary** activity pursuant to Rule 41.5.5.2 for buildings or structures which are not set back a minimum of 20m from the zone boundary. Council's discretion is restricted to:

a. bulk, height and proximity of the building facade to the boundary;
b. the impact on neighbours amenity values;
c. shading and access to sunlight.

- A **restricted discretionary** activity pursuant to Rule 41.5.5.3 in relation to access from State Highway 6 (SH6) which shall be only at the intersections at Maori Jack Road, and Woolshed Road and in a third location as approved by RM160562, as shown on the Structure Plan. The applicant proposes the construction of a new roundabout from SH6. Council's discretion is restricted to the safe and efficient functioning of the road network.

  NOTE: Rule 41.5.5.3 is under Appeal [ENV-2018- CHC-090], however this appeal does not relate to the proposal.

- A **restricted discretionary** activity pursuant to Rule 41.5.5.4 in relation to the scale of use of the Woolshed Road access increasing before an amended design for that road's intersection with SH6 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. Woolshed Road may be used for initial stages of the SHA before the roundabout is constructed, pending approval of a Traffic Management Plan by NZTA. Council's discretion is restricted to the safe and efficient functioning of the road network.

- A **discretionary** activity pursuant to Rule 41.4.4.7b. for any building other than a building ancillary to a farming activity within the Open Space Landscape (OSL) Activity Area.

  NOTE: Rule 41.5.5.3 is under Appeal [ENV-2018-CHC61], however this appeal relates to the Peninsula Hill Landscape Protection Area and does not relate to the proposal.

- A **discretionary** activity pursuant to Rule 41.5.4.2 for buildings within any open space area created by subdivision. Future buildings are proposed within the OSL area.

- A **discretionary** activity pursuant to Rule 41.5.5.1 for development which will not be undertaken in general accordance with the Jacks Point Structure Plan. The site is identified on the Structure Plan as being within the OSL Activity Area whereby only pastoral and arable farming, endemic revegetation, and pedestrian and cycle trails are provided for. The applicant seeks a 'blanket' land use consent to provide for residential activities to occur within proposed Lots 1-207 and 227-545 and Lots 901-914, and for commercial and/or community activities to occur within Lot 900.

- A **non-complying activity** pursuant to Rule 41.5.4.7b in relation to the maximum height of buildings within the OSL Activity Area being greater than 4m. Future buildings within Lots 1-207 and 227-545 and Lots 900-914 will be greater than 4m (as outlined in the applicable consent notice conditions).

Subdivision – Chapter 27 (Subdivision and Development)

Rules that are treated as operative under s86F:

- A **discretionary** activity pursuant to Rule 27.5.17 for subdivision within the Jacks Point Zone 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

Rules that have legal effect under s86B(1) but are not yet treated as operative are:

- A **discretionary** activity pursuant to Rule 27.7.5.1 for subdivision that does not comply with the Jacks Point Structure Plan 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

Overall, the proposal activity is a **non-complying** activity under the PDP.

2.3 RESOURCE MANAGEMENT ACT 1991

The proposed activity requires resource consent for the following reason:

1 A **discretionary** activity consent pursuant to 87B in accordance with Section 221 of the RMA which specifies a change to/cancellation of a consent notice shall be processed in accordance with Sections 88 to 121 and 127(4) to 132. It is proposed to cancel Consent Notice 7919701.16.

2.4 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Based on the Preliminary Site Investigation prepared on behalf of the applicant, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply.

2.5 ACTIVITY STATUS SUMMARY

Overall, the application is considered to be:

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

3. INTERNAL REPORTS

The following reports have been prepared on behalf of QLDC and are attached as appendices:

Report on:	Prepared by:	Report Name and Date	Type of Report	Appendix
Urban Design	David Mead of Hill Young Cooper Ltd	Initial Urban Design Review Report: SH 190488, dated 21 May 2020	Report	3
Landscape	Ms Helen Melsop	Landscape assessment review, date 16 June 2020	Memo	4
Engineering	Mr Alan Hopkins	Engineering Report, dated 17 September 2020	Report	5
Traffic	Mr Nick Fuller of Novo Group	SH190488: Coneburn Special Housing Area Transport Review, 11 April 2020	Letter	6
Parks and Reserves	Ms Jeannie Galavatzi	Parks and Reserves Memos, date 19 September 2019 and 30 July 2020	Memo	7 & 8

The assessments and recommendations of the reports are addressed where appropriate in the assessment to follow.

4. SECTION 29 HASHAA NOTIFICATION

Sections 29(1) and 29(5) of the HASHAA direct that the Council must not notify an application submitted under section 25 if it would not have been notified under the RMA.

Section 29(3) of the HASHAA directs that the Council may notify the following persons where written approval has not been provided;

a) the owners of the land adjacent to the land subject to the application; and
b) the local authorities in whose district or region the land subject to the application falls; and
c) any infrastructure providers who have assets on, under, or over the land subject to the application or the land adjacent to that land; and
d) if the land subject to the application or land adjacent to that land is subject to a designation, the requiring authority that required the designation.

4.1 Notification under the RMA (referencing section 29(5))

It is considered that an application for the proposal under the RMA being assessed against the provisions of the Operative District Plan (ODP) and the Proposed District Plan (PDP) would *likely* be publically notified due to the creation of the allotments for residential, commercial and community purposes within the Open Space Landscape Activity Area (OSL) of the Jacks Point Zone. No permitted development rights are afforded to the land under the ODP and PDP zoning, except for pastoral and arable farming, endemic revegetation, and pedestrian and cycle trails. As such, the type of subdivision and creation of allotments proposed is an activity that would generally be notified under the ODP and PDP due to such matters as potential landscape character effects, density of development, and infrastructure provision, whereby the activity is assessed as a non-complying activity.

Regardless, s29(5) directs that if an application were to be notified under the RMA it shall not be notified under the HASHAA. Section 29(3) provides who **may** be limited notified of the application – and an assessment in this regard is below.

4.2 Adjacent Land to the Subject Site and Written Approvals (section 29(3)(a))

The subject SHA site and its surrounds are shown in Figure 1 below.

Figure 1: Subject site, adjacent sites (marked by blue dots) and written approvals (marked by red dots)

The primary effects relating to this proposal relate to density of the overall development, landscape and visual effects and creation of allotments within the Jacks Point Zone/OSL Activity Area.

The applicant has provided an addendum to the AEE to replace the assessment of effects on adjacent properties contained in Section 7.1 of the AEE. This addendum is adopted for the purposes of this report, being contained within **Appendix 2a**.

An additional assessment on each the adjacent owners/occupiers that have not provided written approval is below.

Owners/occupiers of Part Lot 1 DP 20511

Immediately adjoining the proposed SHA to the north is owned by the Remarkables Station Limited. This property is similarly zoned Rural under the PDP and contain open pastoral farm land.

As noted by the applicant in the additional assessment contained within Appendix 2a, there is an existing residential unit and farm utility sheds located in the approximate location of the blue dot in Figure 1 above. The residential unit is over 300m in distant from the north-eastern corner of the proposed SHA. Residential lots 521-545 are proposed along this northern boundary. The applicant has volunteered a condition of consent in relation to the provision of a structural landscape plan to ensure the rural-urban interface is treated consistently and soften/screening the northern allotments.

Further, along the north-eastern boundary are proposed residential lots 1-18 and proposed commercial Lot 901. Separating these allotments from the adjoining site (Part Lot 1 DP 20511) are Lots 804-807 which will be vested in Council as Local Purpose Reserve (drainage). These reserve areas will consist of a landscape strip wrapping around Part Lot 1 DP 20511 forming a narrow buffer between the development and the adjoining land.

It is accepted that the proposed subdivision and consequential land use is unlikely to restrict current land use activities (farming) on this adjoining land.

In terms of downstream effects resulting from increased stormwater flows from additional impervious surfaces, the applicant has confirmed that the formalisation of the Woolshed Creek Floodway through the SHA site and the construction of two dedicated flood detention ponds which will limit downstream flows to pre-development levels. As discussed further below in Section 6.1 of this report, Council's consultant Land Development Engineer, Mr Alan Hopkins is satisfied (based on the concept design provided) that a gravity stormwater disposal network can feasibly be installed and pre-development flows can be achieved, recommending a condition of consent that detailed design plans for the provision of a primary stormwater disposal network to service all impermeable areas within the development is submitted for approval, including the design will not result in an increased flooding of downstream properties (including Part Lot 1 DP 20511).

In terms of the risk of flooding, the developer has provided significant additional reporting and modelling from Fluent Solutions Ltd to confirm that the revised design will not increase flows to the neighbouring Northern Floodway farm drain or neighbouring land.

In this case, it is considered that the owners/occupiers of Part Lot 1 DP 20511 need not be notified.

Owners/occupiers of Lot 9 DP 498179

Lot 9 DP 498179 adjoins the subject site to the south-west and is similarly contained within the Open Space Landscape (OSL) Activity Area of the Jacks Point Zone. This land is identified as being within an Outstanding Natural Landscape (ONL) and is currently farmed.

In terms of effects on the owners/occupiers of Lot 9 DP 498179, the balance land (Lot 3) of the bulk title subdivision approved by resource consent RM200120 adjoins this site. Lot 3 which will be maintained as pastoral farmland, and provides a degree of separation between the proposed subdivision and this allotment.

Overall, for the above reasons, it is concluded that the owners/occupiers of Lot 9 DP 498179 need not be notified.

Owners/occupiers of Lot 200 DP 514148

The proposed SHA's western adjacent neighbour is Lot 200 DP 514148. This site is a large landholding comprising over 670 hectares containing the Outstanding Natural Feature (ONF) of Peninsula Hill (located within the wider ONL). The eastern flanks of this feature overlook the development site.

Given the size of Lot 200 DP 514148, it is considered unlikely that pastoral farming practices will be inhibited by the proposed development. Further, the subdivision has been designed to provide separation between residential allotments and the ONL boundary with Lot 3 of RM200120 wrapping around the residential allotments to provide a buffer between the south-eastern corner of Lot 200 DP 514148 and the proposed development.

For these reasons, it is concluded the owners/occupiers of Lot 200 DP 514148 need not be notified.

Owners/occupiers of Lot 3 DP 26996 and Part Lot 1 DP 26261

Located on the opposite side of SH6 are Lot 3 DP 26996 and Part Lot 1 DP 26261 which are presently farmed being zoned Rural. There is a reasonable separation distance afforded between the proposed SHA site and these properties.

Further, there are no residential units which obtain views towards the proposed development area located within Lot 3 DP 26996 and Part Lot 1 DP 26261, and it is considered unlikely that farming activities will be inhibited by this proposal.

As such, it is concluded the owners/occupiers of Lot 3 DP 26996 and Part Lot 1 DP 26261 need not be notified.

Conclusion

Based on the above, it is considered that no adjacent persons who have not provided prior written approval need to be notified of the application.

4.3 Local Authorities (section 29(3)(b))

The relevant local authorities are:

- Otago Regional Council (ORC), and
- Queenstown Lakes District Council (QLDC).

No written approval has been provided from ORC or QLDC.

Comment has been sought by QLDC departments with regard to the application and as such, it is not considered necessary to notify QLDC specifically.

With regard to the ORC, the development is not taking place on or adjacent to any protected areas detailed in any ORC Plans. As detailed in the applicant's AEE, the proposal may trigger the requirement to seek Regional Council consents in relation to flood or stormwater mitigation works, with an application to be lodged once this subdivision consent under HASHAA is approved. Further, ORC were consulted as part of the Expression of Interest (EOI) and accordingly, it is considered that the ORC does not need to be notified of the application.

4. 4 Infrastructure Providers (section 29(3)(c))

No written approvals have been provided by any infrastructure provider (this has the same meaning as network utility operators in section 166 of the RMA).

The infrastructure providers who have assets on, under, or over the land subject to the application or the land adjacent to that land include:

- Aurora (electricity);
- Chorus (telecommunications);

There are no infrastructure providers for which notification is considered necessary. It is noted that confirmation has been provided from network utility providers for telecom and electricity that their respective networks can be extended to serve the proposed development.

4.5 Designations (section 29(3)(d))

Adjoining the subject site to the east is Designation 84 (State Highway 6A). The New Zealand Transport Agency (NZTA) as requiring authority have provided written approval to the application.

5. DECISION: LIMITED NOTIFICATION AND SERVICE

For the reasons established in section 3 above, this consent is to be processed on a non-notified basis.

6. ASSESSMENT

Sections 34 and 35 of the HASHAA provide the statutory framework for consideration of any application for a qualifying development within a Special Housing Area.

6.1 STATUTORY CONSIDERATIONS

Section 34(1) of the HASHAA details the matters the council must have regard to when considering applications for resource consent. The section identifies a clear order for weighting (in descending priority) as follows:

(a) The purpose of HASHAA;
(b) Part 2 of the RMA;
(c) The Proposed District Plan;
(d) Section 104 of the RMA;
(e) The "Urban Design Protocol".

The following assessment summarises and evaluates the potential effects of the development and then weighs the various components described above.

The assessments and recommendations of the reports submitted with the application and those carried out on behalf of QLDC (noted in Section 3 above) are addressed where appropriate in the assessment to follow.

6.1.3 Summary of Effects

An assessment of the actual and potential effects is provided in Section 7 of the Applicant's AEE. The assessment draws on the supporting documents included as part of the application, including the following:

- '*Coneburn, Special Housing Area, Urban Design Review'*, prepared by Erin Quinn of Vivian Espie Limited
- '*Subdivision Resource Consent Application, Coneburn Special Housing Area, Report on Landscape and Visual Effects*', dated 22 October 2019 prepared by Mr Ben Espie of Vivian Espie Ltd.
- '*Engineers Feasibility Assessment for Consent Application for Coneburn Residential Development'*, dated September 2019, prepared by Mr Grant Kluyts of Stantec
- '*Coneburn Development Additional Transport Commentary*', dated 9 April 2019, prepared by Mr Chris Baker of WSP-Opus.
- '*Geotechnical Report for Resource Consent*', dated August 2019 prepared by Mr Paul Faulkner of Geosolve Ltd
- '*Queenstown Housing Limited, Coneburn Flood Management, Full Site Flood Mitigation Assessment*', dated 3 February 2020 prepared by Alexis Patrylak of Fluent Solutions Limited

Overall, the assessment provided within the AEE is generally accepted, and is adopted for the purpose of this report. An additional assessment follows, summarising pertinent matters raised in the internal reports undertaken on behalf of QLDC listed in Section 3 above.

Overall, the proposed subdivision is considered to raise actual or potential effects on the environment relating to the following matters, which are addressed in turn below:

i. Subdivision Design including allotment size, configuration, and future land use
ii. Landscape and Visual Amenity

iii. Reserves
iv. Transport
v. Infrastructure Servicing
vi. Earthworks and Construction
vii. Natural Hazards
viii. Cancellation of Consent Notice

i. Subdivision design including allotment size, configuration and use

The proposed development as amended now comprises 526 residential allotments, 14 larger "bulk" lots to contain future multi-unit residential developments, one lot for future commercial/community purposes, thirteen reserve lots, two balance lots as well as associated roading.

In terms of the design and layout of the proposed subdivision, Council commissioned Mr David Mead to carry out an urban design review of the proposal. The Urban Design Review report is contained within **Appendix 3** to this report.

Overall, Mr Mead notes many positive aspects of the proposed design, however, raises concern regarding the location of the smaller individual lots (less than 300m^2) along the southern boundary of the SHA, considering these to be remote from the main open space and commercial centre. In response to this concern, the applicant reduced the number of southern lots adjoining the balance land (Lots 915 and 916) such that Lots 183-207 now have a wider road frontage and are larger in area, increasing from approximately 250m^2 to approximately 400m^2. This change is considered to be a better design outcome allowing for more open space around future built form and a greater separation between neighbours.

In the urban design review of the proposal, Mr Mead identified the lack of connectivity to Woolshed Road as a major impediment to good urban design, considering this aspect of the design to result in moderate to substantial adverse effects. In other words, the absence of a connection from the proposed development to Woolshed Road would mean that from an urban design perspective, the proposed subdivision design had a fundamental weakness and would result in a less functional environment for future residents.

As outlined in Mr Mead's urban design review report (**Appendix 3**), the initial subdivision plans showed a physical road connection from the proposed development to Woolshed Road in the south-eastern corner of the site. However, through the processing of this application including consultation with Council's Property and Infrastructure Team and the New Zealand Transport Agency (NZTA), this indicative link was determined to be too close to the intersection with SH6 resulting in potential safety problems, such as headlight clashes. Accordingly, the applicant has provided for a future southern road link from the SHA area to the adjoining land to the south (being bulk Lot 3 of RM200120). As this adjoining property is not in the same ownership as the SHA, it is accepted that a road link to Woolshed Road from the SHA cannot be achieved at this point in time as it relies on the road being built across the neighbouring land, and therefore a southern road linkage cannot be formalised/constructed until such a time this adjoining land is developed.

However, it is also acknowledged that the development of the SHA will take several years before the demand for this southern link is realised, and that the proposed location of the southern link further west will provide a more direct north-south route linking the SHA to Hanley Downs and Jacks Point. Once constructed, this will serve better as a future public transport corridor than the location originally proposed, and aligns with Council's Transport Network Operating Framework (NOF).

Despite Mr Mead's comments, on balance it is considered that the provision for a future connection to the south in the location proposed is a better design outcome than that initially assessed. Further, the proposed future connection would have better traffic safety outcomes.

In terms of the proposed layout of the road network, Mr Mead supports the grid like layout considering it provides for a legible environment while also assisting with providing for 'vistas' or views of surrounding landforms. Although suggestions were made by Mr Mead to improve views out to the surrounding landscape by slightly reconfiguring the roading layout/orientation, these have not been adopted by the applicant. However, as the overall layout was not strongly challenged, the proposed subdivision design is considered appropriate in terms of roading.

With respect of the arrangement of driveways, on-street parking and street trees, Mr Mead considers that there is a lack of detail provided especially in the areas with smaller lot frontages and where higher density of development is anticipated. In this respect, Mr Meads recommends that for lots with a width less than 12.5m, vehicle crossings should to be restricted to a single width to avoid the street scene being dominated by driveways with limited space for on-street parking and street trees. This is accepted for the purposes of this report. It is noted that vehicle crossing location and on-street parking is also addressed by Mr Hopkins in the engineering report (**Appendix 5**) as discussed below.

The QLDC Subdivision design guidelines recommend minimal use of cul-de-sac roads. The revised scheme plan limits the number of cul-de-sac roads to one (Lot 1017). This dead-end road provides access to a number of the larger bulk residential lots (Lots 903-909), as well as smaller medium density sections. A local purpose reserve (Lot 810) provides a pedestrian connection to the larger Lot 803 which is to be vested in Council as local purpose (drainage). It is therefore considered that the proposed roading network avoids cul-de-sacs and rear lots and provides appropriate connections.

In terms of Lot 900 which is earmarked to contain future commercial or community uses to serve local residents, its central location within the development is considered appropriate for its intended use. A consent notice pertaining to this lot has been volunteered by the applicant, advising of the requirement to submit a comprehensive land use consent application to Council at the time future development is proposed. This is considered an appropriate response to ensure any future owner understands their consenting obligations for future development of these lots to be comprehensively assessed at that time.

Overall, it is considered that in the context of the SHA and landownership to the south, adverse effects on the environment resulting from the subdivision design are no more than minor with the proposed development providing appropriate outcomes for future residential use

ii. Landscape and Visual Amenity

The applicant has submitted a landscape and visual assessment for the proposed development prepared by Mr Ben Espie of Vivian and Espie. This, along with the addendum to this report (dated 13 November 2019), has been reviewed by QLDC's Consultant Landscape Architect Ms Helen Melsop. Ms Melsop's landscape review is contained within **Appendix 4** to this report.

In terms of the landscape character of the site, despite an ONL line being shown on the proposed subdivision scheme plan (which correlates with that shown on ODP and PDP planning maps), for the reasons outlined in the applicant's landscape addendum, it is accepted that the proposed development, including the residential lots adjoining the western boundary of the site, sit outside the ONL boundary containing the ONF of Peninsula Hill. It is noted that Ms Melsop also concurs with this finding.

Overall, Ms Melsop concludes that the proposed SHA development will substantially alter the landscape character of the Coneburn Valley, resulting in adverse effects that are more than minor. Despite this, Ms Melsop considers that views over the development towards Peninsula Hill and the wider ONL would be largely retained, and considers that adverse effects on the values of Peninsula Hill ONF and on the visual amenity experienced from SH6 will be reduced by limiting the extension of suburban development up the toe slopes and alluvial fans adjoining the ONF, which the proposed development has achieved.

In this regard, the applicant has volunteered consent notice conditions pertaining to the western most multi-unit lots adjoining the ONL (Lots 904-914), introducing design controls over density, height, floor area and appearance of buildings, as well as a 10m building setback from the western boundary. Ms Melsop considers that these restrictions will:

> *"provide a lower density transitional area between the remainder of the SHA and the ONF. The 10-metre building setback, together with the planting and fencing requirements, should ensure that the 'soft' edge with the ONF recommended by Mr Espie is achieved and adverse effects on the integrity and visual coherence of the ONF are avoided. The limitations on building height and ground floor area would also limit the bulk of built development and minimise the screening effects of tall and bulky development in the foreground of the ONF."*

A blanket land use consent is not sought to construct buildings within these multi-unit lots. Rather, the volunteered consent notice will provide parameters around the design and density of future development, providing for the creation of up to 32 additional residential lots ranging in size from 720m^2-1000m^2 in area along this western boundary. Ms Melsop is of the view that this additional density would still allow for a

transitional area of lower density between the ONL and the remainder of the SHA. This is accepted for the purposes of this report.

It is also noted that future land use/subdivision consents will need to be obtained to develop these multi-unit lots further, which will be considered/assessed as a discretionary activity under the current PDP provisions contained within Chapters 41 (Jacks Point) and 27 (Subdivision and Development) (given a blanket non-complying consent is sought for buildings over 4m high within the OSL Activity Area of Jacks Point is sought under the SHA application). Under the discretionary activity status, Council would have the ability to decline consent if proposed development did not protect the landscape values of the adjacent ONF to an acceptable standard.

Although the Consent Notice submitted by the applicant for these multi-unit lots would require development to be addressed comprehensively, in order to assess effects on the adjoining ONL, it is considered appropriate for both land use and subdivision consents to be submitted concurrently. At this time, all residential buildings for that site as well as details associated earthworks, access, parking, vehicle manoeuvring, planting, and any additional design controls considered necessary to protect the landscape values of the adjoining ONL would need to be provided. This approach has been accepted by the applicant and now forms part of the proposal.

In terms of the smaller low-medium density Lots 511-515 and 518-521 which are located along the north-western extent of the SHA, rock fall protection bunds to mitigate the risk of rockfall hazard are proposed to be contained within these lots (discussed further below). Ms Melsop considers that these bunds have the potential to adversely affect the naturalness and coherence of the adjacent ONF, but that these adverse effects could be reduced by placement of fill on the eastern side of the bunds and planting this fill with appropriate indigenous species. The placement of fill is shown on the plans, and the applicant has agreed to a condition of consent requiring the structural landscape plan to be amended such that the batter slopes are planted with species from the Jacks Point plant list contained within Part 41.8 of the PDP. Implementation of this amended structural landscape plan will need to occur prior to s224c, and subsequently maintained and irrigated is considered appropriate.

Overall, although it is accepted that effects on landscape character in the wider environment will be more than minor, the proposed design and density of subdivision is considered to have appropriately addressed the adjoining ONL along the western boundary of the site as much as possible in the context of the SHA.

In terms of edge treatment between the SHA and eastern lots, Ms Melsop agrees that "*the proposed landscape treatment on the SH6 edge is appropriate and would maintain intermittent valued views to the ONL/F. Similarly the stormwater reserve areas with native planting proposed on the eastern boundary of the northern SHA and the northern edge of the eastern part would provide appropriate buffers between rural land and the development.*"

The design controls volunteered for lots along the northernmost boundary of the SHA are supported by Ms Melsop, which include the requirement for fences to be no more than 1.2m fences high and visually permeable. Similar controls applicable to southern allotments. It is also noted that the Structural Landscape Plan submitted by the applicant indicates a 2-3m high screening hedge to be located along the northern boundary of the site. However, to ensure a consistent rural-urban interface along both the northern and southern boundaries, the applicant has agreed to amend the structural landscape plan to include details of planting along each boundary (including species from the Jacks Point plant list contained within Part 41.8 of the PDP), as well as a condition that this plan be implemented prior to titles for the residential lots being issued.

Internal to the site, it is noted that Ms Melsop also considers that the proposed street tree and reserve planting to be "robust", and over time will increase the visual amenity of the developed subdivision.

In terms of the overall density proposed within the SHA, Ms Melsop is of the view that while some urban development is anticipated within an approved SHA, to be a qualifying development, the proposal needed to provide for 450 sections/dwellings whereas 632 were originally proposed. As such, Ms Melsop considers that the proposed subdivision could have been designed "in a completely different layout, possibly well set back from SH6 and Peninsula Hill or configured with substantial intervening open space as at the southern part of Jacks Point." The revised application now proposes 559 residential allotments in total (including 14 multi-unit allotments) which somewhat addresses Ms Melhop's concerns. This is a reduction of approximately 73 smaller lots.

Although it is considered that the views expressed by Ms Melsop have merit in terms of the adverse landscape and visual effects resulting from the proposal, when taking into account the matters which Council must have regard to under s34(1) of the HASHAA, the greatest weighting is to be given to the purpose of HASHAA, followed by Part 2 of the RMA. It is acknowledged that while some adverse effects on landscape character will result, the proposed development comprising 559 residential allotments better accords with the purpose of HASHAA than providing 450 residential sections outlined in the Order. As such, the proposed development is considered "*to enhance housing affordability by facilitating an increase in land and housing supply in certain regions or districts".*

Overall, taking into consideration the design controls volunteered by the applicant to be registered on the titles of various lots relating to density, building external appearance, fencing and landscaping, adverse landscape and visual effects are considered to be acceptable.

iii. Reserves

The applicant proposes to vest twelve (12) local purpose reserves (identified for the purposes of stormwater, connection and amenity setbacks) and three recreation reserves (comprising an area of 2.01 hectares) in QLDC, which are located throughout the development.

The proposed reserve network has been assessed by QLDC's Senior Planner: Parks and Reserves, Ms Jeannie Galavazi. Two reports have been prepared by Ms Galavazi which are to be read in conjunction with each other and are contained within **Appendix 7** and **Appendix 8** to this report. These reports are considered accurate and are adopted for the purposes of this report.

Further, relevant comments provided by Mr Mead on the proposed open space network from an urban design perspective are incorporated into the discussion below.

Recreation Reserves

Located centrally within the development are Lots 800 (3,680m^2) and 801 (8,000m^2) which are to be vested in QLDC as recreation reserves. As these reserves are adjacent and connected, Ms Galavazi notes that collectively they can be considered as a "Community Park" despite falling short of the required 20,000m^2 under the QLDC Parks and Open Spaces Strategy. However, given their central location next to a future commercial development and carparking, Ms Galavazi considers them to be appropriately sized (not too elongated or irregularly shaped), being predominantly flat and out of the floodzone. Ms Galavazi notes that "*a range of recreation uses such as BBQs, playgrounds, community gathering locations can be accommodated and it is anticipated with the appropriate reserve improvements this Community Park will be well utilised by the future Coneburn community*."

It is noted that Lot 900 (commercial) will front the proposed reserve areas along two boundaries, as does Lot 901 (multi-unit). An indicative cycle trail is shown on the subdivision plans which passes through Lots 800 and 801, connecting with Lot 806 to the north, which will also assist with safety and surveillance of the reserve. To ensure that future development within Lots 900 and 901 respond appropriately to the adjoining reserve areas, the applicant has agreed to revised wording within the volunteered consent notice pertaining to these lots, which now forms part of the application.

From an urban design perspective, Mr Mead considers that Lots 800 and 801 will assist with creating a sense of identity within the development, and that the street frontages along these reserve areas will assist with passive surveillance and will provide amenity. Lots 800 and 801 remain open on three sides adjoining street frontages or local purpose (drainage) reserve and demonstrates good walking/cycling connections.

Lot 813 is also proposed to be vested in QLDC as recreation reserve, bringing the combined total area of recreation reserve within the development to just over 1.7 hectares, meeting the requirement for reserve land under the QLDC Development Contributions Policy. Although Lot 813 is located adjacent to the floodway, it will be engineered and built up out of the floodzone. Ms Galavazi notes that this reserve would align with the function of a 'Local Park' as identified in the Parks and Open Space Strategy (2017).

However, given the position of this reserve in relation to the floodway, Ms Galavazi has recommended a condition of consent to ensure that the final reserve design will meet the requirements of the Parks and Reserves Team, and can meet the needs of the surrounding community. This has been accepted by the applicant and now forms part of the proposal.

Ms Galavazi also notes that there is no commitment from Council's Parks team to undertake any improvements within the proposed reserves, noting that it is expected that reserves are designed to accommodate improvements (such as playgrounds, furniture, BBQ areas etc.) and that any stormwater functions in adjacent local purpose reserves should not impinge upon the ability for such improvements to be reasonably accommodated within the recreation reserve areas. Appropriate conditions have been recommended by Ms Galavazi in this regard, which have been accepted by the applicant.

The applicant seeks to enable the proposed development to be staged but has not given details regarding how a staged approach may be carried out. For the reasons outlined by Ms Galavazi within **Appendix 8**, a condition of consent has been accepted by the applicant that the creation of the Recreation Reserves will be tied to the first stage of any development to seek title, unless otherwise agreed by the Parks & Open Spaces Planning Manager, noting the process to vest reserves in QLDC falls outside of the RMA process. This will ensure the positive benefit of the recreation reserve is secured at the outset.

Overall, the recreation reserve land proposed is considered to be appropriate to cater for the scale of development proposed.

Local Purpose Reserves

As noted by Ms Galavazi, there are a number of Local Purpose (drainage) reserves proposed within the development, ranging in size from 400m^2 to 17,200m^2. Two lots are also proposed as stormwater detention basins (Lots 804 and 814). These are needed to cater for significant stormwater flows from the upstream catchment, as well as the floodway which runs re the centre of the SHA site.

Ms Galavazi also notes that some of the Local Purpose Reserves will accommodate underground infrastructure and services, and as such, will require easements. An appropriate condition of consent is recommended by Ms Galavazi in this regard, which has been accepted by the applicant and now forms part of the proposal.

Further, Lots 810 and 812 have been assessed as being adequate for their intended function (access) provided that any formed pathway is to a minimum Grade 2 standard. To ensure that the pedestrian/cycle connections are open, visible and not walled in by adjacent development to the extent that they might otherwise become hidden from view and unsafe, the applicant has offered appropriate design controls which will be registered as a consent notices on residential lots to include restrictions regarding setbacks from reserve boundaries and fencing.

Overall, the proposed local purpose reserve network is considered to be appropriate.

iv. Transport

The transport assessment submitted with the application has been reviewed by Novo Group on behalf of QLDC, with a general layout and public transport review against the Network Operating Framework (NOF) undertaken by the Property and Infrastructure team of QLDC. These additional assessments are summarised in the engineering report (**Appendix 5**) prepared by QLDC's Consultant Land Development Engineer, Mr Alan Hopkins. This report is considered accurate and is adopted for the purposes of this report.

In summary, the proposed subdivision scheme plan shows two collector roads and ten local roads that will all be vested in Council. The roads proposed will be accessed via a new roundabout intersection with SH6. The proposed collector roads will temporarily terminate at their southern and northern ends, with suitable provision for connection to potential development land to the north and south (as discussed above). The intersection between the two collector roads will include a new internal roundabout.

In this regard, Mr Hopkins notes that Clause 26-30 of the Coneburn Special Housing Area Deed (Infrastructure & Affordability) dated 30th April 2019, outlines the specific requirements for vehicle and pedestrian/cycle access to the development. Given the provision for connections to land to the north and south, Mr Hopkins is satisfied that the proposed access routes align with the requirements of the deed. This is accepted for the purposes of this report.

A summary of the transport assessment contained within the engineering report (**Appendix 5**) is provided below in respect of the proposed roading network (from an engineering perspective):

a. Proposed Roundabout at SH6 Intersection

With respect of the proposed roundabout at the intersection with SH6, it is noted that NZTA have provided written approval for the layout and concept design of the proposed roundabout. As such, Mr Hopkins is satisfied that access to the development from SH6 is feasible, which is accepted for the purposes of this report.

However, given the design acceptance and construction of this roundabout is the responsibility of NZTA, and the proposed development is reliant upon this access intersection being complete and operational, Mr Hopkins has recommended a condition of consent that prior to any titles for any lots within the subdivision being issued, written confirmation from NZTA must be provided confirming that the proposed roundabout has been designed and constructed to a safe and acceptable standard, and is fully operational. This has been accepted by the applicant.

b. Woolshed Road

In terms of Woolshed Road, no development is proposed to front onto Woodshed Road with the exception of an ~80 m long section of balance Lot 916. Although no vehicle access to/from Woolshed Road is proposed, the applicant proposes to construct an off-road cycle/walking track link at the south-eastern corner of the site.

As noted by Mr Hopkins within the engineering report (**Appendix 5**), Rule 41.5.5.4 of the PDP requires the existing Woolshed Road intersection with SH6 to be upgraded (or closed in place of an alternate access) when use of Woolshed Road increases. However, within an email dated 1 September 2020, Richard Shaw on behalf of the NZTA confirmed that they do not presently require closure of the existing Woolshed Road intersection with SH6 as interim measures are available to them to permit co-existence of the SH6 roundabout and SH6 Woolshed Road intersection. This is accepted for the purposes of this report.

Mr Hopkins addresses the use of Woodshed Road in relation to Council's NOF for future planning of the greater road network routes in the area, concluding that given the development has provided for future road linkages to the north and south, the intended future links identified within the NOF can be constructed through development of the neighbouring land, or alternatively, Council could acquire the required easements or roads at a future date. This matter has been previously addressed in section i) above.

c. Collector Roads 1 and 2

The applicant proposes to form two collector roads through the proposed subdivision. Road 1 comprises proposed Lots 1002, 1010, 1011, 1014, with Road 2 comprising Proposed Lots 1003 and 1007.

Taking into consideration the transport review of the proposal undertaken by Novo Group (**Appendix 6**), Mr Hopkins has provided a detailed description and assessment of collector Roads 1 and 2 at Sections 1.3 and 1.4 of the engineering report, attached as **Appendix 5**. This assessment is adopted for the purpose of this report, however for completeness the following points are made in summary:

- Roads 1 and 2 will form a key public transport and vehicle route under the Council NOF. This road will likely connect through with future residential land to the north and has been assessed on this basis.
- Mr Hopkins is satisfied that the design of Roads 1 and 2 meets or exceeds the Council standard for an E13 (collector) road.
- Similarly, taking into consideration the future public transport function of Roads 1 and 2 under the NOF, as well as the likely future increased traffic demand from Hanley Farm and the undeveloped land to the north and south, these collector roads are considered appropriate for use.
- However, the northern two thirds of Road 1 does not meet the required E13 standard due to the reduced legal width. Due to the drainage reserve (Lot 804) being located on the eastern side of Road 1, continuous indented parking (2.1m) and a footpath (2m) is not required on this side of the road. It is also noted that an off-road footpath is proposed within Lot 804 reducing the need for an on-road path. As such, Mr Hopkins has confirmed that in this case, the proposed design is appropriate and suitable for use.
- To ensure Roads 1 and 2 are constructed in accordance with QLDC standards, Mr Hopkins has recommended appropriate conditions of consent, which have been accepted by the applicant.

Mr Hopkins has advised that Council's Parks & Reserves Team have indicated a desire to provide some parking for members of the public wishing to use the drainage reserve (Lot 804) for informal recreation. To address this need, Mr Hopkins has recommended a consent condition that either two distinct areas of 2-3 indented parallel on-street parks are provided on Road 1 at either end of Lot 804 and the legal road reserve be locally widened by 2m to accommodate the parks. Alternatively, in consultation with Council Parks & Reserves, the consent holder shall construct and vest an appropriate off-road parking provision within Lot 804. This has been accepted by the applicant.

In relation to the southern extent of Road 2 (Lot 1019) (see Figure 2 below), Mr Hopkins has noted that part of this road which is to be vested in QLDC extends through private balance Lots 915 & 916. The applicant has confirmed however that Road 2 will not be formed within this area and no culvert crossing of the Southern Floodway will be provided. In this regard, Mr Hopkins has advised that not forming this portion of road under this development will require any future development or roading connection to the south to form this short section of road and construct the associated culvert or bridge crossing of the Southern Floodway. For the reasons outlined by Mr Hopkins in the engineering report (**Appendix 5**), it is considered that allowing this section of legal road to remain unformed is acceptable. A related condition has been recommended by Mr Hopkins to this effect.

Figure 2: southern extent of Road 2 extending into balance Lots 915 and 916.

Further to the assessment provided by Mr Hopkins, it is noted that the applicant is required to provide a connection to the south as part of the Stakeholders Deed. Mr Mead, who has undertaken an urban design review of the proposal has also advised that a street connection to Woolshed Road should be provided. This matter has been substantively addressed above whereby it is concluded that the provision for a future connection in the location indicated is appropriate and will result in better outcomes for the community long-term.

d. Local Roads 3-12

The applicant proposes 10 local roads throughout the subdivision (roads 3-12) comprising Lots 1004-1006, 1008 -1009, 1012-1013, 1015-1017. A summary of Mr Hopkins assessment is as follows:

- Roads 3-12 have been conceptually designed in general accordance with the QLDC COP and will be vested in Council.
- Mr Hopkins is generally satisfied that the proposed design complies, however concern has been raised regarding a movement lane below 7.2m which is not considered to be sufficient to allow for parking within the movement lane. Mr Hopkins has therefore recommended a condition that as a minimum these roads shall be designed with a 7.2m carriageway excluding the kerb and channel width in order to maintain a 3m live movement lane with parking either side of the road.
- Roads 3, 4, 6 and 11 will be formed with a reduced width where portions of the road front a recreation reserve. As such, a footpath is not required on one side as the reserve will contain an off-road footpath. The reduced width is therefore acceptable in these specific cases.
- The conceptual design of these local roads has been confirmed as being appropriate for use and in accordance with the QLDC COP. Related conditions have been recommended by Mr Hopkins to ensure these roads are constructed in accordance with QLDC standards

Within **Appendix 5**, Mr Hopkins has included a roading summary table outlining the requirements for each local road with agreed exceptions. For the reasons outlined within the engineering report, Mr Hopkins recommendations relating to the proposed local road design and formation is accepted for the purposes of this report.

e. Vehicle crossings

Although the applicant has not confirmed whether vehicle crossings will be constructed for residential lots at the time of subdivision, due to the limited lot frontage widths (minimum 12.5m) and the proximity of some crossings to intersections, the location and layout of vehicle crossings need to be carefully considered.

Mr Hopkins therefore recommends that vehicle crossings be installed by the developer at time of subdivision. For the reasons outlined within **Appendix 5**, this is accepted for the purposes of this report and has similarly been accepted by the applicant. Further, Mr Mead in his urban design review considers that for smaller lots with limited frontage less than 12.5m in width, vehicle crossings should be no greater than 4.5m in width. This condition has similarly been accepted by the applicant.

Consent is sought under the PDP to locate some of the proposed vehicle crossings within the 25m minimum off-set from local road intersections, and within the 30m setback from collector road intersections. QLDC's consulting traffic engineers, Novo Group, have reviewed these non-compliances (see **Appendix 6)** and concluded that the majority of the vehicle crossing locations are acceptable from a safety and operational perspective. However, it is recommended that six of the vehicle crossing locations associated with Lots 123, 182, 334, 510, 901, 912 (crossing A-F) are relocated to provide a saver outcome. To ensure that these six crossing points are suitably relocated, Mr Hopkins has recommended a related conditions of consent, which is accepted for the purposes of this report.

In terms of installing vehicle crossings to the proposed multi-unit Lots (901 and 902), or Lot 900 which is earmarked to contain future commercial/community land uses, Mr Hopkins is satisfied that as future development of these lots will require a high level of design flexibility this approach is acceptable. However, to ensure that the future owners or potential owners of these lots are aware of the requirement to install vehicle crossings at the time development is proposed within these lots, it is considered appropriate to register a consent notice on these titles, as well as for Lots 903-914, as recommended by Mr Hopkins.

f. Footpath linkages

The assessment provided by Mr Hopkins within the engineering report in relation to footpath linkages is adopted for the purpose of this report, with the following additional assessment:

Clause 28 of the Coneburn Special Housing Area Deed (Infrastructure & Affordability) dated 30th April 2019 states:

> *"The Developer agrees to work with the Council to ensure that the walking and cycling share paths and any associated infrastructure are connected to the existing network of trails and/or provide for future connections. In particular, to the extent that the Developer owns or materially controls any neighbouring or surrounding land, the Developer agrees to work with the Council to implement connections between trails on the Coneburn Land and any neighbouring or surrounding land."*

In this regard it is noted that the development does not propose to provide connections to the existing trails network to the south. However, it is recognised that an extensive network of trails has been identified throughout the development which align with the Council's NOF. The trail network proposed connects to Woolshed Road in the south-eastern corner of the development, near the intersection with Woolshed Road/SH6. Although this is recognised as an interim solution, a future connection over the adjoining land to the south is provided for, aligning with the north-south roading connection through the development.

It is therefore accepted that the applicant doesn't own and therefore control Lot 3 of bulk lot subdivision RM200120 (land to the south of the subject site), but in any case have provided for future connections across neighbouring land if/when future development occurs. Council is therefore satisfied that the developer has met their obligations under clause 28.

g. Parking

In addition to the assessment provided by Mr Hopkins in **Appendix 5**, it is noted that parking for the future residential dwellings will be provided within each lot and will be further assessed and approved at time of development. The applicant has volunteered a design control condition to be registered on the title as a Consent Notice for each residential lot requiring a minimum 5m setback for garages from the road boundary.

However, to ensure suitable off-sets for any vehicles parked within the driveway of future lots, Mr Hopkins has recommended that garages should be setback a minimum 5.5m from the road boundary. This will allow a 99th percentile vehicle to be parked between the garage and road frontage without encroaching into the public footpath. For these reasons, such a condition is considered appropriate and is accepted for the purposes of this report. The applicant has also confirmed acceptance.

h. Other transport related matters

Within the engineering report contained within **Appendix 5**, Mr Hopkins has provided an assessment of the proposed road intersections, marking and signage, road naming, public transport provision, operating speeds and safety, street lighting, footpath linkages, parking and temporary turning heads.

The assessment of these aforementioned transport related matters is considered accurate and is adopted for the purposes of this report, as are the recommended conditions of consent.

v. Infrastructure Servicing

The assessment of infrastructure requirements to service the proposed development has been addressed by Mr Hopkins within the engineering report (**Appendix 5**). Although adopted for the purposes of this report, a summary is provided within the additional assessment below.

a. Water Supply

A 407mm pipeline from the Kawarau River Bridge conveying water from QLDC's Kelvin Heights Potable Water Scheme to the Hanley's Farm Development runs through the proposed Coneburn development. There is no spare capacity within this pipe to supply the Coneburn development without upgrades to the Kelvin Heights water supply scheme.

The applicant has indicated two potential options to service the development, as outlined by Mr Hopkins in **Appendix 5**. The applicant's preferred option is to service the development with water by installing a new gravity system from a new reservoir referred to as the 'Coneburn Water Supply Reservoir'. This would be located on the lower slopes of the Remarkables to the east and fed from the bulk water main that services Hanley Farm. Alternatively, a direct connection to the bulk water pipeline that crosses the site from Kelvin Heights could be made; however this would require upgrades the Kelvin Heights Water Scheme.

QLDC P&I have confirmed that the preferred option for the development to be supplied with water via a new reservoir 'the Coneburn Water Supply Reservoir' is feasible. However, under this scenario Council may not be in a position to construct or fund these works directly and the supply of the required reservoir will require further collaboration between QLDC P&I and the owner/developer of the Coneburn land.

Accordingly, in consultation with Council, the applicant has volunteered an appropriately worded consent condition that prior to the commencement of works a developer's agreement (DA) shall be entered into to outline the specific obligations and cost apportionment for the servicing of the development in accordance with the requirements of the Coneburn Special Housing Area Deed 30th April 2019.

For the reasons outlined by Mr Hopkins, it is accepted that a water supply to service the development is feasible. To ensure that a suitable water supply is installed to the boundary of the development while maintaining an appropriate degree of flexibility, Mr Hopkins has recommended a consent condition that prior to the commencement of works the consent holder shall provide evidence that an acceptable water supply system solution has been agreed. This would include providing details of all necessary upgrades to Council's existing reticulation and storage network to ensure that required flows and pressures are provided to the subject development without affecting other development areas. These conditions have been accepted by the applicant.

In terms of servicing each of the proposed 526 residential allotments, the multi-unit lots (Lots 901-914), the commercial lot (Lot 900), and reserve lots (Lots 800, 801, 813) with an appropriate water supply, the conditions recommended by Mr Hopkins are considered appropriate and have been accepted by the applicant.

Similarly, Mr Hopkins has assessed the proposed firefighting water supply for both the residential allotments and commercial lot, recommending appropriate conditions of consent including a consent notice condition for Lot 900 (commercial lot) to ensure an appropriate fire fighting water supply is provided throughout the subdivision. These conditions have been accepted by the applicant.

b. Wastewater

In terms of wastewater, a wastewater pump station (Hanley's Farm Pump Station) and associated rising main that crosses the subject site was completed in 2017. The wastewater pump station is ultimately designed to convey flow from Hanley's Farm and Jacks Point developments up to a total of 2800 residential units.

The applicant has indicated two potential options to service the development, which are outlined by Mr Hopkins within **Appendix 5.** The assessment provided by Mr Hopkins is accepted for the purposes of this report. In summary, the applicant's preferred option is to install a new wastewater pumping station ('the Coneburn Pump Station') that will convey flows from the Coneburn development to the existing Hanley's Farm wastewater pump station to the south. Wastewater will then be conveyed from Hanley's Farm wastewater pump station to a receiving manhole at Frankton via the existing bulk pressure main.

Discussions between the applicant and QLDC P&I have confirmed that the initial 'temporary' connection into the existing Council Hanley Farm wastewater system for the first stages of development will likely be able to be undertaken without significant upgrades to the existing Council infrastructure. However a 'secondary' solution will be required to accommodate the full development, this will likely include the storage of wastewater to buffer peak flows to remain within acceptable operating limits on the downstream wastewater network, required upgrades to the Hanley's Farm Wastewater Pump Station (incl new pumps impellers etc), and potentially upsizing of a section of Council pipe reticulation on Hawthorne Drive.

The second option for servicing the development with wastewater involves the installation of a new wastewater pumping station that will convey flows from the Coneburn development directly to Frankton via a new rising main within SH6. In this regard QLDC P&I have previously indicated that a new Council developed wastewater rising main and potentially an associated new Kawarau River crossing is being investigated which could enable this solution; however as Council have not committed to the progression of this option, if this option was to be sought it would need to be designed and funded by the applicant.

Regardless of what option is chosen, QLDC P&I have confirmed that servicing of the development can feasibly be achieved. In consultation with QLDC P&I, the applicant has volunteered an appropriately consent condition that prior to the commencement of works a developers agreement (DA) shall be entered into to outline the specific obligations and cost apportionment for the servicing of the development in accordance with the requirements of the Coneburn Special Housing Area Deed 30th April 2019.

Overall, Mr Hopkins is satisfied that wastewater disposal from the development is feasible, recommending conditions of consent to ensure that a suitable wastewater system is installed. These have been accepted by the applicant

Within the proposed development, Mr Hopkins has provided a detailed assessment of the proposed wastewater disposal and connections for each of the residential, commercial and reserve lots, recommending related conditions of consent to ensure that a suitable wastewater network is installed in accordance with Council standards. This assessment is considered accurate and is adopted for the purposes of this report.

c. Stormwater

Mr Hopkins describes and assesses the proposed servicing methodology for primary stormwater disposal (5% AEP) at section 2.4 of the engineering report. Overall, Mr Hopkins considers that based on the concept design provided, the proposed stormwater disposal network can feasibly be installed. This assessment is considered comprehensive and accurate and is adopted for the purpose of this report.

In terms of secondary flows (1% AEP), the applicant proposes to drain secondary stormwater flows to the road network that will ultimately feed to Woolshed Creek. Mr Hopkins is satisfied that this is a feasible solution to convey secondary stormwater runoff, which is accepted for the purposes of this report.

However, in terms of stormwater quality, Mr Hopkins does not accept the applicant's assessment relating to stormwater treatment whereby it is proposed to utilise the main Woolshed Creek Floodway developed through the site and existing farm drain within the neighbouring site to the north which the applicant considers will provide some treatment for the stormwater discharges from the site. Mr Hopkins points out that with this treatment method, there is no way to prevent the release of gross pollutants and subsequent flushing into the downstream network (Kawarau River), and reliance is placed on unmanaged ponds located within private land to the north.

Accordingly, to ensure ongoing compliance with Regional Council permitted activity rules, it is Council's preference to have an end of line gross pollutant trap installed on all Woolshed Creek outfall/s, with Mr Hopkins recommending appropriate conditions of consent to meet the requirements for vesting of this asset. These conditions of consent have been accepted by the applicant.

Although, as noted by Mr Hopkins, the above approach relating to stormwater disposal differs from the requirements of clause 22b of the Stakeholder Deed (requiring the use of two treatment ponds), pursuant to clause 32 of the Deed, the applicant may alter the design on the basis that a revised infrastructure report is provided. In this case, an infrastructure repot is not considered necessary given the requirement to install a gross pollutant trap treatment was a direct request from Council's P&I team, and is consistent with the approach taken within the neighbouring Hanley Farm development. As such, the proposed stormwater treatment and disposal methodology is considered appropriate for this development.

d. Other Infrastructure Servicing related matters

With respect of power and telecom connections, the applicant has provided provisioning letters from the utility operators (Aurora and Chorus) confirming that there is sufficient capacity to service the proposed subdivision for infrastructure within SH6.

To ensure that each allotment is suitably serviced with power and telecommunications, Mr Hopkins has recommended appropriate conditions of consent which are accepted for the purposes of this report.

Within his assessment, Mr Hopkins has also noted it may be necessary to inspect reticulated infrastructure, mitigate against the risk of slumping of gravity pipe networks following construction, and protect existing bulk service mains for water and wastewater that run through the subject site. For the reasons outlined by Mr Hopkins, these related conditions are considered appropriate and are adopted for the purposes of this report.

vi. Earthworks and Construction`

Within **Appendix 5**, Mr Hopkins describes the proposed earthworks as follows:

> *"The applicant proposes to undertake a total of approximately 195,000m^3 of bulk earthworks to form roads and level lots. This volume will consist of 75,000m^3 of bulk cut and 120,000m^3 of bulk fill that has been shown on the Stantec draft earthworks plans provided with the application. In addition to this volume there may also be an additional 15,000m^3 of earthwork for the undercutting of trenches if poor ground conditions are discovered and 55,000m^3 of road aggregate and trench backfill.*
>
> *The maximum depth of cut expected will be 5.5m and the maximum height of fill will be 3m."*

The assessment provided by Mr Hopkins addresses the effects of the proposed earthworks in relation to the stability of neighbouring land, protection of existing services dissecting the subject site, geotechnical requirements (as informed by the report prepared by Geosolve) and site management. This assessment is adopted for the purposes of this report as are the recommended conditions of consent.

In terms of transportation of cut/fill by road to/from the site, the earthworks plan indicates there will be more fill needed than cut. It is considered that the heavy vehicle movements associated with importing fill to the site is an anticipated activity along the State Highway and will not give rise to adverse effects in terms of traffic safety etc.

With respect of site management, the proposed earthworks have the potential to result in environmental risks if not carried out appropriately. Accordingly, with reference to the Council's "Guidelines for Environmental Management Plans", the site has been identified to sit within the "High Risk" category of the Council's Guidelines given the extent of earthworks proposed, and the proximity of Woolshed Creek which dissects the site. As such, conditions pertaining to "High Risk" sites requiring the applicant to prepare an Environmental Management Plan are considered appropriate to mitigate this risk and to ensure appropriate site management practices are carried out. These conditions have been accepted/volunteered by the applicant.

Overall, subject to the acceptance of suitable conditions of consent, actual and potential effects on the environment resulting from the proposed earthworks and construction are considered acceptable.

vii. Natural Hazards

The subject site is identified on QLDC and ORC hazard maps as being at risk from natural hazards, specifically alluvial fan (flood and debris flow); rockfall and liquefaction, which are addressed in turn below.

a. Flood and debris flow

The applicant has provided an assessment of the flood risk prepared by Fluent Solutions. Based on modelling and preliminary design assessment, Fluent Solutions have recommended flood mitigation works that include the following:

- The formalisation of a confined flood corridor for Woolshed Creek through the development that will concentrate flood flows within the channel and adjacent reserve areas.
- The provision of two off-line flood water detention areas known as the upstream and downstream detention areas.
- The provision of three additional floodway corridors to protect the SHA site and feeding flows from the east and west to Woolshed Creek. These are referenced to as the 'Southern Floodway', Northern Floodway', and the Peninsula Hill Floodway.
- The construction of diversion mounds on the boundaries of the SHA site to provide protection from alluvial fan flows outside the recognised flow paths and direct flows into the floodway channels.

The location of these mitigation works are shown in Figure 3 below (noting upstream detention area has now halved in size):

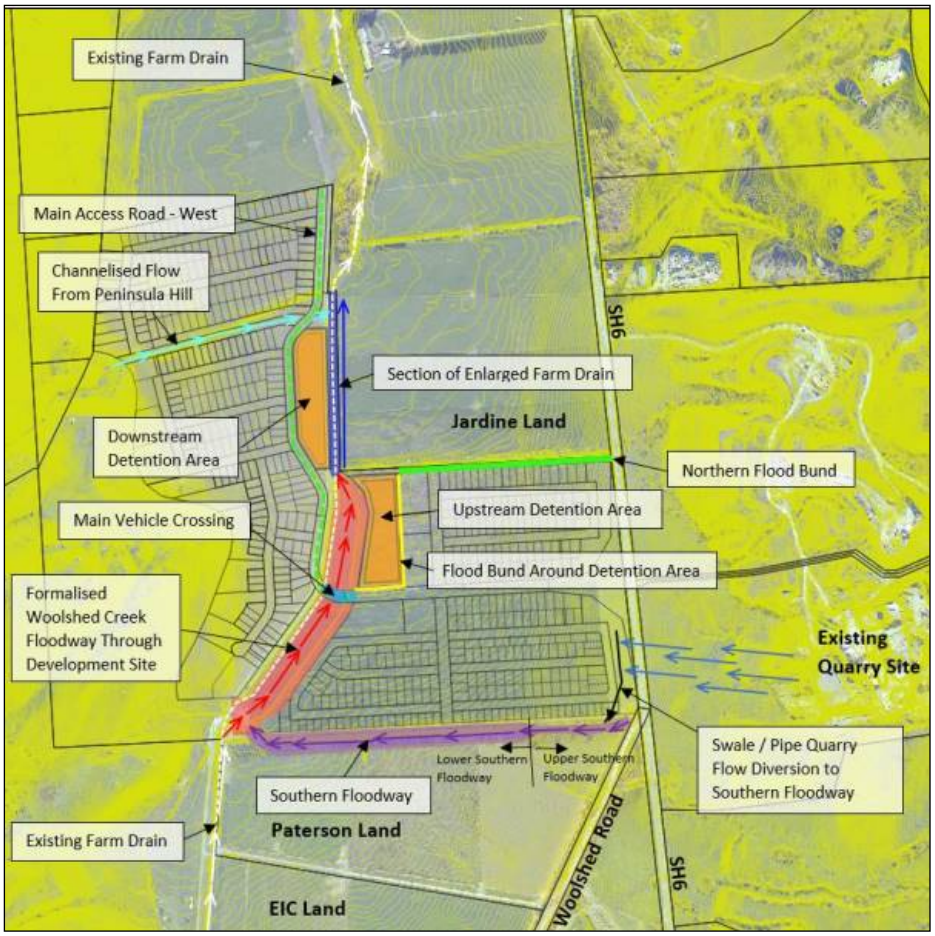


Figure 3: proposed flood mitigation works

The proposed works have been comprehensively reviewed and summarised by Mr Hopkins within the engineering report contained within **Appendix 5**. This assessment is considered accurate and is adopted for the purpose of this report, as are the recommended conditions.

Overall, taking into consideration the mitigation works proposed, it is considered that the proposed development will be adequately protected from the flooding and alluvial fan hazard such that the risk to the proposed development is acceptable.

b. Rockfall hazard

The north-western corner of the proposed subdivision is identified on QLDC hazard maps as being within or on the edge of an 'active schist debris landside area'. Figure 4 below demonstrates this risk, showing loose rock and outcrops above the area of the site:

Figure 4: image of Peninsula Hill adjoining subject site showing potential rock fall hazard (loose rock outcrops). *Source: QLDC engineering report (**Appendix 5**)*

The applicant has provided a geotechnical assessment and associated modelling prepared by Geosolve Ltd which quantifies this risk and identifies potential mitigation measures. This report as well as the proposed works have been comprehensively reviewed and summarised by Mr Hopkins within the engineering report contained within **Appendix 5**. This assessment is considered accurate and is adopted for the purpose of this report, as are the recommended conditions.

In summary, based on the modelling undertaken and recommendations provided by Geosolve, the applicant proposes to construct two reinforced rockfall catch bunds along the north-western boundary of Lots 511-515 and Lot 518-521 as shown in Figure 5 below;

Figure 5: proposed location of rockfall bunds along the north-western boundary of Lots 511-515 and Lot 518-521 (area shaded pink).

Overall, Mr Hopkins accepts the Geosolve assessment and modelling provided, as well as the concept designs for two mitigation rock fall catch bunds. Related conditions of consent have been recommended by Mr Hopkins in this regard, including a requirement for a covenant condition to be registered on the title of these lots extending over the entirety of these bunds to ensure that they remain unmodified and well maintained.

In terms of ongoing maintenance of the bunds, although it is likely that this is only required infrequently after seismic events, the applicant has proposed an easement in favour of QLDC to access and maintain the rockfall embankment. Mr Hopkins considers that this easement should be in favour of the lots serviced rather than Council, and has recommended an associated condition be registered on the titles of relevant lots to ensure the bunds are maintained and if required any significant rockfall debris removed. This is considered appropriate and has been accepted by the applicant.

c. Liquefaction

The majority of the land the SHA occupies is identified on QLDC hazard maps as being at a 'possibly moderate risk' to liquefaction (LIC 2P). Accordingly, the geotechnical report submitted by the applicant, prepared by Geosolve Ltd addresses this risk.

Having reviewed the Geosolve report, Mr Hopkins accepts its findings and is satisfied that an additional liquefaction and lateral spread assessment will be provided through appropriate conditions of consent requiring a geotechnical completion report and schedule 2A certificate for the development. If required, a suitable consent notice condition can be registered on relevant lot titles to ensure specific foundations are designed for these lots.

Overall, taking into consideration the assessment provided by Mr Hopkins and Geosolve, adverse effects associated with the risk of liquefaction are acceptable.

viii. Cancellation of Consent Notice 7919701.16.

Consent is sought to cancel Consent Notice 7919701.16. As outlined by the applicant in section 2.3 of the AEE, this consent notice pertains to the formation of public access over the identified easement areas. Given further subdivision has subsequently occurred, these areas are not contained within the subject site, and therefore this consent notice is redundant.

ix. Summary

Overall, and subject to the recommended consent conditions that the applicant has subsequently volunteered, it is considered the proposal suitably relates to its surrounds and adequately mitigates the actual and potential effects on the environment. The effects associated with the development are assessed as being acceptable.

6.2 PURPOSE OF THE HASHAA

The purpose of the HASHAA is *to enhance housing affordability by facilitating an increase in land and housing supply in certain regions or districts, identified as having housing supply and affordability issues.*

The proposed comprehensive residential development will increase the housing supply within the district through the creation of 526 residential allotments varying in size from approximately 280m^2 to 974m^2, and which will be held in freehold titles and made available to the public for sale, as well as fourteen multi-unit allotments which can accommodate further comprehensively designed residential development.

The Queenstown Lakes Housing Accord does not set specific affordability criteria and it is noted that the scale of development proposed would not likely occur under the Jacks Point (Open Space Landscape Activity Area) zoning provisions of the ODP or PDP.

Overall, the development will increase the housing supply in the district and is therefore considered to meet the HASHAA purpose to increase housing and land supply.

6.3 PART 2 OF THE RMA

Part 2 sets out the Purpose and Principals of the Resource Management Act 1991 which is to promote the sustainable management of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety.

The proposed development represents an unanticipated intensification of land that is set aside for open space/farming purposes. However, the proposal would provide for the social and economic wellbeing of people and communities through the creation of additional housing and land capacity of a varied form and type. The development would also help to meet the needs of the growing community in a district which is identified as having housing supply and affordability issues. It is considered that there is a reasonably foreseeable need for existing and future generations to require housing in the way envisaged by this proposal.

However, there will be a potential loss in productive farming land (natural and physical resources) as a result of the proposal; although there is nothing to suggest the life-supporting capacity of air, water, soil or ecosystems will not be safeguarded.

In terms of avoiding, remedying, or mitigating any adverse effects of activities on the environment, as outlined in Section 6.1 above, particular aspects of the proposal may give rise to adverse effects on the environment that are more than minor, particularly in relation to landscape character and visual effects. However, taking into consideration the expert reports prepared by the applicant and reviewed by QLDC, overall, the proposed development has been designed to mitigate adverse effects as far as reasonably practicable while still providing for additional housing supply. As such, it is considered that the purpose of HASHAA trumps Part 2 of the RMA in this regard.

Part 6 sets out the matters of national importance that all persons shall recognise and provide for. Of particular relevance to this proposal is:

6(b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development;

6(e) the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:

6(h) the management of significant risks from natural hazards.

Within the assessment outlined above, it is recognised that the SHA is surrounded by dramatic ONL landscapes including the Remarkables mountain range to the east, Peninsula Hill to the north-west, and Lake Wakatipu to the west of the subject site. However, the SHA itself sits outside of the adjoining ONL boundary.

The SHA western boundary represents the demarcation of the Peninsula Hill ONF, an area of hillslope that is considered part of a broader landscape that is nationally important for its landscape values. With expanding pressures on residential development it becomes increasingly important to protect these areas for the enjoyment of future generations.

The SHA boundary follows the toe of the foothills of Peninsula Hill with larger residential allotments acting as a buffer between the smaller lots/more intensive development and the ONL. A building restriction setback of 10m is also proposed along the majority of the western boundary which will help mitigate adverse effects on this landscape classification. It is assessed that the design of the proposed subdivision will not degrade the surrounding ONL.

With respect to the relationship of Maori and their culture and traditions with their ancestral lands, water, sites waahi tapu, and other taonga, it is noted that Kai Tahu ki Otago and Te Ao Marama Inc (TAMI) were consulted within during the initial stages of the EOI in early 2019. Although no response was received from TAMI, Aukaha did raise initial concerns regarding development obscuring views of cultural landmarks. The applicant has addressed these concerns by the inclusion of a highway buffer area (Lots 808 and 809) which provide a setback between the development and the State Highway. Coupled with the natural slope of the land, the development will not obscure views towards Kā Kamu a Hakitekura [Kelvin Peninsula] and other cultural landmarks and landscapes when viewed from the Kingston Road/State Highway 6.

It is also noted that the site is not identified as being within a waahi tapu, and there are no recorded Maori archaeological sites within the site. The conditions of consent include provisions addressing any accidental discovery protocols.

In terms of managing significant risks from natural hazards, as outlined in Section 6.1 above, through engineering measures, the risk from flooding, liquefaction and rockfall hazards has been adequately mitigated.

In terms of section 7 of the RMA, for the reasons outlined above there will be adverse effects in terms of landscape character of the Coneburn Valley and adverse amenity (outlook) effects for people using SH6 as they obtain views towards Peninsula Hill. However, it is considered that this negative effect is mitigated to a reasonable degree, such that we could not say that Part 2 requirements to maintain this amenity would trump the purpose of HASHAA.

On balance, the proposal is an efficient use of natural and physical resources.

6.5 SECTION 104 OF THE RMA

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

6.5.1.1 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. In this instance, due to the scale of the proposal and number of consents required, there is no permitted baseline of relevance to this proposal.*

*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). NO persons provided written approval as part of the application.*

Actual and potential effects on the environment have been outlined in Section 6.1 of this report. Conditions of consent can be imposed under s108 and s220 of the RMA as required to avoid, remedy or mitigate adverse effects (s104)(1)(a)).

6.5.1.1 Consideration of applications under s104(1)(b)

Section 104(1)(b) of the RMA requires that regard is had to the relevant provisions of the following when considering an application for a resource consent and any submissions received:

(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;

The applicant has provided an assessment of the proposal under s 104(1)(b) of the RMA at Section 8.3 of the AEE. This assessment is considered to be generally comprehensive and is adopted for the purposes of this report with the following additional assessment to supplement:

6.5.1.1.1 National Policy Statement on Urban Development 2020

Within the AEE, the applicant provided an assessment on the National Policy Statement on Urban Development Capacity 2016 (NPS-UDC 2016) which sets out the objectives and policies for providing development capacity under the RMA.

However, since submitting application, the NPS-UDC 2016 has been replaced by the National Policy Statement on Urban Development 2020 (NPS-UD 2020) which came into effect on 20 August 2020. An assessment of the proposed development against the NPS-UD 2020 is as follows:

In summary, the NPS-UD 2020 is about "*ensuring New Zealand's towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities. It removes overly restrictive barriers to development to allow growth 'up' and 'out' in locations that have good access to existing services, public transport networks and infrastructure*."[1]

Under the NPS-UD 2020, the Queenstown is recognised as a Tier 2 urban environment. As such, relevant objectives and policies require QLDC to, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term. The proposed development will contribute to Queenstown's short and medium term housing supply.

Further, relevant objectives and policies relate to enabling all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future, while improving housing affordability by supporting competitive land and development markets. As outlined above in relation to Part 2 matters, the development is consistent with these related objectives and policies.

The NPS-UD 2020 also requires recognition that the District's amenity values will develop and change over time in response to the diverse and changing needs of people, communities, and future generations, which is recognised by the proposed development.

Additionally, it has been demonstrated that the proposed development can be appropriately serviced with appropriate infrastructure and public transport connections.

Overall, the proposal is consistent with and not contrary to the NPS-UD 2020.

[1] Ministry for the Environment website: https://www.mfe.govt.nz/national-policy-statement-on-urban-development

6.5.1.1.2 Otago Regional Policy Statement 1998 – ORPS 1998 (Partially Operative as of 14 January 2019) (s104(1)(b)(v))

The subject site is adjacent to Peninsula Hill ONF. The Otago Regional Policy Statement 1998 (ORPS) contains policies to protect ONLs from inappropriate subdivision and development (Part 5 – Land).

Objective 5.4.3 seeks to protect Otago's outstanding natural features and landscapes from inappropriate subdivision, use and development. In this instance, the proposal does not propose development within an ONL/ONF – however effects on the adjoining landscape have been mitigated through larger lot sizes within the western extent of development, setback from the western boundary as well as appropriate design controls, including a maximum building height of 6 metres. Overall, it has been assessed that the proposed development will not degrade the ONL.

It is assessed that that proposal is consistent with, and not contrary to, the relevant objectives and policies of the ORPS 1998.

6.5.1.1.3 Partially Operative Otago Regional Policy Statement 2019 – pORPS 2019 (s104(1)(b)(v))

Relevant provisions contained within the pORPS 2019 include the following:

Objective 1.18 and associated policies of the pORPS 2019 require that Otago's resources are used sustainably to promote economic, social, and cultural wellbeing for its people and communities.

Objective 1.21 and associated policies seek to recognise and provide for the integrated management of natural and physical resources to support the wellbeing of people and communities in Otago.

Objective 2.1 and associated policies seek that the principles of Te Tiriti o Waitangi are taken into account in resource management processes and decisions.

Objective 2.2 and associated policies seek that Kāi Tahu values, interests and customary resources are recognised and provided for.

Objective 4.1 and associated policies seek that risks that natural hazards pose to Otago's communities are minimised.

Objective 4.2 and associated policies seek that Otago's communities are prepared for and able to adapt to the effects of climate change.

Objective 4.3 and associated policies seek that infrastructure is managed and developed in a sustainable way.

Objective 4.5 and associated policies seek that urban growth and development is well designed, occurs in a strategic and coordinated way, and integrates effectively with adjoining urban and rural environments.

Objective 5.3 and associated policies seek that sufficient land is managed and protected for economic production.

In summary, the proposed development will contribute to the economic, social and cultural wellbeing of Otago's people and communities, the design of the proposed development has been integrated with natural and physical resources, and the principles of Te Tiriti o Waitangi have been taken into account.

In terms of identified natural hazards the risks have been mitigated such that they are minimised to a no more than minor extent, taking into consideration the effects of climate change.

Further, the proposed development can be adequately serviced with appropriate infrastructure. The proposed development has been well-designed taking into consideration the adjoining ONF and surrounding ONL, addressing the rural/urban interface.

Additionally, the subject site has been identified as a SHA and Council has approved an Expression of Interest (EOI) that this consent application is based on. The EOI requires at minimum 450 residential units to be provided, and as such, the proposal is in general accordance with the approved EOI. It is therefore considered that the development is occurring in an area anticipated by Council in a strategic and coordinated way.

Overall, for the reasons outlined in the assessment above, the proposed development is considered to be consistent with and not contrary to the relevant objectives and policies contained within the pORPS 2019.

6.5.1.1.4 Operative District Plan (ODP)

Section 8.3 of the Applicant's AEE contains an assessment of the high level ODP objectives of Part 4 (District Wide) (Rural Areas), Part 12 (Resort Zones - Jacks Point), and Part 15 (Subdivision, Development and Financial Contributions). Although this assessment is broad, it is accepted and adopted.

An additional assessment of the relevant objectives and policies contained within Part 14 (Transport) and Part 22 (Earthworks) is as follows:

Part 14 (Transport)

Objective 1 - Efficiency and associated policies seeks the efficient use of the District's existing and future transportation resource and of fossil fuel usage associated with transportation.

The applicant has demonstrated that the proposed roading network has been designed to accommodate its intended function in terms of the QLDC roading hierarchy. Further, the applicant has demonstrated that the safety and efficiency of traffic on SH6 will be protected with the proposed roundabout having been appropriately designed and located in consultation with NZTA. In addition, the proposed roading network has provided for future links to the north and south, taking into consideration public transportation routes.

Objective 2 - Safety and Accessibility and associated policies seeks the maintenance and improvement of access, ease and safety of pedestrian and vehicle movement throughout the District.

In this regard, the applicant has designed the capacity and function of the roading network to be compatible with the intensity and nature of activities proposed, to ensure both vehicle and pedestrian safety. Further, pedestrian and cycle accessways throughout the development have been provided, with intersections and accessways having been appropriately designed and located.

Objective 3 - Environmental Effects of Transportation and associated policies seeks minimal adverse effects on the surrounding environment as a result of road construction and road traffic. In this regard, the applicant has provided for pedestrian and cycle linkages from the proposed development to the surrounding land.

Objective 5 - Parking and Loading and associated policies seeks sufficient accessible parking and loading facilities to cater for the anticipated demands of activities while controlling adverse effects. The proposal provides sufficient space to cater for future parking demand.

Objective 6 - Pedestrian and Cycle Transport and associate policies seek to recognise, encourage and provide for the safe movement of cyclists and pedestrians in a pleasant environment within the District.

The applicant has provided appropriate linkages to the north and south of the SHA to provide for the safe movement of cyclists and pedestrians into and out of the development, aligning with the Council's NOF.

Objective 7 - Public and Visitor Transport and associated policies seeks recognition of public transport needs of people and provision for meeting those needs. The applicant has provided for future public transport options through the development.

Overall, the proposal is consistent with the relevant objectives and policies contained within Part 14 of the ODP.

Part 22 (Earthworks)

Objective 1 and associated policies seeks to enable earthworks that are part of subdivision, development, or access, provided that they are undertaken in a way that avoids, remedies or mitigates adverse effects on communities and the natural environment.

Objective 2 and associated policies seek to avoid, remedy or mitigate the adverse effects of earthworks on rural landscapes and visual amenity areas.

Objective 3 and associated policies seek to ensure earthworks do not adversely affect the stability of land, adjoining sites or exacerbate flooding.

Objective 6 and associated policies seek to maintain or improve water quality of rivers, lakes and aquifers.

Objective 7 and associated policies seek to protect cultural heritage, including waahi tapu, waahi taonga, archaeological sites and Heritage Landscapes from the adverse effects of earthworks.

As addressed within the assessment above, the proposed earthworks will be carried out in a way that avoids, remedies or mitigates adverse effects on communities and the natural environment, ensured by way of conditions of consent. Further, adverse effects of earthworks on rural landscapes and visual amenity areas will be avoided given they are restricted to the valley floor and will not extend into the adjoining ONF; and the proposed works will not exacerbate flooding or affect the stability of adjoining sites. The works will be undertaken in a way that maintains or improves the water quality of Woolshed Creek, and downstream of this, the Kawarau River.

The site is not known to contain any cultural heritage including waahi tapu, waahi taonga, archaeological sites; however the applicant will adhere to the requirements outlined in the Accidental Discovery Protocol.

Accordingly, the proposed development is consistent with and not contrary to the relevant objectives and policies contained within Part 22 of the ODP.

Summary

Overall, it is accepted that the proposal is inconsistent with, and contrary to, the relevant ODP objectives and policies contained within Part 12 of the ODP given the proposed development will occur within the OSL Activity Area and is therefore inconsistent with the Jacks Point Structure Plan.

Nevertheless, on balance, the proposed development is assessed as being consistent with and not contrary to the higher order objectives and policies contained within Part 4 of the ODP relating to subdivision, use and development being undertaken in the District in a manner which avoids, remedies or mitigates adverse effects on landscape and visual amenity values; natural hazards; and the natural environment. Further, the proposed development recognises and provides for residential growth sufficient to meet the District's needs, and will contribute to affordable housing in the District.

As such, the proposal is assessed as being generally consistent with and not contrary to the relevant objectives and policies of the ODP.

6.5.1.1.5 Proposed District Plan

Section 8.3.of the Applicant's AEE contains an assessment of the relevant objectives and policies contained in Chapter 3 (Strategic Direction), Chapter 4 (Urban Development), Chapter 25 (Earthworks), Chapter 27 (Subdivision and Development) and 41 (Jacks Point). This assessment is broad, it is accepted and adopted.

An additional assessment of the relevant objectives and policies contained within Chapter 29 (Transport) is as follows:

Chapter 29 (Transport):

Objective – 29.2.1 and associated policies seek an integrated, safe, and efficient transport network that:

a. provides for all transport modes and the transportation of freight;

b. provides for future growth needs and facilitates continued economic development;
c. reduces dependency on private motor vehicles and promotes the use of shared, public, and active transport;
d. contributes towards addressing the effects on climate change; e. reduces the dominance and congestion of vehicles, particularly in the Town Centre zones; and
f. Enables the significant benefits arising from public walking and cycling trails.

The proposed transport network within the development has been designed enable an efficient public transport system to operate within the subdivision, as well as providing safe, attractive and practicable walking and cycling routes throughout the development and beyond.

Objective 29.2.2 and associated policies seek parking, loading, access, and onsite manoeuvring that are consistent with the character, scale, intensity, and location of the zone and contributes toward:

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

Although specific parking requirements will be assessed at the time of future land use is proposed within each allotment, it is considered that the size and configuration of allotments proposed have been designed to cater for future parking demand, onsite manoeuvring, and access.

Objective 29.2.3 and associated policies seek 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.

The proposed road network has been designed to meet or exceed the Land Development and Subdivision Code of Practice (2018) requirements with notable exceptions that have been assessed and determined to be acceptable.

The proposed roads have been designed and located in a way that provides for the needs of all modes of transport and for the range of road users that are expected to use the road, based on their classification (collector or local). Connections to existing and future roads and active transport network have been provided for with sufficient space and facilities being provided to promote safe walking, cycling, and public transport within the road to the extent that it is relevant given their location and design function.

Overall, it is considered the proposal is consistent with, and not contrary to, the relevant objectives and policies contained within Chapter 29 of the PDP.

Summary

Overall, it is considered that the development is contrary to the objectives and policies contained within Chapter 41 (Jacks Point) of the PDP relating the structure plan and protection of the open space activity areas. However, taking into consideration the relevant provisions contained within the higher order chapters within Part 2 of the PDP (comprising Chapters 3 and 4), it is assessed that the general objectives of the PDP contemplate the potential for urban expansion within this area (as it is located within the Urban Growth Boundary for Queenstown). As such, the proposal is assessed as being generally consistent with and not contrary to the relevant objectives and policies of the PDP.

6.6 SECTION 106 FOR SUBDIVISIONS

A consent authority may refuse to grant a subdivision consent, or may grant a subdivision consent subject to conditions, if it considers that the land is or is likely to be subject to, or is likely to accelerate material damage from natural hazards, or where sufficient provision for legal and physical access to each allotment has not been made.

In this case the site is subject to an alluvial fan (flood and debris flow); rockfall and Liquefaction (LIC 2P) hazard. As concluded in the assessment in Section 6.1 above, the applicant proposes suitable mitigation that the development is not likely to accelerate material damage from the identified natural hazards.

Further, adequate provision is made for legal and physical access to each allotment – including the construction of a roundabout on SH6.

On this basis, discretion exists for Council to grant the subdivision consent.

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

With respect to the assessment above, the first threshold test for a non-complying activity required under Section 104D has not been met in that the application is considered to create actual or potential adverse effects which are more than minor in extent in terms of landscape and visual amenity. However, in this regard, it is concluded that the proposed design and density of subdivision has successfully reduced adverse effects as far as reasonably possibly in the context of the SHA.

In respect to the second threshold test under Section 104D, it is concluded that the application does not meet the second gateway test given that the proposal is considered to be contrary to the relevant policies and objectives of the District Plan (Section 12 of the ODP and Chapter 41 of the PDP).

However in the context of the identification of the site as a Special Housing Area and the cascading priorities of HASAA; this finding takes on lesser relevance. Particular aspects of this proposal that weigh in favour of its approval are:

- The site's context within the Queenstown urban growth boundary and its proximity to existing residential areas of Jacks Point and Hanley Downs.
- The layout and design of the proposed development incorporates larger lots along the site's western boundary adjoining the ONF (Peninsula Hill), providing a lower density transitional area between the remainder of the SHA and the adjoining ONF.
- The interface between the proposed development, SH6 and adjoining rural land has been appropriately addressed.
- Future connections to north/south have been provided for which align with the Council's NOF.

Accordingly, it is concluded that there is no precedent effect given the cascading priorities of HASHAA and on this basis weighting is applied to preference the purpose of HASHAA, meaning consent can be granted for this non-complying activity despite not meeting the RMA threshold test.

6.8 URBAN DESIGN PROTOCOL (UDP)

The Urban Design Protocol (2005) identifies seven essential design qualities that together create quality urban design, being:

- *Context – Seeing buildings, places, and spaces as part of whole towns and cities*
- *Character – Reflecting and enhancing the distinctive character, heritage and identity of our urban environment*
- *Choice – Ensuring diversity and choice for people*
- *Connections – Enhancing how different networks link together for people*
- *Creativity – Encouraging innovative and imaginative solutions*
- *Custodianship – Ensuring design is environmentally sustainable, safe and healthy*
- *Collaboration – Communications and sharing knowledge across sectors, professions and with communities*

The applicant has provided a comprehensive urban design assessment against the UDP within Section 4 of the Urban Design Report that was submitted as part of the application. This assessment has been reviewed by Mr Mead on behalf of Council, which is contained in **Appendix 3**.

Overall Mr Mead identifies a number of positive outcomes resulting from the proposed development, including a degree of connectivity to land to the north and south and a range of lot sizes, and considers the proposal to be appropriate to its context and position relative to the main Queenstown/Frankton urban area. However, concern is raised regarding a road connection to the south. This has been addressed by the applicant as detailed above.

Overall, in terms of UDP, the design and layout of the proposed development has not been strongly challenged and recommended changes to the design have been appropriately addressed by the applicant. Therefore, in relation to the key qualities of the UDP, it is concluded that the application performs appropriately.

Accordingly, it is considered the proposal would provide good urban design outcomes.

6.9 OVERALL WEIGHTING UNDER SECTION 34(1)

The purpose of the HASHAA does not seek a quantitative achievement of houses, rather it simply seeks an increase in land and housing supply. As a result, any proposal should be balanced and appropriate weight shall be given to the other matters of assessment.

Overall, the assessment finds the proposed qualifying development within the SHA for creation of 526 residential lots, as well as fourteen multi-unit lots, to be inconsistent across all five of the relevant statutory framework considerations. As a result, weighting is required against Section 34(1).

In this regard, as outlined in Section 6.2 above, the proposed development supports the purpose of HASHAA, increasing land and housing supply within the Queenstown Lakes District by 526 residential lots, and 14 multi-unit lots with capacity for up to 75 residential units (therefore up to 601 units can be established in total). The proposal is also found to be on balance consistent with Part 2 of the RMA; with the site being located within the UGB for Queenstown as identified on PDP Planning Maps. However, in terms of an assessment under s104 of the RMA, the proposal will result in adverse effects on the environment in terms of landscape and visual amenity values that are more than minor.

In this respect, adverse effects on landscape and amenity values cannot be avoided given the context of the site and its visibility from SH6. The applicant has attempted to mitigate the degree of adverse effects through the design of the subdivision and location of larger lots/open space adjacent to the Peninsula Hill, and reserve areas adjoining SH6.

Overall, it is recognised that HASHAA takes precedence over the planning documents relevant to the application. The Council's acceptance that this is a qualifying development under HASHAA, despite the planning conflict, signals the Council's intention that this site should be developed for this housing purpose.

As such, for the reasons set out above, the development will provide for housing supply and choice in a well-designed layout, meeting the needs of the community for housing supply, services and facilities. The housing can be provided with adequate and appropriate infrastructure, and the design and layout of the development takes into account the context of the site, the presence of the adjoining ONL/ONF and connections to potential future development to the north and south.

Accordingly, given more weight is afforded to the purpose of HASHAA, it is considered that the proposed development should be granted subject to conditions contained within **Appendix 1.**

6.10 SECTION 34(2) - INFRASTRUCTURE

Sufficient and appropriate infrastructure is required to be provided to support the development. As a result, this Qualifying Development can be adequately serviced.

6.11 DECISION ONE ON SUBDIVISION APPLICATION

Subdivision Consent is **granted** subject to the conditions outlined in ***Appendix 1*** of this decision report imposed pursuant to sections 38 HASHAA.

6.12 DECISION TWO ON LAND USE APPLICATION

Land Use Consent is **granted** pursuant to sections 37 HASHAA to undertake the following activities within respective lots:

- to undertake residential activities including the construction of a residential unit within Lots 1-207 and 227-545 which is subject to compliance with the conditions outlined in **Appendix 9** to this decision**.**

- to undertake residential activities within Lots 901-914 (noting further land use consents will be required at the time development is proposed which will be subject to the conditions outlined in **Appendix 11** to this decision).
- to undertake a commercial or community activity within Lot 900 (noting further land use consents will be required at the time development is proposed which will be subject to the conditions outlined in **Appendix 10** to this decision).

6.13 DECISION THREE ON APPLICATION PURSUANT TO SECTION 221 OF THE RMA

Consent is **granted** for the application by Queenstown Housing Limited to cancel Consent Notice 7919701.16, as it relates to Lot 1-2 Deposited Plan 475609.

7. OTHER MATTERS

Lapsing of Consent (section 51 of the HASHAA)

Under section 51 of the HASHAA, this consent lapses 1 year after the date it is granted unless:

a. The consent is given effect to; or
b. The Council extends the period after which the consent lapses.

The applicant has requested a seven (7) year lapse period for the application.

Given the nature and scale of the proposed development including the intention to carry out the development in stages, a seven year lapse period is considered appropriate to give effect to this consent. However, in light of the purpose of HASHAA, it is considered appropriate to require the first stage to occur within the first three years to ensure the uptake of increased land and housing supply.

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 application under the RMA for certification pursuant to section 224(c) for each stage.

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 reschedule its completion.

If you have any enquiries please contact on Alana Standish on s 9(2)(a) or s 9(2)(a)

Report prepared by

Rebecca Holden
SENIOR CONSULTANT PLANNER

Decision made by

Alana Standish
TEAM LEADER, RESOURCE CONSENTS

APPENDIX 1 - Consent Conditions
APPENDIX 2 - Applicant's AEE
APPENDIX 2a - Addendum to AEE to replace section 7.1 - Effects on Adjacent Properties
APPENDIX 3 - QLDC Urban Design Report
APPENDIX 4 - QLDC Landscape Assessment
APPENDIX 5 - QLDC Engineering Report
APPENDIX 6 - QLDC Traffic Assessment
APPENDIX 7 - QLDC Parks and Reserves Memo 19 September 2019
APPENDIX 8 - QLDC Parks and Reserves Memo 30 July 2020
APPENDIX 9 - General Consent Notice Lots 1-207 and 227-545
APPENDIX 10 – Commercial/Community Consent Notice, Lot 900
APPENDIX 11 - Multi-unit Consent Notice, Lots 901-914
APPENDIX 12 - Floodway Consent Notice, Lots 915-916

APPENDIX 1 - CONSENT CONDITIONS

APPENDIX 1 – CONSENT CONDITIONS

General Conditions

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

   Prepared by Paterson Pitts Group:
   - 'Lots 1-207, 277-545, 800-814, 900-916 and 1001-1019 being a Proposed Subdivision of Lots 1, 2 and 4 [bulk title subdivision]', Sheet Nos 2 – 11, Rev M dated 03/08/2020
   - 'Existing Title Interests and Aerial Image Overlay', Sheet No 12, Rev M dated 03/08/20
   - 'Typical Road Cross-sections'
   - 'Coneburn Topographical Survey – Detail Sheet' (modified by Geosolve 17/01/20 to show approximate location of rockfall embankments). Sheet No 12, Rev A dated 26/11/209
   - 'Indicative Rock Fall Embankment and Setbacks for Lots 511-521', Sheet No 13, Rev M dated 03/08/2020

   Prepared by Geosolve:
   - 'Rockfall Embankment Concept Design', Page 3 of 3, Rev 1 dated 21/01/2020

   Stephen Riddle Landscape Design:
   - 'Landscape Concept', Sheet No L01, Rev 13 dated 24/07/20

   Prepared by Stantec:
   - 'Earthworks Plan', Rev 0 dated 31.01.20
   - 'Reserves Overall Subdivision Plan, Rev E dated 28.07.20
   - 'Reserves Cross Sections', Rev D dated 28.07.20
   - 'Reserves Lots 801, 802 and 803', Rev C dated 28.07.20
   - 'Reserves Lot 804', Rev B dated 28.07.20

   WSP-Opus:
   - 'Concept Plan – 4 Leg Roundabout', Sheet No 01, Rev A

   Other:
   - 'Highway Setback Section'
   - 'Coneburn SHA – SH190488, Breaches relating to distance between vehicle crossings and intersections', pages 1-5, dated 03 August 2020

   stamped as approved on 16 September 2020

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

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 77 of the HASHAA and any finalised, additional charges under section 77 of the Act.

3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 77 of the HASHAA.

Staging

4. This subdivision may be staged. For the purposes of issuing approvals under Sections 45 and 46 of the HASHAA, being 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 except that Stage 1 shall include all necessary works to complete and vest in Council, Lots 800, 801 and 813 as Recreation Reserve, unless otherwise agreed by the Parks & Open Spaces Planning Manager. This consent may be progressed in any order, and all stages may otherwise be combined, 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 stage, prior to certification being issued as necessary under Sections 45 and 46 of the HASHAA, being 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.

Lapse Date

5. The lapse date for Stage 1 shall be three years from the date of this decision. The lapse date for all remaining Stages shall be seven (7) years from the date of this decision.

General

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

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

7. 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.

8. At least 7 days prior to commencing excavations, the consent holder shall provide the Manager of Resource Management Engineering at Council with the name of a suitably qualified geo-professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice who is familiar with the GeoSolve Limited report ('*Geotechnical Report for Resource Consent – Coneburn Residential Development*' dated August 2019 ref 180668.01) and who shall supervise the earthworks procedure, in accordance with the report recommendations. Should the site conditions be found unsuitable for the proposed excavation/construction methods, then a suitably qualified and experienced engineer shall submit to the Manager of Resource Management Engineering at Council new designs/work methodologies for the works prior to further work being undertaken, with the exception of any necessary works required to stabilise the site in the interim.

9. 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 (Woolshed Road) that affects the normal operating conditions of the road reserve through disruption, inconvenience or delay. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor (STMS). All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS to manage the site in accordance with the requirements of the NZTA's "Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management". The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.

10. The consent holder shall obtain and implement a traffic management plan approved by the New Zealand Transport Agency or its network management consultant, Aspiring Highways prior to undertaking any works within or adjacent to the State Highway that affects the normal operating conditions of the road reserve through disruption, inconvenience or delay. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor (STMS). All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS to manage the site in accordance with the requirements of the NZTA's '*Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management'*. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.

11. If construction access is proposed to/from Woolshed Road, prior to commencing any work on the site the consent holder shall install a construction crossing/s that shall consist of a minimum 15 m of 150 mm deep AP40 gravel, which all construction traffic shall use to enter and exit the site. To maintain safety, any construction crossing to Woolshed Road shall be located at least 50m off-set from the SH6 intersection.

12. Prior to the commencement of works for the first stage of the development or as agreed with Council, the consent holder will enter into a Developer's Agreement (Heads of Agreement) with Council Property & Infrastructure to address any required new infrastructure or upgrades to Council's infrastructure to service the development. The Agreement will be in general accordance with the requirements of the Coneburn Special Housing Area Deed (Infrastructure & Affordability) 30th April 2019. The Development Agreement shall confirm:

    i. Details of agreed interim and permanent water supply solutions to service the Coneburn SHA area to the satisfaction of Council.
    ii. Details of agreed interim and permanent wastewater servicing solutions to service the Coneburn SHA area to the satisfaction of Council.
    iii. Any agreed upgrades to existing Council water and wastewater infrastructure to facilitate the interim and permanent servicing solutions. This shall include confirmation of responsibility, timing, and cost apportionment for the required works.
    iv. The amount and timing of financial contributions payable over and above standard development contributions for water and wastewater capital upgrades to service the development. The amount payable by the consent holder towards any new wastewater rising main shall be calculated on the basis of the portion of the capacity of the proposed pipeline from the Coneburn SHA to the Shotover Delta Treatment Plant to be used by development in the Coneburn SHA and a credible estimate of costs.
    v. A bond payable to cover the cost of works to address downstream capacity constraints in the wastewater network and related terms
    vi. Any development contribution credits that may be agreed for works undertaken by the consent holder benefiting wider network upgrades beyond the Coneburn SHA.

13. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (6), to detail the following requirements:

    Services

    a) Prior to the commencement of works the consent holder shall provide details of a water supply sufficient to service the development in accordance with Council standards. This shall include details of any interim and permanent solutions proposed and the works required and timing of any switch from the interim to permanent solution. The proposed infrastructure required to service this development requires either;

        i. Evidence that a new Council water supply system to service the development has been installed to the boundary of the development, or

        ii. Provide detailed design plans for the provision of a new water supply system with reservoir and rising/falling main to vest in Council. Where this is intended to be placed on neighbouring land, the design shall include confirmation of appropriate easements, or

iii. Provide detailed design plans for a direct connection to the existing Council bulk water main that crosses the site from Kelvin Heights. Direct connection the Council main will require a specific methodology for connection to be provided, or

iv. An alternative solution acceptable to QLDCs Property and Infrastructure team.

In any case the water supply solution proposed will need to include all necessary upgrades to Council's existing reticulation and storage network to ensure that required flows and pressures are provided to the subject development without affecting other development areas.

b) 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 (Appendix A), dated June 2017. Where the toby valve box is to be placed within a trafficable area a trafficable lid shall be included.

c) The provision of a minimum 32mm water supply lateral to each of the recreational reserve lots (Lot 800, 801, 813) to accommodate future Council facilities (toilets, water fountains, halls etc). These laterals shall be terminated with a gate valve and bulk flow meter located within a trafficable box. The requirement, location, and suitability of these laterals shall be checked and confirmed with QLDC Parks & Reserves prior to design acceptance and construction.

d) The provision of a minimum 63mm water supply lateral to Lot 901 and minimum 100mm water supply laterals to Lots 900 and 902. These laterals shall be terminated with a gate valve and bulk flow meter located within a trafficable box.

e) The provision of a landscaping irrigation plan with suitable backflow prevention for landscaping to be vested in Council (if required).

f) The provision of fire hydrants with adequate pressure and flow to service 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.

g) Prior to the commencement of works the consent holder shall provide details of a wastewater solution sufficient to service the development to the satisfaction of Council. This shall include details of any interim and permanent servicing solutions and necessary upgrades to Council's existing infrastructure.

The above wastewater solution shall include the provision of a centralised wastewater pump station/s to service the development that will collect and convey via a pressure rising main the total Coneburn development peak wet weather flow to the existing Hanley Farm Pump Station in accordance with QLDC standards. The pump station shall 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 be approved by Council, 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 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). If required by Council the design shall also include storage at the pump station/s to buffer peak flows with the objective of delaying any requirement to invest in upgrades to address downstream constraints.

The wastewater pump station/s shall be designed to allow for connection of the Coneburn Pump Station to both the Hanley Farm Pump Station and subsequent direct conveyance to Project Shotover. The latter shall include future proofing through the provision of a suitably sized blank rising main pipe from the pump station east to SH6, to allow ease of connection to possible future infrastructure within the state highway reserve.

The design of the wastewater pump station/s and any associated greater network upgrades 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 gravity foul sewer connection from each residential lot to the new centralised wastewater pump station/s in accordance with Council's standards. 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.

i) The provision of a minimum 150mm gravity foul sewer lateral to each of the recreational reserve lots (Lot 800, 801, 813) to accommodate future Council facilities (toilets, water fountains, halls etc). The requirement, location, and suitability of these laterals shall be checked and confirmed with QLDC Parks & Reserves prior to design acceptance and construction.

j) The provision of a minimum 150mm gravity foul sewer lateral to Lots 900, 901, 902 in accordance with Council's standards. 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.

k) 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 and commercial lots, in accordance with Council's standards and connection policy. This shall include:

    i) 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 and commercial 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 a dedicated outfall/s on the Woolshed Creek Floodway. This outfall/s shall be designed to ensure that non-scouring velocities are maintained and/or suitable energy dissipation and scour protection measure are installed. The outfall/s shall also be designed to ensure no public access is available back into the pipe network, noting that maintenance access shall be provided.

    The primary system shall include the provision of a gross pollutant trap on the outfall/s to the Woolshed Creek Floodway. The gross pollutant trap/s shall have the ability to remove approximately 75% TSS. The traps shall be located as to enable ease of ongoing maintenance and clearing. Note traps will likely take the form of a Hynds Downstream Defender, SW360 Vortcapture, or similar.

    The design shall include confirmation that the proposed primary system, in combination with the Woolshed Creek floodway and detention design, will not result in increased flooding of downstream properties. To ensure that the design and associated calculations are suitable, the information provided shall be peer reviewed at the consent holder cost.

    ii) 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.

l) 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.

m) 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.

n) The provision of a suitable power supply to Council recreational reserve Lots 800, 801, 813, 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

o) 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 mythology 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

p) Formation of the following roading assets-

Collector Road 1 - East

The eastern third of Road 1 from the SH6 boundary to the Woolshed Creek culvert (approximately 500m) 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 (target operating speed of 50 km/hr) with the following specific requirements and exceptions:

- The legal width of the road reserve shall be increased to a minimum 21m.
- A minimum 500mm berm strip is required between the footpath and lot boundaries.
- The carriageway shall be formed in asphaltic concrete and design to cater for the intended future traffic flows and heavy traffic movements (public buses).
- Footpaths shall be formed in concrete.
- The Road 1 crossing of the existing Council trunk water main (500mm) and trunk pressure sewer (450mm) shall include specific confirmation that minimum or greater cover (or protection) will be afforded to these services.
- The kerb and channel shall not be included in any movement lane or parking bay width provisions.

Collector Road 1 - North

The northern two thirds of Road 1 from the Woolshed Creek culvert crossing north (approximately 930m) 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 (target operating speed of 50 km/hr) with the following specific requirements and exceptions:

- The legal width of the road reserve may be reduced to a minimum 16m.
- The carriageway shall be formed in asphaltic concrete and design to cater for the intended future traffic flows and heavy traffic movements (public buses).
- Intersections between the collector and local roads shall be delineated through placement of an exposed aggregate concrete threshold treatment on the local road branch (or alternative surface treatment as agreed by Council).
- A minimum 500mm berm strip is required between the footpath and lot boundaries.
- Footpaths shall be formed in concrete.
- The Road 1 crossing of the existing Council trunk water main (500mm) and trunk pressure sewer (450mm) shall include specific confirmation that minimum or greater cover (or protection) will be afforded to these services.
- The kerb and channel shall not be included in any movement lane or parking bay width provisions.

Collector Road 2

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 (target operating speed of 50 km/hr) with the following specific requirements and exceptions:

- The carriageway shall be formed in asphaltic concrete and design to cater for the intended future traffic flows and heavy traffic movements (public buses).
- A minimum 500mm berm strip is required between the footpath and lot boundaries.
- Footpaths shall be formed in concrete.
- Intersections between the collector and local roads shall be delineated through placement of an exposed aggregate concrete threshold treatment on the local road branch (or alternative surface treatment as agreed by Council).
- The kerb and channel shall not be included in any movement lane or parking bay width provisions.
- The physical formation of Road 2 is not required to be extended south beyond residential Lots 196/197 (i.e. the southern portion of road Lot 1019 may be a paper road only).

Local Roads 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Designed and formed in accordance with the QLDC LDCP, Table 3.2 "Suburban, Live and Play, Primary Access to housing up to 200 du", Figure E12 (target operating speed of 40 km/hr) with the following specific requirements and exceptions:

- The legal width of the road reserves shall be increased to a minimum 16m (unless specifically accepted below).
- The carriageway shall be a minimum 7.2m 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.
- The portion of Road 3 fronting reserve lot 808 may have a reduced legal width of 14m and a footpath on the western side only.
- The portion of Road 4 fronting reserve lot 809 may have a reduced legal width of 14m and a footpath on the western side only.
- The portion of Road 6 fronting reserve lots 803 & 813 may have a reduced legal width of 14m and a footpath on the eastern side only.
- The portion of Road 11 fronting reserve lot 811 may have a reduced legal width of 14m and a footpath on the north side only.
- The kerb and channel shall not be included in any movement lane or parking bay width provisions.

Roading Summary Table (with agreed exceptions)

Road	Lot	Figure	Legal Width	Footpath	Movement Lane (excl K&C)	Parking
Road 1 – East of Woolshed Creek	1010 (part) 1002	E13	21m	2m both sides	8.4m	Separate (recessed)
Road 1 – North of Woolshed Creek	1010 (part) 1011 1014	E13	16m	2m west side only	8.4m	Separate (recessed) West side only
Road 2	1003 1007 1019	E13	21m	2m both sides	8.4m	Separate (recessed)
Road 3	1004	E12	16m	1.5m both sides	7.2m	Shared
Road 3 – Fronting Lot 808	1004 (east part)	E12	14m	1.5m west side only	7.2m	Shared

Road 4	1005	E12	16m	1.5m both sides	7.2m	Shared
Road 4 – Fronting Lot 809	1005 (east part)	E12	14m	1.5m west side only	7.2m	Shared
Road 5	1006	E12	16m	1.5m both sides	7.2m	Shared
Road 6	1008	E12	16m	1.5m both sides	7.2m	Shared
Road 6 – Fronting Lot 803 & 813	1008 (west part)	E12	14m	1.5m east side only	7.2m	Shared
Road 7	1018	E12	16m	1.5m both sides	7.2m	Shared
Road 8	1017	E12	16m	1.5m both sides	7.2m	Shared
Road 9	1012	E12	16m	1.5m both sides	7.2m	Shared
Road 10	1013	E12	16m	1.5m both sides	7.2m	Shared
Road 11	1015	E12	16m	1.5m both sides	7.2m	Shared
Road 11 – Fronting Lot 811	1015 (south part)	E12	14m	1.5m north side only	7.2m	Shared
Road 12	1016	E12	16m	1.5m both sides	7.2m	Shared

q) The provision of either two distinct areas of 2-3 indented parallel on-street parks on Road 1 at either end of Lot 804 and the legal road reserve locally widened by 2m to accommodate the parks, or the developer in consultation with Council Parks & Reserves shall construct and vest an appropriate off-road parking provision within Lot 804.

r) The provision of suitable land area for future bus shelters is to be included in the detailed design for Roads 1 and 2. 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.

s) The provision of a culvert or bridge crossings of Road 1 over the Woolshed Creek Floodway and Peninsula Hill Floodway capable of conveying full highway loadings and specifically designed to cater for any liquification risk. These crossings shall be design in accordance with Council standards and the NZTA Bridge Manual to meet HN-HO-72 and shall be accompanied by a PS1 producer statement. As a minimum these crossings shall be designed to convey the 50yr ARI flows with 0.5m of freeboard and include an overflow path for super design events or blockages.

   The design of the Road 1 culvert/bridge and the upstream Woolshed Creek Floodway shall ensure that any heading up of flows on the upstream side of the structure under the 100yr event will not result in flooding of properties and loss of required freeboard.

t) The formation of a roundabout intersection between collector Roads 1 & 2. The roundabout shall be designed by a suitably qualified traffic engineer in accordance with the latest Austroads intersection design guides. All associated signage and marking shall be in accordance with MOTSAM and the TCD Manual.

   This roundabout design shall include confirmation that the following has been specifically allowed for:

   - public bus movements,
   - volumes of traffic likely to result from the future development of land to the south and connection of Woolshed Road. This design should assume that the existing Woolshed Road intersection 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.

- volumes of traffic likely to result from the future development of land to the north. This design should assume that all suitable land between the subject development and the SH6 dog leg to the north will be developed to a density similar to that proposed within the subject development and key access routes will be as per the QLDC Network Operating Framework (NOF) for the area.

u) The formation of all road intersections in accordance with the latest Austroads intersection design guides. Specific consideration shall be given to ensuring suitable sightlines are provided at the intersection between collector Road 1 and local Road 7, 9, 11. All lots adjacent to road intersections shall be configured with compliant sight distance splays. All associated signage and marking shall be in accordance with MOTSAM and the TCD Manual.

v) The provision of permanent sealed turning head at the north extent of Road 2 in accordance with Council standards. Alternatively the termination of the formed road in line with Road 3 through the placement of a kerb and channel radius bend that directs traffic flows into Road 11, where the design and increased grassed area is specifically accepted by Council's Property & Infrastructure department.

w) The provision of permanent sealed turning head at the southern extent of Road 2 in accordance with Council standards. Alternatively the termination of the formed road in line with the southern extent of Roads 4 & 6 through the placement of kerb and channel, where the design and increased grassed area is specifically accepted by Council's Property & Infrastructure department.

x) The provision of permanent sealed turning head at the north extent of Road 1 (including localised widening of the legal road reserve to accommodate this feature) in accordance with Council standards. Alternatively the termination of the formed road in line with Road 11 through the placement of a kerb and channel radius bend that directs traffic flows into Road 11, where the design and increased grassed area is specifically accepted by Council's Property & Infrastructure department.

y) The provision of concrete vehicle crossings that shall be constructed to each residential lot to Council's standards. The proposed vehicle crossings to Lots 123, 182, 334, 510, 901, 912 (crossing A-F) shall be specifically relocated in accordance with section 26 of the Novo Group final Section 92.2 transport review report dated 11th April 2020.

   All the proposed vehicle crossings shall be confirmed to be located to provide minimum or greater visibility sightlines in accordance with Council standards, noting that a lesser sightline may be accepted where supported with specific assessment from a suitably qualified traffic engineer.

z) 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 design shall be supplied as standalone drawings.

aa) 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 shall be consistent with those installed on recent neighbouring developments and vested roads (i.e. Hanley Farm).

bb) 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.

cc) 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.

dd) The provision of all off-road trails/paths through the vested reserve lots. These paths shall be constructed to a minimum Grade 2 trail typology under the QLDC Cycle Trail Design Standards & Specifications. Where these paths cross drainage channels (example Lot 811) specific design and certification (either a PS1 producer statement or Schedule 1A signed by a chartered professional engineer) shall be provided for the formation of a culvert or bridge crossing. Likewise, where these paths cross the collector road carriageway specific design shall be provided for provision of pedestrian crossing points and refuges (if required). Deviations to Grade 2 typology requirement, if any, shall be agreed with Council parks team in writing prior to detailed design submission.

ee) The provision of an off-road path over the northern portion of Lot 916 and linking the paths/trails within the development to Woolshed Road. This path shall be extended south-west down the northern berm of Woolshed Road to the south-western extent of Lot 916. The path shall be constructed to a Grade 2 trail typology under the QLDC Cycle Trail Design Standards & Specifications. Where this path crosses the southern floodway channel drainage channel, specific design and certification (either a PS1 producer statement or Schedule 1A signed by a chartered professional engineer) shall be provided for the formation of a culvert or bridge crossing. This path shall be secured via a public access easement over Lot 916.

Hazards

ff) Upgrading of the Woolshed Creek Floodway (Lots 802 & 803) through the development in accordance with the Fluent Solutions report titled '*Coneburn Flood Management – Full Site Flood Mitigation Assessment*' ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. The upgraded channel shall have a capacity suitable to convey the 100yr ARI event with provision for the freeboard as required under the Section 4 of the QLDC Code of Practice. This design shall also include suitable measures (armouring, drop structures etc) to ensure that velocities are controlled, and any associated risk of scour damage to the development and downstream properties mitigated in accordance with best practice guidelines.

To ensure that the design and associated modelling/calculations for the provision of the upgraded Woolshed Creek Floodway are suitable, the information provided shall be peer reviewed at the consent holder cost.

The above floodway design shall demonstrate adequate upstream and downstream provisions to convey the 100yr ARI flood flows under/over the Road 1 culvert/bridge crossing (designed for 1 in 50 year event with 500mm freeboard) including provision of a suitable super design event or blockage overflow path. The design shall also ensure that any heading up of flows on the upstream side of the Road 1 culvert/bridge structure under the 100yr event will not result in flooding of upstream properties and loss of required freeboard.

The above detailed design shall also include specific confirmation that 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.

gg) The upgrading of the Southern Floodway (Lots 915 & 916) in accordance with the Fluent Solutions report titled '*Coneburn Flood Management – Full Site Flood Mitigation Assessment*' ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. The floodway channel shall have a capacity suitable to convey the 100yr ARI event with addition of a bund to ensure the provision for the freeboard as required under the Section 4 of the QLDC Code of Practice. This design shall also include suitable measures (armouring, drop structures etc) to ensure that velocities are controlled, and associated risk of scour damage to the development and downstream properties are mitigated in accordance with best practice guidelines. If required by Council, a peer review of this design and supporting calculations shall be undertaken at the consent holder's cost.

hh) The provision of the Peninsula Hill Floodway (Lot 811) in accordance with the Fluent Solutions report titled '*Coneburn Flood Management – Full Site Flood Mitigation Assessment'* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. The floodway channel shall have a capacity suitable to convey the 100yr ARI event with addition of a bund to ensure the provision for the minimum freeboard as required under the Section 4 of the QLDC Code of Practice. This design shall also include suitable measures (armouring, drop structures etc) to ensure that velocities are controlled, and associated risk of scour damage to the development and downstream properties are mitigated in accordance with best practice guidelines. If required by Council, a peer review of this design and supporting calculations shall be undertaken at the consent holder's cost.

ii) The provision of a flood protection bund located within Lots 806, 807, and the northern portion of Lot 1003. This bund shall be design in accordance with the Fluent Solutions report titled '*Coneburn Flood Management – Full Site Flood Mitigation Assessment'* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020 and shall ensure that the residential lots within the development are protected from flood and associated debris under the 100yr rainfall event with the required level of freeboard

jj) The provision of a flood protection and visual amenity bund within Lot 808 and 809. This bund shall be designed in general accordance with the Fluent Solutions report titled *'Coneburn Flood Management – Full Site Flood Mitigation Assessment'* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020 and shall ensure that the residential lots within the development are protected from flood waters and associated debris under the 100yr rainfall event with the required level of freeboard.

kk) The provision of detention ponding areas within Lots 804 and 814 in general accordance with the Fluent Solutions report titled '*Coneburn Flood Management – Full Site Flood Mitigation Assessment*' ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. These ponds shall be designed to ensure that the development does not increase flooding of neighbouring or downstream properties from the pre-development situation.

To ensure that the ponding areas will drain they shall be formed with a minimum 0.5% grade towards the outlet. To further assist the drainage of the ground and ensure areas remain suitable for informal recreational purposes, the ponding areas should be fitted with subsoil drainage and/or utilise specific design such as a free draining sub-base etc that will ensure the areas can be maintained (mowed) and remain relatively dry and usable for year round informal recreation.

The Lot 814 detention pond (the upstream pond) shall be formed with a maximum; 1V:6H batter slope for the portion of the pond fronting recreational reserve Lots 800 and 801, 1V:5H grassed batter slope for the portion acting as the spill weir, and either 1V:5H and grassed or 1V:3H and planted on all other batter slopes. To allow for possible refinement in this design, these batters may be formed to steeper or different batter slope on the basis that associated written approval is gained from both Council P&I and Parks & Reserves.

The Lot 804 detention pond (the downstream pond) shall be formed with a maximum; 1V:5H batter slope for the portion of the pond fronting Road 1, and 1V:5H grassed batter slope for the portion acting as the spill weir. To allow for possible refinement in this design, these batters may be formed to steeper or different batter slope on the basis that associated written approval is gained from both Council P&I and Parks & Reserves.

To ensure that the design and associated modelling/calculations for the provision of the required detention is suitable, the information provided shall be peer reviewed at the consent holder cost. This peer review shall be undertaken in conjunction with the peer review for the primary stormwater disposal system.

To ensure that final design and operation of these ponds are acceptable to Council Park & Reserves (as the future owners), the design shall also be reviewed and accepted by Council Park & Reserves.

ll) The provision of two rock fall protection catch bunds generally within Lots 511-515 and Lots 519-521 (as shown on the plans approved in Condition 1). These bunds shall be designed to address the rock fall hazard risk identified within Section 6 of the Geosolve report titled '*Geotechnical Report for Resource Consent – Coneburn Residential Development*' dated August 2019 ref 180668.01 and in general accordance with the Geosolve concept bund design drawings titled '*Coneburn Valley SHA – Rockfall Embankment Concept Design*' Job 160668.02, dated 21/01/2020. The design of these bunds shall include suitable design certification from a suitably qualified engineer/geo professional.

Certification

mm) 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 2018* Schedule 1A Certificate.

nn) 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.

oo) The provision of a Design Certificate/s submitted by a suitably qualified design professional for the culvert or bridge road crossings of the Woolshed Creek Floodway and Peninsula Hill Floodway. The certificate/s shall be in the format of an IPENZ Producer Statement PS1 or Schedule 1A certificate signed by a chartered professional engineer.

pp) The provision of a Design Certificate/s submitted by a suitably qualified design professional for the culvert or bridge road crossings associated with any public trails/cycleways. The certificate/s shall be in the format of an IPENZ Producer Statement PS1 or Schedule 1A certificate signed by a chartered professional engineer.

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

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

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

b) Ensure that areas of reserve exclude any areas of road.

c) Details of landscape trees and plants that includes the species, size and location.

d) Irrigation plan showing how trees are to be irrigated

e) Tree pit details showing root ball treatment and staking

f) Ensure that all batter slopes and mounds are to a gradient not exceeding 1:5 when measured across any point to ensure that all slopes are mowable. This will require that plans clearly demonstrate that this gradient will not be exceeded.

g) Path width, material and construction details so that all tracks achieve a grade 2 standard as set out in standards http://www.qldc.govt.nz/assets/Uploads/Council-Documents/Parks-Planning-Documents/QLDC-Cycle-Trail-Track-Design-Standard-2016.pdf

h) Detail of any stormwater detention areas, including planting, maintenance and confirmation that these areas can be easily mown.

i) Details and locations for any other proposed assets, such as park seats, irrigation and fencing.

j) Maintenance requirements

k) A potable water supply point to be provided to the boundary of reserve lots.

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

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

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

Council Officers may undertake inspections as necessary, and also on an annual basis. The purpose being to assist and ensure that potential issues might be identified earlier, so the Consent Holder has more opportunity to attend to matters that could delay the ultimate handover.

15. Prior to work commencing on the site, the consent holder shall submit a Structural Landscape Plan prepared by a suitably qualified professional to Council for certification. The Structural Landscape Plan shall achieve the following objectives:

a. Plantings shall be native species and selected from the Jacks Point plant list contained within Part 41.8 of the Proposed District Plan and the plan shall include details of spacing and densities.

b. Plantings shall be established within the 3.5m northern setbacks of Lots 1-18 (inclusive) and lots 521 – 545 (inclusive), and within the 5m southern setbacks of lots 183 – 207 (inclusive) to ensure a consistent and continual visual mitigation along the northern and southern boundaries of the subdivision to soften views of built form.

c. Plantings shall be established on the batter slopes of the rockfall bunds within lots 511-515 (inclusive) and 518-521 (inclusive) to ensure that adverse effects on the naturalness and coherence of the adjacent ONF (Peninsula Hill) are reduced.

16. 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)
   (vii) Site induction

b) Operational Requirements
   (i) Erosion and sedimentation (including Erosion and Sediment Control Plan) (to be prepared by a Suitably Qualified and Experienced Person)
   (ii) Water quality
   (iii) Dust
   (iv) Cultural heritage
   (v) Noise
   (vi) Vibration
   (vii) Contaminated sites (if any(
   (viii) Indigenous vegetation clearance (if any)
   (ix) Chemical and fuel management
   (x) Waste management

17. 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.

18. 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.*

19. 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.*

To be monitored throughout earthworks

20. The earthworks, geotechnical works, and fill procedures shall be supervised and monitored by the person named in Condition (7) above.

21. Earthworks shall be undertaken in accordance with the recommendations of the Geosolve report titled '*Geotechnical Report for Resource Consent – Coneburn Residential Development*' dated August 2019 ref 180668.01.

22. 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.

23. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding Council roads (Woolshed Road) by vehicles moving to and from the site. If any material from the development is deposited on any Council roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.

24. No earthworks, temporary or permanent, are to breach the boundaries of the greater Coneburn SHA development site without the prior approval of the associated landowner. With the specific exception of earthworks within the SH6 reserve specifically agreed with NZTA and works required to install services and a pathway within Woolshed Road.

25. 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.

26. 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.

27. All works shall be undertaken in accordance with the most current version of the EMP as accepted as suitable by Council.

28. The EMP shall be accessible on site at all times during work under this consent.

29. 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.

30. 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.

31. 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*.

32. 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 (33) below.

33. 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.

34. In accordance with page 9 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*, where any Environmental Incident where the EMP has failed leading to any adverse environmental effects offsite occurs the Consent Holder shall:

    a) Report to QLDC details of any Environmental Incident within 12 hours of becoming aware of the incident.

    b) Provide an Environmental Incident Report to QLDC within 10 working days of the incident occurring as per the requirements outlined in Section 3.3.1 of *Queenstown Lakes District Council's Guidelines for Environmental Management Plans.*

35. 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.*

36. 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 *Guidelines*

To be completed before Council approval of the Title Plan

37. Prior to the Council signing the Survey Plan pursuant to Section 45 of the HASHAA (as per s223 of the RMA), 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) An access and maintenance works easement in gross shall be shown in favour of QLDC over the full extent of the 'Southern Floodway' (overland flow channel) and bunds contained within private Lots 915 & 916. The easement instrument wording shall be subject to legal review by Council to ensure Council legal and maintenance interests are protected. This easement instrument shall in no way imply that QLDC will be responsible for the ongoing maintenance of this private asset.

    c) Access and maintenance works easements shall be secured over the rock fall bunds located within Lots 511-515 and Lots 518-521. These easements shall be in favour of the lots serviced (not Council).

    d) Covenant areas shall be shown over Lots 511-515 and Lots 518-521 for the area of the rock fall bund and leeward slope. These areas shall be subject to the consent notice required under Condition (41).

e) The names of all roads which require naming in accordance with Council's road naming policy shall be shown on the survey plan.

[Note: the road naming application should be submitted to the Principal Resource Management Engineer at QLDC. and should be lodged prior to the application for the section 45 certificate (being s223 of the RMA)]

Amalgamation Conditions (s43 HASHAA – as per s220(1)(b) of the RMA)

38. The following shall be registered with Land Information New Zealand:

- That Lot 915 and 916 are to be amalgamated and be held together in the same Computer Freehold Register (CSN XXXX)

To be completed before issue of the section 46 certificate of the HASHAA (as per s224(c) of the RMA)

39. Prior to issue of the section 46 certificate of the HASHAA, as per s224(c) of the RMA, the consent holder shall complete the following :

a) Written confirmation from the NZ Transport Agency that access for the subdivision via a new intersection with State Highway 6 has been designed and constructed to a safe and acceptable standard, and is fully operational.

b) 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, Bridges, Water, Irrigation, Wastewater, Stormwater reticulation, and pump stations.

c) The completion and implementation of all works detailed in Condition (13) above.

d) An Elster PSM V100 or Sensus 620 provided to Council's maintenance contractor Veolia for each residential lot as per condition (13b) above, and evidence of supply shall be provided to Council's Subdivision Inspector.

e) 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.

f) 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.

g) 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 boundaries of Council recreational reserve Lots 800, 801, 813 (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.

h) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of a suitable bulk underground electricity supply has been made available to the boundaries Lots 900, 901, 902 and that all the network supplier's requirements for making such means of supply available have been met. These connections shall be capable of servicing the maximum development potential of the lots.

i) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone and data services have 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.

j) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone and data services have been made available to the boundaries of boundaries Lots 900, 901, 902 and that all the network supplier's requirements for making such means of supply available have been met. These connections shall be capable of servicing the maximum development potential of the lots.

k) 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.

l) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.

m) At the completion of onsite earthworks the geo-professional identified under Condition (8) shall incorporate the results of ground bearing test results for each residential allotment (regardless of whether affected by development cut and fill earthworks) and include these with a Geotechnical Completion Report and Schedule 2A certificate covering all lots within the subdivision.

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.

n) The consent holder shall engage an independent and suitably qualified traffic engineer to carry out a post-construction road safety audit 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.

o) 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 2018* Schedule 1B and 1C Certificate.

p) 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.

q) The submission of a Completion Certificates from both the Contractor and Approved Certifier for the culvert or bridge road crossings of the Woolshed Creek Floodway and Peninsula Hill Floodway. 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.

r) The provision of an operation & maintenance plan for the wastewater pump station/s. This plan shall be reviewed by the Principal Resource Management Engineer at Council prior to acceptance.

s) The provision of an operation & maintenance plan for the Woolshed Creek Floodway, Peninsula Hill Floodway, and detention ponding areas to ensure that conveyance of design flows and levels of protection are maintained in consideration of the preliminary plans reviewed under engineering acceptance. This plan shall be reviewed by the Principal Resource Management Engineer and Manager of Park & Reserves at Council prior to acceptance.

t) The provision of an operation & maintenance plan for the Southern Floodway and associated bunds to ensure that conveyance of design flows and levels of protection are maintained in consideration of the preliminary plans reviewed under engineering acceptance. This plan shall be reviewed by the Principal Resource Management Engineer and Manager of Park & Reserves at Council prior to acceptance. Note as this asset is not intended to vest to Council at this time the approved O&M plan shall be held and implemented by landowner until such a time as the asset is vested along with any additional assessed requirements for the time.

u) The consent holder shall ensure that all silt attributable to the construction of the development is removed from mud-tanks within the road network, stormwater treatment devices at the network outlets, flood detention ponds, and from the Woolshed Creek Floodway, Peninsula Hill Floodway, Southern Floodway.

Note: To ensure siltation in the months following 224c does not adversely impact the mud-tanks, stormwater treatment devices, detention ponds, Woolshed Creek Floodway, Peninsula Hill Floodway, Southern Floodway, 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.*

v) The installation and completion to Council standards, of a vehicle access crossing no greater than 4.5m to any lot with a road frontage of 12.5m or less. The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

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

Ongoing Conditions/Consent Notices pursuant to section 44 of the HASHAA, as per s221 of the RMA

40. The following consent notices shall be complied with in perpetuity and shall be registered on the relevant Titles pursuant to section 44 of the HASHA, as per s221 of the RMA:

a) General Consent Notice, Lots 1-207 and 227-545, attached as Appendix 9 to this decision.

b) Commercial/Community Consent Notice, Lot 900, attached as Appendix 10 to this decision.

c) Multi-unit Consent Notice, Lots 901-914, attached as Appendix 11 to this decision

d) Floodway Consent Notice, Lots 915-916, attached as Appendix 12 to this decision

41. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant section 44 of the HASHAA, as per s.221 of the RMA:

a) Covenant area X on Lots 511-515 and covenant area X on Lots 518-521 contain a rockfall protection bund. This bund is required to protect the buildable area of the lots from rockfall

from the hillslopes to the west and shall remain unmodified and well maintained by the lots served in accordance with the geotechnical design and reporting provided for the underlying subdivision (SH190488).

b) Covenant area X on Lots 511-515 and covenant area X on Lots 518-521 contain the leeward (eastern) batter slope of a rockfall protection bund. This area may only be excavated/modified with suitable advice and design from a suitably qualified geotechnical engineer and taking into account the need to maintain the structural integrity and purpose of the rock fall protection bund as design and installed at time of the underlying subdivision (SH190488).

c) The planting within Covenant area X on Lots 511-515 and covenant area X on Lots 518-521 shall be maintained in perpetuity in accordance with the Structural Landscape Plan as approved by Condition 15 of SH190488. If any plant or tree should die or become diseased it shall be replaced within the next available planting season.

42. In the event that the Schedule 2A certificate issued under Condition (39m) 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).

43. Where deemed necessary by Council to satisfy Condition 13(k)(ii) above, a consent notice condition pursuant to section 44 of the HASHAA shall be registered on the Records of Title for the relevant lots providing for the performance of any ongoing requirements for protection of secondary flow paths or minimum floor levels for buildings. 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 (13) 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].

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

<u>Accidental Discovery Protocol</u>

46. If the consent holder:

a) does not have an archaeological authority from Heritage New Zealand Pouhere Taonga *and* discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder shall without delay:

(i) notify Council, Tangata whenua and Heritage New Zealand Pouhere Taonga and in the case of skeletal remains, the New Zealand Police.
(ii) stop work within the immediate vicinity of the discovery to allow a site inspection by the Heritage New Zealand Pouhere Taonga and the appropriate runanga and their advisors, who shall determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.

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

b) discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder shall without delay:

(i) stop work within the immediate vicinity of the discovery or disturbance and;
(ii) advise Council, the Heritage New Zealand Pouhere Taonga and in the case of Maori features or materials, the Tangata whenua and if required, shall make an application for an Archaeological Authority pursuant to the New Zealand Pouhere Taonga Act 2014 and;
(iii) arrange for a suitably qualified archaeologist to undertake a survey of the site.

Site work may only recommence following consultation with Council.

General Advice Notes:

i. 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).

ii. 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.

iii. The consent holder should be aware that areas of works are located within known waterways and drainage channels and therefore resource consent should be obtained from the Otago Regional Council as required.

iv. The consent holder is responsible for obtaining any required approvals from NZTA for the temporary movement of construction traffic to/from SH6 and the install of any associated temporary vehicle crossings.

v. It is a requirement pursuant to Section 51 of the Government Roading Powers Act 1989 that any person wanting to carry out works on a state highway first gain the approval of the NZ Transport Agency for the works, and that a Corridor Access Request is applied for and approved before any works commence. The NZ Transport Agency will then oversee the works in accordance with the Corridor Access Request approval. A complete Corridor Access Request shall be submitted at least 15 working days before the scheduled date of works. For advice on what is required for a complete Corridor Access Request and how to apply please contact Aspiring Highways planning@aspiringhighways.co.nz. A completed copy of this

application should also be sent to the NZ Transport Agency System Design and Delivery Team at Consentsandapprovals@nzta.govt.nz.

vi. *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.*

Advice notes for Environmental Management Conditions (16-19 and 26-36):

vii. *'Suitably Qualified and Experienced Person' is defined in the Queenstown Lakes District Council's Standard for Environmental Management Plans.*

viii. *HOLD POINT means a mandatory confirmation point beyond which no further construction activities may commence until Council has provided notice to the Consent Holder that the HOLD POINT matter(s) have been accepted as suitable.*

ix. *'Consent Holder' may also refer to the nominated Principal Contractor where those functions and duties have been delegated. However, the ultimate responsibility for ensuring these conditions are complied with will continue to be with the Consent Holder.*

For Your Information

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

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

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

Development Contribution
If this decision requires a development contribution (DC) charge, we will be sending a notice in due course. To answer questions such as what is a DC charge, when a DC charge is triggered and timing of payments, this information is available here.
If you wish to make a DC estimate calculation yourself, please use this link. Full details on current and past policies can be found here.

APPENDIX 2 - APPLICANT'S AEE

Rosalind Devlin
MRRP MNZPI
Resource Management Planner

58A Elm Tree Avenue
Frankton
Queenstown 9300
s 9(2)(a)

Application for Resource Consent
Section 25, Housing Accord and Special Housing Areas Act 2013

To:	Queenstown Lakes District Council
Applicant:	Queenstown Housing Limited
Agent:	Rosalind Devlin – Strategy Resource Consents & Planning Limited Ph: s 9(2)(a) Email: s 9(2)(a)
Address for Service:	58A Elm Tree Ave, Frankton, Queenstown
Site Address:	436 Kingston Road, Jacks Point
Legal Description:	Lot 1-2 DP 475609
Owner of Site:	James Douglas Paterson and Jane Harvey Paterson
Consents For:	Resource consent application to Queenstown Lakes District Council (made under the Housing Accords and Special Housing Areas Act 2013) for subdivision and residential development of the site including associated earthworks, access, services and landscaping; and Application under s221 of the Resource Management Act to cancel a consent notice.
Enclosed:	AEE dated September 2019 Appendices Application Fee
Signed:	Rosalind Devlin MRRP MNZPI
Date:	2 September 2019 *Amended 9 September 2019 to include Chapter 25 PDP*

Queenstown Housing Limited

Application for resource consent
Special Housing Area residential development

436 Kingston Road, Jacks Point
September 2019

LIST OF APPENDICES

Record of Title & Attachments
Title Interests commentary
Concept & Subdivision Plans – Paterson Pitts Group
Detailed Plans showing breaches of driveways from intersections
Landscape Plans – Steve Riddle – Landscape Designer
Urban Design Report – Vivian + Espie
Proposed consent notice (design controls)
Confirmation of power supply – PowerNet
Confirmation of telecommunications supply – Chorus
Contaminated sites enquiry – Otago Regional Council
Engineering Feasibility Report - Stantec
Geotechnical Report – GeoSolve
Correspondence – Queenstown Trails Trust
Council Parks & Reserves Memo
WSP Opus Report on Traffic Effects
Council meeting minutes 18 April 2019

1.0 Introduction

Queenstown Housing Limited ("the Applicant") hereby applies for resource consent from Queenstown Lakes District Council ('QLDC') for a staged subdivision to create 632 residential lots, 3 lots for community purposes, lots to vest as road and reserve, with associated earthworks, access and roading, services, and landscaping; and land use consent to establish a residential unit on each residential lot, and to establish community or commercial activities.

This application is made under Section 25 of the Housing Accords and Special Housing Areas Act 2013 ('HASHAA').

An associated consent under Section 221 of the Resource Management Act is sought to cancel a redundant Consent Notice (7919701.16).

The site is 436 Kingston Road, Kingston Rural (refer Figure 1 below). The site is located in the Jacks Point Zone (Open Space Landscape Protection / Farming) of the Operative Queenstown Lakes District Plan ('ODP') and within the Jacks Point Zone (Open Space Landscape Activity Area) of the Proposed District Plan ('PDP').

The proposal requires resource consent for the reasons outlined in this Report. Applicable Rules and Standards under both the ODP and PDP are considered below.

This application follows a formal Expression of Interest ('EOI'), which was approved in principle by QLDC on 18 April 2019 (meeting minutes attached) and approved by the Government on 26 August 2019 with the Order in Council coming into force on 30 August 2019[1].

The application includes plans of the proposed development, as well as a full suite of supporting specialist assessments (attached).

[1] Housing Accords and Special Housing Areas (Queenstown-Lakes) Amendment Order (No 2) 2019

2.0 Site Description and Background

2.1 Site Description

The subject site is located at 436 Kingston Road, Kingston Rural, and is 86.159ha in area. The site is mostly gently sloping with steeper slopes along the foothills of Peninsula Hill. The site is in productive pastoral use and contains drainage channels and fence lines. The proposed development area comprises approximately 48ha of the wider site, which is located near the Jacks Point and Hanley Downs urban area, and is 4.5km from Frankton and 12km from central Queenstown. The. The site and its surrounds are shown in Figure 1 below:

Figure 1 – location (source: Council GIS)

The ODP zoning over the site has been superseded by the PDP, although the policy framework for Chapter 41 (Jacks Point) is under appeal. Under the PDP, the site is zoned Jacks Point – Open Space Landscape Activity Area (OSL); refer Figure 2 below.

The Jacks Point Zone provides 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 OSL provides for land that is not *substantially occupied by buildings and which provides benefits to the general public as an area of visual, cultural, educational, or recreational amenity values.*

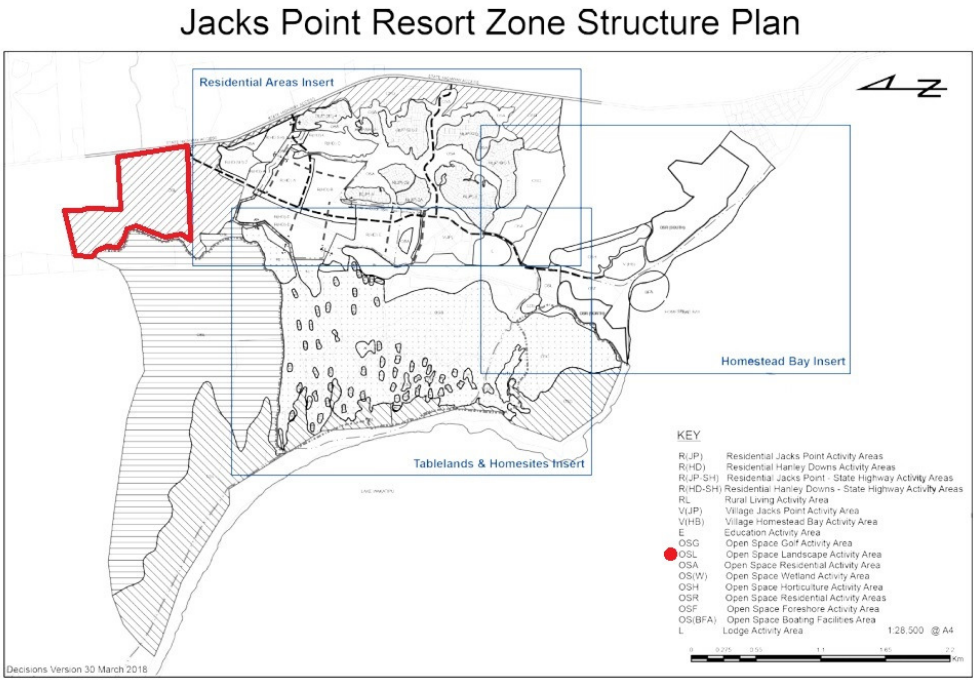


Figure 2 – Jacks Point Resort Zone Structure Plan: PDP Chapter 41, marked up to show site location

On the other side of the State Highway is the PDP Coneburn Industrial Zone (under appeal) and to the north of the site is zoned Rural within a Rural Character Landscape, with land to the west zoned Rural and within an Outstanding Natural Landscape (refer Figure 3 below).

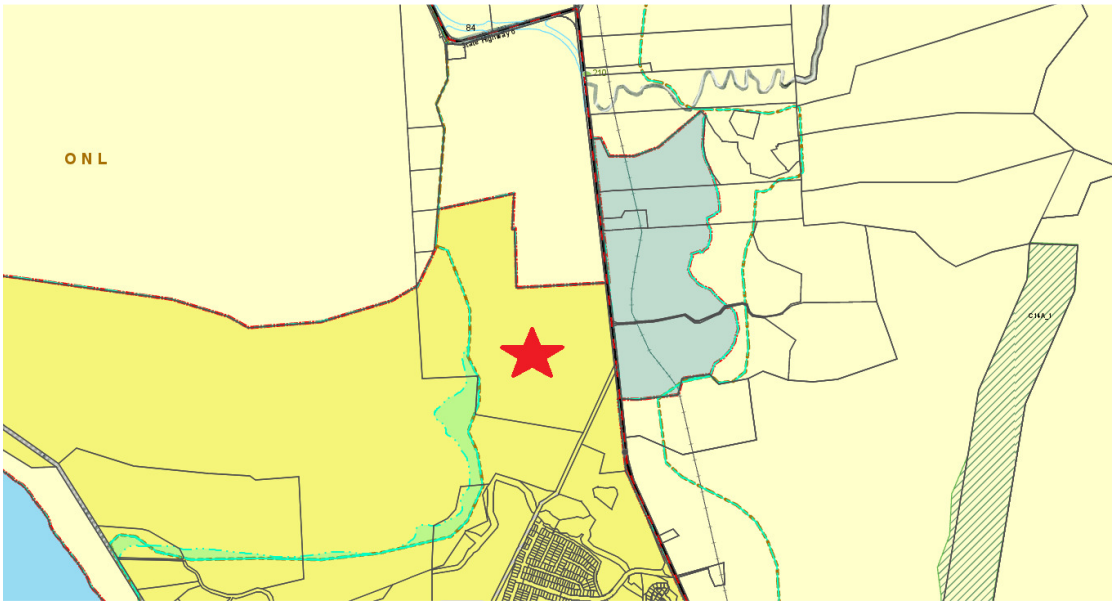


Figure 3 – Excerpt from Proposed District Plan Appeals Web Mapping Application (site marked by red star)

2.2 Site History

RM071131	Establish an outline development plan for the residential pods within the Jacks Point Zone
RM061092	Subdivide site into 12 home allotments, 4 access lots, one open space lot and one balance lots, including earthworks and provision of services on site located at Jacks Point, Kingston Road
RM070248	Variation to conditions 4(f), 4(l), 8(k) and 8(i) of RM061092
RM070413	Subdivide Lots 21, 22, 24, 25, 26, 122, 124 and 126 of RM061092 and lots 9 and 10 DP 368273 to create eight new allotments and land use consent to shift location of two home sites on lots 26 and 27 at Jacks Point, Queenstown
RM070842	Subdivide Lots 1-3 DP 335934 & Lot 1 Lt 381477 to create nine bulk title allotments within Henley Downs
RM080249	Variation to delete condition 4(i) of RM061092
RM081143	Variation to change conditions 1 & 4 (amalgamation) and include staging condition 10 to RM070413
RM081293	Variation to condition 4(i) of RM070413 pertaining to lighting plan
RM090191	Subdivide lots 1,2,3,4,8 & 9 DP 398514 to create five bulk title allotments
RM140216	Subdivision consent to subdivide land contained in two titles to create three titles. This consent created the current titles with an amalgamation condition holding the two lots together
RM170351	To undertake earthworks to form a landscape bund, and to relocate three farm buildings to the site at 436 Kingston Road, Kingston. This is not in a part of the site relevant to the proposal
RM181431	Vary condition 1 to update approved plans/enable a larger workshop at 436 Kingston Road, Kelvin Heights

2.3 Title & Interests

The site is legally described as Lot 1 and 2 DP 475609 held in Record of Title 655559 (copy attached). Various interests are registered on the title (attached). These are listed in an attachment to this Report with commentary. Of particular relevance:

Consent Notice 7919701.16 – relates to subdivision consent RM070842 and includes a condition in regard to public access registered against the title of Lot 8 DP 398514. Lot 8 has since been subdivided. The public access easements are now registered against a separate title, Lot 9 DP 498179, and are not within the subject site. Consent is sought under s221 of the Resource Management Act 1991 ('RMA') to remove this now redundant consent notice.

2.4 Background

This proposed Special Housing Area recognises the Coneburn Valley's landscape characteristics while addressing housing supply and pricing issues in the greater Jacks Point area and wider district.

The site is pastoral land that is relatively flat and adjoins the Jacks Point and Hanley Downs urban area. It is well-placed to provide for the logical and integrated growth of the Coneburn Valley, with infrastructure available or feasible.

The proposal focuses on providing affordable housing for the Wakatipu market in the form of affordable housing to rent and / or to buy.

As noted above, the EOI was approved in principle by QLDC on 18 April 2019 and approved by the Government on 26 August 2019 with the Order in Council commencing into force on 30 August 2019.

The indicative EOI concept plans provided approximately 600 lots/residential units on the 48ha site. The revised number of residential lots for this application is 632. As part of the Deed, at least 10% or approximately 63 lots are to be assigned to the Queenstown Lakes Community Housing Trust.

3.0 The Proposal

Land use and subdivision resource consents are sought for the development of the site, with associated earthworks, access, services, and landscaping.

The overall proposal can be described as comprising:

- Residential development of 632 lots/units, offered in a range of housing typologies and sizes, with lot sizes ranging from approximately 250m^2 to over 1,200m^2.
- Each residential lot will require a land use consent to enable residential buildings and residential activities, with design controls attached by way of a consent notice with conditions based on Lower Density Suburban to Medium Density Residential standards.
- Three lots providing for small scale commercial activities up to 200m^2 for each tenancy (e.g. local shops, childcare). Consent is not sought for commercial buildings, as detailed designs would be addressed by subsequent land use consents.
- Fee simple subdivision undertaken in stages.
- Internal roading network and recreation reserves to vest in Council.
- Earthworks associated with services and subdivision formation.
- Access from State Highway 6 via a new roundabout.
- Services: water supply, sewerage and stormwater, power and telecommunications to the boundary of each lot.
- Structural landscaping (State Highway buffer, street trees, reserves).
- A s221 application to cancel a redundant consent notice.

A set of concept and subdivision plans are attached.

The proposal does not meet the relevant rules and standards applicable in the Jacks Point Zone of both the ODP and PDP. Infringements have been identified and recorded in this Report.

3.1 Urban Design

An extensive review has been undertaken of the draft proposal by Erin Quin of Vivian & Espie, within the attached Urban Design Report. The Urban Design Report concluded that the proposal would result in an appropriate standard of urban design.

The proposal, in terms of the layout, has not changed significantly since the report was prepared. Included in the application are some basic building controls to uphold a good standard of building design, based on Medium to Lower Density Suburban Residential standards. These are very similar to those that have recently been approved at the nearby Hanley's Farm subdivision, which in turn were subject to urban design reviews (see RM161071 and RM180631).

The development provides an efficient subdivision design, affordable solutions, whilst also being sympathetic in scale and character to the surrounding landscape. An assessment against the Urban Design Principles – 7 C's – is included within this Report below.

3.2 Landscape

The development falls within the Rural Landscape Classification (as opposed to the Outstanding Natural Landscape) as has been settled through the District Plan review process. Further, it falls within the Urban Growth Boundary, which can be interpreted to indicate that a change to urban development is contemplated by the Plan.

The EOI included a discussion on landscape matters and the suitability to develop the site for these reasons. This assessment drew heavily on the conclusions of the evidence presented before the District Plan hearings (including that of Dr Marion Read on behalf of Council) and the subsequent discussion of the Hearing Commissioners in their Decision.

Generally proposed sites close to the Outstanding Natural Landscape line (toward the edge of the development) are more sloping and are larger in size. This should help provide for greater planting / less built form to provide a transition to the ONL.

A buffer of undeveloped land (proposed to be landscaped and vested as reserve) is proposed along the highway. This will be built up in places mitigate the effect of people in vehicles looking directly into houses close to the highway (as indicatively shown in the cross section that forms part of the attached landscape plans).

Native planting is proposed throughout reserves to visually integrate with the appearance of natural landscapes beyond the site and the planting associated with nearby Jacks Point and Hanley's Farm.

3.3 Subdivision Layout

Subdivision layout plans have been prepared by Paterson Pitts Group with input from other specialists, including Engineering, Urban Design and Landscape. the plans are attached.

3.4 Residential Typology

The applicant has intentions to build on many of the sites with off site manufactured houses. It is important that simple built forms are allowed to enable affordable construction costs. The designs are not yet known in detail, with work ongoing. The design controls are therefore proposed not to be overly detailed.

A mix of site sizes are proposed, which will mean some houses will be comparatively small and affordable, with others larger and more suited to families etc.

3.5 Transport

The Engineering Assessment Report from Stantec includes information on the proposed roading designs etc. sufficient flexibility should be retained in conditions to allow provisional design concepts to be refined through the Engineering Acceptance stage.

The Stantec report includes a design and access statement supporting the proposal.

The roading network is well connected and includes an arterial connection road from north to south which would allow traffic (including buses) to travel to potential future subdivisions to the north and south of the development without travelling via the state highway.

A letter from WSP-OPUS (included as an attachment to the Engineering Feasibility Report) concludes that a roundabout is most likely required to access the site from the State Highway. This is shown on the subdivision plans. The approximate geometry is also described in the report and it is noted that there is a wide landscape buffer proposed which should allow a larger roundabout if necessary.

The WSP-OPUS letter included advice that NZTA would like to see access provided to the property on the opposite side of the state highway which is the proposed Coneburn Industrial site. Discussions will take place

with that landowner to consider that prospect and a possible outcome is that the roundabout could be centred on the existing state highway, thereby occupying less of the Coneburn Special Housing Area ('SHA') land.

A Notice of Requirement will be prepared in consultation with NZTA in due course which will see further details of the intersection progressed. It is noted that there is a potential road connection through to Hanley's Farm via Woolshed Rd provided for. It is possible that an initial stage of development may be serviced via this connection if there are delays in completing construction of the roundabout.

The plans show the location of the Internal roading network, which will guide the locations of vehicle crossings, footpaths, trails and associated infrastructure. The internal roads will be vested with Council.

A feature is the connected off-road trail network which should be useful from an internal connectivity perspective, for recreating and in the future for the active travel network between Jacks Point and Queenstown. The Queenstown Trail Trust during the EOI process supported the trail network in principle (letter attached).

3.6 Geotechnical Engineering

A review of natural hazards and ground conditions has been undertaken by GeoSolve, within the attached Geotechnical Report. The Geotechnical Report concludes:

- that parts of the site are suspectable to liquefaction. It concludes that houses can be constructed to account for this risk.

- That there is a rockfall risk for limited parts of the west of the site. This can and should be accounted for in detailed design to remove the risk

- Perched water and lake sediment soils will necessitate well considered site management plans to mitigate environmental risks and will need to be considered kin the construction of roads and services

Earthworks will be supervised throughout construction by a Geotech professional. Completion reports will be issued which will describe in greater detail the ground conditions and any special requirements for residential construction.

Conditions of consent should provide for the submission of the completion report and – if good ground is ot confirmed – a consent notice should be registered on the titles of residential lots to alert the purchaser to any Special Engineering Design requirements.

3.7 Infrastructure Engineering

Trunk water, wastewater, power and telecommunications infrastructure already traverses the site. Confirmation of supply letters are attached from PowerNet and Chorus.

Council water is available at the site. The capacity of the network is proposed to be boosted with forthcoming Council upgrades (most likely a new reservoir on land to the east of the site).

Council has indicated that it is likely to build a new wastewater pipeline to the existing network in Frankton (or possibly directly to the Wastewater treatment plant). This will service this and other sites. If necessary, as an interim solution while this is being constructed, a connection may be made to the existing Hanley's Farm Wastewater Pump Station (most likely following Woolshed Rd). And Stantec work has concluded that the existing network from the Hanley's Pump Station is expected to be able to accommodate an upgrade which could if necessary, accommodate the Coneburn SHA on a permanent basis.

Stantec's report demonstrates how stormwater runoff can be attenuated and treated. It also shows how watercourses will need to be modified to convey flood flows in a manner which protects property).

The Stantec Engineering Feasibility Assessment discusses these matters in more detail (including drawing on flood hazard reporting from Fluent Solutions Ltd).

3.8 Reserves

The plans show the location of a highway buffer reserve, reserve areas along natural stormwater channels, and a 1.76ha recreation reserve to be vested with Council. The recreational reserve will be reasonably centrally positioned with the development. At the EOI stage, Council Parks & Reserves staff confirmed that this size of reserve would be appropriate (see attached memo).

The proposed recreation reserve is designed to account for all of the reserve land contributions for the subdivision. The floodway and highway buffer reserves will provide additional high amenity recreation areas which will ensure that the development is amply provided with open space.

Improvements and detailed planting plans will be proposed in due course. Those shown on the plans should be treated as indicative. It is recommended that detailed plans be required to be submitted and approved prior to stages of construction proceeding.

3.9 Earthworks

Earthworks associated with constructing the subdivision, including installation of infrastructure, floodways and the roading network, are proposed and will be undertaken in stages as the development progresses.

The quantities of earthworks have been estimated in the Engineering Assessment Report.

Site management measures including erosion, dust and sediment control will be prepared in accordance with best practice. Details will be submitted via Environmental Management Plans submitted ahead of each construction stage, which can be required via conditions of consent.

3.10 Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NESCS)

In determining whether or not the subject site is a *piece of land*, as described in regulation 5(7), the following method has been utilised:

> *(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.*

A review of historical aerials from 1956 has not revealed any structures or landforms of interest, and the current landowners (active famers) are confident that there is no history of HAIL activities within the subject site. Otago Regional Council has confirmed that the site is not listed in their database as a contaminated site (letter attached). A review of QLDC property and consent files has not revealed any HAIL activities.

As such, using this method under regulation 6(2), it is considered that the application is permitted under the NESCS, as the subject site does not appear to be a *piece of land* and the NESCS therefore does not apply.

3.11 Cultural Heritage

Initial feedback from iwi authorities during the EOI process, and a review of the Ngai Tahu cultural atlas, provides an insight into the cultural significance of the site and wider area.

Aukaha noted that the "*site is not within a defined wāhi tupuna* [place of ancestral significance] *although it is in reasonably close proximity to Wāhi Tūpuna area 19 comprising of Tāhuna* [Queenstown], *Tititea and Puahuru. Wāhi Tūpuna area 22, being Kā Kamu a Hakitekura* [Kelvin Peninsula]*, is visible from the site when viewed from Kingston Road which has frontage to the site.*" (Aukaha memo to Rūnaka dated 4 February 2019)

The Ngai Tahu cultural atlas notes that Kawarau River, to the north of the site, was a traditional travel route that provided direct access between Whakatipu Waimāori (Lake Wakatipu) and Mata-au (the Clutha River). A natural rock bridge known as Pōtiki-whata-rumaki-nao once existed on the Kawarau, allowing people to cross the river. During the 1879 Smith Nairn Royal Commission of Inquiry into the Ngāi Tahu land claims, Ngāi Tahu kaumātua recorded Kawarau as a kāinga mahinga kai (food-gathering place) where weka, kākāpō, kea, and tuna (eel) were gathered.

The cultural atlas describes Te Nuku-o-Hakitekura (The Expanse of Hakitekura) as being the Māori name for the Kelvin Peninsula (formerly the Kawarau Peninsula), on the shore of Whakatipu Waimāori. Hakitekura is the famous Kāti Māmoe woman who was the first person to swim across the lake. Several other nearby geographical features are named after Hakitekura and this historic event.

A proposed Highway buffer area and the natural slope of the land will ensure that one to two storey residential development within the subject site will not obscure view shafts towards Kā Kamu a Hakitekura when viewed from the Kingston Road/State Highway 6.

3.12 Staging of Development and Lapse Period

Under Section 51 of HASHAA, the default lapse period of a resource consent under HASHAA is 1 year. The authorised agency (QLDC) has the discretion to extend this lapse period.

Given the scale of the subdivision and development, it would not be possible to meet the default 1 year lapse period in order to give effect to a resource consent. Therefore, this application requests a seven year lapse period.

It is intended that construction would start as soon as possible, with earthworks potentially occurring during summer 2019/2020. Seven years provides for large stages of construction of approximately 100 lots to be completed each year. Depending on market conditions and practicalities of construction, it may be possible to construct more quickly.

It is likely that an initial stage will be the north eastern corner, including the new highway entrance. It is proposed that conditions of consent enable flexibility in identifying stages of development. To do this, a condition can state that each individual lot can be considered a stage and can be released in any particular order. Example wording can be provided if required.

4.0 Statutory Framework

The statutory planning framework that applies to this application includes the Housing Accords and Special Housing Areas Act 2013 ('HASHA') and the Resource Management Act 1991 ('RMA').

4.1 Housing Accords and Special Housing Areas Act 2013

The HASHAA was enacted on 13 September 2013. This special legislation was introduced to enable the more expedient supply of land for housing in identified districts and areas. The purpose of the HASHAA Act is to:

"enhance housing affordability by facilitating an increase in land and housing supply in certain regions or districts, listed in Schedule 1, identified as having housing supply and affordability issues."

This application is made under the HASHAA.

4.2 Qualifying Development under HASHAA

A proposal must be a 'qualifying development' for an application to be considered under HASHAA. The proposal meets the 'qualifying development' criteria set out in Section 14(1) of the Act for the following reasons:

- The proposal is within Category 2 land as specified in the QLDC Lead Policy Attachment A, that '*may be suitable for the establishment of special housing areas*'.

- The proposal is for 632 residential units/lots. The proposed development, being primarily residential with a small area identified for local shopping activities, satisfies the legislation's requirement of being 'predominately residential', as defined in Section 14(1)(a) of the Act.

- All of the individual residential buildings will be one or two storeys. This is well below than the HASHAA default of 6 storeys under Section 14(1)(b)(i) of the Act.

- All buildings on the site will be 8m and well below the maximum HASHAA building height of 27m, specified in Section 14(1)(b)(ii) of the Act.

- The proposal accommodates 632 residential units. The proposal thereby meets Section 14(1)(c) of the Act with respect to containing no fewer than the prescribed number of dwellings.

For the reasons outlined above, the proposal satisfies the definition of a 'qualifying development' as set out in Section 14 of the HASHAA.

4.3 The Resource Management Act 1991

The RMA sets out the statutory framework for the management of natural and physical resources in New Zealand. For areas identified as potential Special Housing Areas and where applications for resource consent have been made under the HASHAA, the purpose of the HASHAA has primacy over the RMA to the extent that it is to be assigned the greatest weight. This is a significant matter in assessing consent applications as the most weight in the overall consideration of the application will be placed upon compliance with the purpose of the HASHAA. This assessment is then followed by Part 2 of the RMA, the Proposed Queenstown Lakes District Plan (and to a lesser extent, the Operative District Plan where the PDP is under appeal), the RMA decision making sections and the key urban design qualities expressed in the Ministry for the Environment's NZ Urban Design Protocol.

5.0 Queenstown Lakes District Plans

The Queenstown Lakes District Plan is currently going through a District Plan review process. Of relevance to this application is Stages 1 and 2. Stage 3 is due to be notified towards the end of 2019 and is therefore not relevant to this application. While the PDP is under appeal, the ODP is considered relevant; however, under HASHAA s34 the ODP is an 'other matter' with lesser importance than the PDP.

5.1 Consents Triggers Summary

Operative District Plan (ODP)

The subject site is zoned Jacks Point – Open Space Landscape Protection / Farming Activity Area (OSL) under the ODP and the proposed activity requires resource consent for the following reasons:

Land use

- A **controlled** activity pursuant to Rule 12.2.3.2 (viii) Parking, Loading and Access. The Special Housing Area includes provision for parking, loading and access in respect of the location and design of access points and their impact on the safety and efficiency of the surrounding road network, and the number of parking spaces to be provided.

- A **restricted discretionary** activity pursuant to Rule 12.2.3.4 (iv) for a breach of Site Standard 12.2.5.1 (i) Structure Plan. The Special Housing Area includes siting buildings and activities that are not in conformity with the Jacks Point Structure Plan. Specifically, within the Open Space Landscape Protection/Farming (OSL) activities are restricted to farming, fencing, trail formation, farm access tracks and recreation activities. Council's discretion is restricted to this matter.

- A **restricted discretionary** activity pursuant to Rule 12.2.3.4 (iv) for a breach of Site Standard 12.2.5.1 (iii) (a) Setback from Roads and Internal Boundaries. The Special Housing Area includes buildings that may be located within 6m of the zone boundary, which is the northern edge of the development site. Council's discretion is restricted to this matter.

- A **restricted discretionary** activity pursuant to Rule 12.2.3.4 (iv) for a breach of Site Standard 12.2.5.1 (iv) (a) and (b) whereby access to the Jacks Point Resort Zone from State Highway 6 shall be only at the intersections at Maori Jack Road or Woolshed Road, as shown on the Structure Plan. The Special Housing Area includes a new roundabout for access from State Highway 6. Council's discretion is restricted to this matter.

- A **non-complying** activity pursuant to Rule 12.2.3.5 (vii) Buildings (b) In the Jacks Point Resort Zone, excluding the R(HD) and R(HDSH) activity areas of the Hanley Downs Area, all buildings which do not comply with the relevant Structure Plan. The Special Housing Area includes 'blanket' provision for 632 residential units and unspecified commercial/community buildings. The locations of the proposed buildings will not comply with the Jacks Point Structure Plan.

- A **non-complying** activity pursuant to Rule 12.2.3.5 (xii) for a breach of Zone Standard 12.2.5.2 (v) Servicing (a) All services with the exemption of stormwater in the Hanley Downs area of the Jacks Point Resort Zone, are to be reticulated underground. The Special Housing Area includes stormwater that may not be reticulated underground.

- A **non-complying** activity pursuant to Rule 12.2.3.5 (xii) for a breach of Zone Standard 12.2.5.2 (vi) Site Coverage (a) In the Jacks Point Resort Zone the maximum site coverage shall not exceed 5% of the total area of the Zone. The Special Housing Area may result in more than 5% site coverage of the total area of the Zone.

Subdivision

- A **controlled** subdivision activity pursuant to Rule 15.2.3.2 (lot sizes and dimensions), Rule 15.2.7.1 (subdivision design), Rule 15.2.8.1 (property access) Rule 15.2.10.1 (natural and other hazards), Rule 15.2.12.1 (stormwater disposal), Rule 15.2.13.1 (sewerage treatment and disposal), Rule 15.2.14.1 (trade waste disposal), Rule 15.2.15.1 (energy supply and telecommunications), Rule 15.2.16.1 (open space and recreation), Rule 15.2.17.1 (vegetation and landscaping), Rule 15.2.18.1 (easements). Council's control is respect to these matters.

Proposed District Plan (PDP)

The subject site is zoned Jacks Point – Open Space Landscape Activity Area (OSL) under the PDP. The zoning is not under appeal, but some of the provisions within Chapter 41 have been appealed. The proposed activity requires resource consent for the following reasons:

Land use

Rules that are treated as operative under s86F:

- A **restricted discretionary** activity pursuant to Standard 25.5.11 Earthworks over a contiguous area of land. it is proposed to undertake earthworks that will exceed the following area: 25.5.11.1: 2,500m^2 where the slope is 10° or greater (along the western part of the site and floodway batters); and 25.5.11.2: 10,000m^2 where the slope is less than 10° (approximately 1-3° over the bulk of the 48ha site).

Rules that have legal effect under s86F but are not yet treated as operative due to appeals are:

- A **restricted discretionary** activity pursuant to Standard 29.5.22 Minimum distances of Vehicle Crossings from Intersections. Several future driveways or vehicle crossings will breach this standard as shown on the plans. Council's discretion is restricted to: 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.

- A **restricted discretionary** activity pursuant to Standard 41.5.5.2 Setbacks from the zone boundary whereby buildings or structures shall be set back a minimum of 20m from the zone boundary. The Special Housing Area includes buildings that may be located within 20m of the zone boundary, which is the northern edge of the development site. Council's discretion is restricted to: bulk, height and proximity of the building facade to the boundary; the impact on neighbours amenity values; shading and access to sunlight.

- A **restricted discretionary** activity pursuant to Standard 41.5.5.3 Access to the State Highway whereby access from State Highway 6 shall be only at the intersections at Maori Jack Road, and Woolshed Road and in a third location as approved by RM160562, as shown on the Structure Plan. The Special Housing Area includes a new roundabout for access from State Highway 6. Council's discretion is restricted to: the safe and efficient functioning of the road network.

- A **restricted discretionary** activity pursuant to Standard 41.5.5.4 whereby 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 NZ Transport Agency. Woolshed Road may be used for initial stages of the SHA before the roundabout is constructed, pending approval of a Traffic Management Plan by NZTA. Council's discretion is restricted to: the safe and efficient functioning of the road network.

- A **discretionary** activity pursuant to Rule 41.4.4.6 for any building within a Landscape Protection Area, or any building other than ancillary to farming activity. The Special Housing Area includes siting residential and commercial buildings and activities within the Open Space Landscape (OSL) Activity Area.

- A **discretionary** activity pursuant to Standard 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 Special Housing Area proposes buildings within the OSL Activity Area.

- A **discretionary** activity pursuant to Standard 41.5.5.1 Structure Plan. The Special Housing Area includes 'blanket' provision for 632 residential units and unspecified commercial/community buildings. The location of all of the proposed buildings will not comply with the Jacks Point Structure Plan.

- A **non-complying** activity pursuant to Standard 41.5.4.6 Building Height The maximum height of buildings shall be: (b) all other buildings and structures 4m. The Special Housing Area includes residential buildings up to 8m in height.

Rules that have legal effect under s86F but are not yet treated as operative due to appeals are:

- A **restricted discretionary** activity pursuant to Standard 25.5.17 Earthworks for farm tracks and access ways in the Jacks Point Zone Activity Areas: - Open Space Landscape. It is proposed to undertake earthworks that will breach 25.5.17.1 – access way with an upslope cut or batter greater than 1 metre in height; 25.5.17.2 – cuts and batters may be greater than 65 degrees; and 25.5.17.3 where the maximum height of fill will exceed 2 metres.

- A **restricted discretionary** activity pursuant to Standard 25.5.19 for Earthworks within 10m of the bed of any water body, or any drain or water race that flows to a lake or river, shall not exceed $5m^3$ in total volume, within any consecutive 12-month period. It is proposed to undertake earthworks that will exceed $5m^3$ within 10m of waterways within the site.

- A **restricted discretionary** activity pursuant to Standard 25.5.21 where no more than $300m^3$ of Cleanfill shall be transported by road to or from an area subject to Earthworks. It is proposed to undertake earthworks that will exceed $300m^3$ of cleanfill imported to the site.

  For restricted discretionary earthworks activities, Council's discretion is restricted to:

  25.7.1.1 Soil erosion, generation and run-off of sediment.
  25.7.1.2 Landscape and visual amenity.
  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.

<u>Subdivision</u>

Rules that have legal effect under s86F but are not yet treated as operative due to appeals are:

- A **discretionary** subdivision activity pursuant to Rule 27.5.17 Within the Jacks Point Zone, subdivision that does not comply with the zone and location specific rules in Part 27.7.

- A **discretionary** subdivision activity pursuant to Rule 27.7.5.1 for a subdivision activity failing to comply with the Jacks Point Structure Plan located within Section 27.13.

5.2 Resource Management Act 1991

The proposed activity requires resource consent for the following reason:

- A **discretionary** activity consent pursuant to 87B in accordance with Section 221 of the RMA which specifies a change to/cancellation of a consent notice shall be processed in accordance with Sections 88 to 121 and 127(4) to 132. It is proposed to cancel Consent Notice 7919701.16, which is redundant.

5.3 Overall Activity Status

The proposal has an overall **non-complying** activity status under the ODP, PDP, RMA and HASHAA.

6.0 Section 29 Notification Assessment

Section 29 of HASHA sets out the basis for determining limited notification of applications for qualifying developments in SHA's. Section 29(1) provides that:

"An authorized agency must not notify, or hold a hearing in relation to, an application for a resource consent made under section 25, except as provided in sub-sections (3) to (5)"

Subsection (3) provides that:

"the authorized agency may notify the application to the following persons if, in each case, the person has not given prior written approval to the activity:

(a) The owners of the land adjacent to the land subject to the application; and

(b) The local authorities in whose district or region the land subject to the application falls; and

(c) Any infrastructure providers who have assets on, under, or over the land subject to the application or the land adjacent to that land; and

(d) If the land subject to the application or land adjacent to that land is subject to a designation, the requiring authority that required the designation."

Subsection (5) provides:

"Despite subsection 3, an authorized agency must not notify, or hold a hearing in relation to, an application for a resource consent made under this Act if, were that application to be made under the Resource Management Act 1991, that Act, or regulations made under that Act, would direct that the activity that is the subject of the application not be notified."

With respect to section 29(3) it is considered that Council need not notify the application to any parties for the following reasons, with particular reference to (a) – (d) noted below:

(a) The usual RMA notification tests do not apply to HASHAA. Whilst HASHAA provides that Council may notify adjacent land owners, it does not set out parameters around when that may or may not be appropriate. In our view, there is little merit or justification for doing so. We note that Council has already been through a robust decision-making process to determine that the site is suitable for a SHA, accommodating low to medium density residential development. As part of that EOI process, community consultation occurred. We consider that any adverse effects on neighbours are less than minor.

(b) The subject land falls within the jurisdiction and administration of the Queenstown Lakes District Council. Extensive meetings and engagement have been undertaken with QLDC prior to the lodgement of this application. Therefore, notice need not be served on Queenstown Lakes District Council. The subject land also falls within the jurisdiction of Otago Regional Council (ORC). This proposal will likely trigger the

requirement for regional consents in regard to flood or stormwater mitigation works. This will be addressed separately and in consultation with ORC. As such, ORC need not be formally notified of this application.

(c) The Infrastructure Reports prepared by Fluent Solutions and Stantec, and confirmation of supply letters, cover all of the infrastructure providers that have been consulted as part of this application. Therefore, it is not considered necessary to notify any infrastructure providers of this application.

(d) The application site is not subject to a designation but it adjoins State Highway 6 (Designation #84). Further consultation will be undertaken with NZTA in regard to the proposed new roundabout and works within the State Highway; however, NZTA need not be formally notified of this application.

The overall activity status of the application is non-complying under the both District Plans. As a non-complying activity, the District Plans do not direct that the activity need be notified. Therefore, section 29(5) of HASHAA as discussed above is not applicable to this application.

It is noted that the Council has discretion under this section and that limited notification is not mandatory. The proposal has been carefully and sensitively designed and is in accordance with the expectations of the SHA EOI. It is our view that it is appropriate for no notice to be served on any parties.

7.0 Assessment of Effects

The assessment of actual and potential environmental effects relating to this application is set out in the following sub-sections.

7.1 Effects on Adjacent Properties

The proposed development has been specifically designed to be complement and extend the nearby urban areas of Jacks Point and Hanley's Farm. On a high level, the proposed development will partly appear as an integrated extension of these areas; although Woolshed Road does provide some physical separation. Given this context, there are not considered to be any unanticipated adverse effects of the proposal on Jacks Point and Hanley's Farm developments that would be minor or more than minor.

North of the site will remain as pastoral farmland, owned by the currently landowner of the subject site. There are no residential buildings or potentially affected parties immediately adjoining the site.

Across the State Highway is the Coneburn Industrial Area and intermittent residential units along the base of the Remarkables. Views from these properties will be affected by the proposed development; however, the wider views of the surrounding mountains and lake will not be obscured. The character of the area will be substantially different to the existing pastoral farmland; but this change will not result in actual effects (compared with perceived effects) on nearby parties that would be minor or more than minor.

Overall, the potential adverse effects of the development on adjacent properties is less than minor.

7.2 Residential Character and Amenity

The Urban Design Report undertakes a comprehensive assessment of future residential character and amenity of the development. A Medium Density Residential to Lower Density Suburban Residential built form is proposed, similar to nearby Hanley's Farm, and indicative design controls are attached. The Urban Design Report concludes that the proposed plans foster development potential of the site for residential living purposes whilst still being able to achieve high levels of amenity. A range of housing can be established for a variety of household compositions, which will support the development of a community resiliency and liveability. An assessment against the Urban Design Principles – 7 C's – is included within this Report below.

Overall, the residential character and amenity is considered to be appropriate, and adverse effects in this respect would be no more than minor.

7.3 Landscape and Visual Amenity Effects

The site adjoins an Outstanding Natural Landscape (ONL). The proposed layout of lots has been sympathetically aligned with the ONL, with lots along the western edge larger to a transition in character closer to the ONL.

A landscape buffer will set houses back from the State Highway, so as to reduce effects of housing and associated domestication on the views from the State Highway.

Conditions around colours, light reflectance values and building height (secured via consent notice), will also assist in ensuring a recessive and sympathetic built environment in this area that does not detract from wider ONL values beyond the site.

Overall, the proposal is therefore considered to result in adverse landscape and visual amenity effects that would be no more than minor.

7.4 Noise Effects

The proposed residential activity itself would not generate noise levels beyond that which can be reasonably expected for a new housing area.

In regard to subdivision and development works, no breaches of noise standards have been identified at this stage. As noted above, noise and disturbance will be managed in accordance with the requirements of NZS6803:1999 to manage nuisance effects from dust, noise and vibration.

As the development will proceed in stages, it is naturally in the developer's interests to manage noise and construction effects so as to minimise impacts on residents of the development itself as well as neighbours. Conditions of consent are anticipated in this regard.

The highway buffer (which includes mounding and planting) will help reduce noise effects on any houses in proximity to the highway.

Overall, the proposal is therefore considered to result in adverse noise effects that would be no more than minor.

7.5 Traffic Effects

The Design and Access Statement in the Stantec Engineering Feasibility Report supports the design while advising on matters that should be incorporated into the detailed design.

The internal road network will be designed to be consistent with the QLDC Land Development and Subdivision Code of Practice. The plans show the location of the Internal roading network, which will guide the locations of vehicle crossings, footpaths, trails and associated infrastructure (which will be detailed through the Engineering Acceptance process). The internal roads will be vested with Council.

Due to the small size of the lots it is more or less inevitable that there will be breaches of the rules requiring minimum setbacks of vehicle crossings from intersections. Generally, a low speed environment will be promoted through the road design and site lines should be well protected. There is precedent in the likes of the Hanley's Farm subdivisions to this often occurring.

The new roundabout on State Highway 6 will be developed with NZTA to ensure that the proposal will have minimal effect on the surrounding roading network, as will the added traffic created by houses and associated development in this part of the District. For an assessment to underscore this conclusion, see the attached report from WSP-OPUS.

Overall, the transport effects of the subdivision and residential development are considered to be acceptable, and will be no more than minor.

7.6 Infrastructure Effects

The Reports prepared in support of this proposal confirm that the site can be serviced with necessary infrastructure.

Conditions of consent in regard to construction and installation of, and subsequent connections to, the proposed Infrastructure networks are anticipated.

The subdivision and residential development can therefore be appropriately serviced. Adverse effects in regard to infrastructure would be no more than minor.

7.7 Earthworks and Construction Effects

As noted above, works will be in accordance with site management measures submitted via an Environmental Management Plan for Council approval prior to works commencing. Conditions of consent are anticipated in this regard.

Overall, earthworks and construction can be appropriately managed, and is considered to result in adverse effects that would be no more than minor, in regard to stability of neighbouring properties, management of potential erosion and sedimentation, dust, and general nuisance.

7.8 Subdivision Effects

The proposed subdivision will enable separate titles to be issued for the individual lots/residential units, along with associated servicing, roading and reserves. Individual residential titles can then be on-sold post construction. The subdivision will directly link to the residential land use development of the site and will not facilitate further development of the site beyond what the land use consent grants.

Given the scale of the development, the subdivision will be staged. This will allow subdivision works to be completed, the sale of properties to be completed, and residential units to be occupied as the development progresses. There are no adverse effects associated with the staging. Staging will allow occupation of the site as soon as possible for both security and injecting vitality in the site as soon as practically possible. Financially, it is also important to allow the staged development to enable the sale of houses as soon after construction as possible.

For these reasons, the actual and potential effects associated with the subdivision will be acceptable and no more than minor.

7.9 Cultural Effects

As noted above, the site is not within a defined wāhi tupuna. The topography of the site sloping away from the main road, proposed Highway buffer, and 8m residential building height limit will ensure that the proposed subdivision and residential development will not obscure view shafts towards Kā Kamu a Hakitekura when viewed from the Kingston Road/State Highway 6.

Overall, the actual and potential effects on culture are considered to be no more than minor.

7.10 Contamination Effects

As noted above, the NESCS method undertaken concludes that the site is not a *piece of land*. As such, adverse effects as a result of contaminants in soil are considered to be less than minor.

8.0 Section 34 Considerations

A consent authority must have regard to a number of matters under section 34 of the HASHAA when considering an application for resource consent under this Act.

In the case of the subject application, those considerations include the purpose of the HASHA Act, the matters in Part 2 of the Resource Management Act 1991, and any relevant *proposed* plan. In addition, consideration must be given to any other matters that would arise for consideration under sections 104 to 104F of the RMA and the key urban design qualities expressed in the New Zealand Urban Design Protocol (2005). These are addressed below.

Unlike the RMA, these key assessment considerations are explicitly outlined in hierarchical decision-making priority. This means that whilst all the matters are relevant to Council in its decision-making capacity, greatest weight must be given to the legislative purpose of HASHAA, and then to Part 2 of the RMA.

8.1 Purpose of the Housing Accords and Special Housing Areas Act 2013

HASHAA seeks to expedite the supply of housing to the Queenstown housing market in order to alleviate housing supply shortage and ultimately housing affordability. The provision of housing thus holds primacy in Council's decision making under HASHAA, over and above other considerations.

This SHA qualifying development will provide 632 lots/residential units, which is a housing development scale of significance by Queenstown standards. The proposed development increases the supply of housing in accordance with the purpose of the HASHA Act. Therefore, it is considered to meet the purpose of the HASHA Act.

8.2 Purpose and Principles (Part 2) of the Resource Management Act 1991

With respect to the provision of housing, key considerations include those purpose provisions within the RMA that seek to enable the social, economic and cultural wellbeing of people and communities.

In addition to a substantial contribution to the overall housing supply in Queenstown, the proposed development provides for housing stock with mixed housing typologies. This will provide housing choice and options that satisfy the housing needs of the local community.

Overall, it is considered that the proposed development will achieve the purpose and principles of the RMA within this local context.

Matters relating to any potential adverse effects on the environment and proposed mitigation are addressed in this report. It is considered that effects on the surrounding neighbourhood character and amenity will be at least minor, but not significant, and can be adequately avoided, remedied or mitigated through the overall subdivision layout and residential design controls.

The entire development is located within Jacks Point Zone, and is within an Open Space Landscape Activity Area, but is also within an Urban Growth Boundary. The site adjoins an Outstanding Natural Landscape (ONL) but does not encroach into it.

Conditions around colour selection, reflectance value and building height, will also assist in ensuring a recessive and sympathetic built environment in this area, to ensure that the built form does not unduly detract from the broader ONL values.

Overall, the proposal will result in a high-quality residential development located within an Urban Growth Boundary, and near existing urban areas. Substantial expert analysis has been undertaken and provided in support of the application. The proposed development will provide much needed housing stock to Queenstown, while managing external and internal effects. A high-quality urban design outcome will result.

Therefore, it is considered that the proposal is generally consistent with the purposes and principles of Part 2.

8.3 Section 104 Assessment

Positive Effects

In addition to actual and potential adverse effects the proposal offers significant positive effects.

The construction of 632 new residential units providing additional needed housing stock in accordance with the Queenstown Housing Accord and meeting the purpose of HASHAA. The proposed development offers a mix of lot sizes and housing typologies that will attract diverse residential occupants creating a vibrant residential community that will contribute to the vitality of the Jacks Point / Hanley's Farm local area. In addition, the development will contribute significant medium to long-term employment opportunities for the local area, associated with subdivision and construction.

These positive effects are significant and should be given considerable weighting in the consideration of this application.

National Policy Statement on Urban Development Capacity (2016)

Under the NPS, local authorities must provide sufficient development capacity to meet demand, which includes the demand for housing. The NPS recognises the national significance of the need for urban environments to develop and change and provide capacity to meet the needs of people and communities and future generations.

The proposal to provide a variety of housing opportunities in an identified high growth urban area contributes to the short to medium term housing capacity of Queenstown, which aligns with the objectives and policies of this NPS. This development represents a significant part of QLDC's housing provision in this part of the district.

Proposed National Policy Statement on Urban Development (2019)

At the time of preparing this Report, the Government is consulting on a proposal to create a new National Policy Statement on Urban Development (NPS-UD):

"*The proposed NPS-UD focuses on the role of the planning system in enabling growth and regulating land use in urban areas. It aims to enable growth by requiring councils to provide development capacity to meet the diverse demands of communities, address unnecessary regulatory constraints, and encourage quality urban environments. It will ensure growth is strategically planned and leads to well-functioning cities that contribute positively to people's well-being. The NPS-UD will replace the National Policy Statement on Urban Development Capacity 2016 (NPS-UDC 2016).*[2]"

The proposed NPS-UD is partly aimed at cities and removing constraints such as minimum parking requirements. Queenstown is identified in the NPS- UD as a major urban area facing challenges such as growing quickly with housing pressures, and having a bigger market for different housing types, including intensified housing. The SHA will contribute to and generally align with this proposed NPS.

National Policy Statement for Freshwater Management (2014)

The NPS for Freshwater Management seeks to ensure district and regional councils set measurable objectives to manage the quantity and quality of water.

Stormwater discharge from the residential development (including during construction/earthworks) has been assessed by Fluent Solutions, and subject to detailed design secured via conditions of consent, will be adequately managed to mitigate contaminants entering waterways. Therefore, the proposal has regard to the objectives and policies of this NPS.

[2] Planning for Successful Cities Discussion Document (Ministry for the Environment, 2019)

Operative and Proposed Regional Policy Statements (RPS)

The objectives and policies contained within the Proposed Regional Policy Statement for Otago (PRPS) are relevant to the proposal.

Specifically, the part of the proposed development adjacent to an Outstanding Natural Landscape (ONL) is assessed against Objective 3.1 – natural resources, Objective 4.1 – natural hazards, Objective 4.5 – urban growth and development, and Objective 5.3 – land management.

The residential development has been assessed in terms of urban design and landscape and visual amenity. While the development encroaches into an open space area, and is adjacent to an ONL, the development is also within an urban growth boundary. The proposal provides a scale and intensity of development that is sympathetic to the adjoining rural character and ONL. Natural hazards have been appropriately addressed, with ORC consents being applied for at a suitable time.

Overall, it is considered that the development generally meets the objectives and policies of the RPS as far as possible.

Operative District Plan (ODP)

Part 4 District Wide

4.2.5 Objective: Subdivision, use and development being undertaken in the District in a manner which avoids, remedies or mitigates adverse effects on landscape and visual amenity values.

The proposed SHA will avoid, remedy or mitigate the adverse effects of development and subdivision in those areas of the District where the landscape and visual amenity values are vulnerable to degradation. It is considered that the SHA location has potential to absorb change without detraction from landscape and visual amenity values. The proposed subdivision and residential development will harmonise with local topography and ecological systems and other nature conservation values as far as possible. The proposal will avoid subdivision and development on the adjoining ONL.

Objective 3 - Waahi Tapu and Waahi Taoka Recognition and protection of places of burial, other waahi tapu, and all waahi taoka, as places of cultural and traditional importance to Kai Tahu.

The proposed development is not located in an area with any known wāhi tapu, wāhi taoka or wāhi tupuna.

4.8.3 Objective 1 Avoid or mitigate loss of life, damage to assets or infrastructure, or disruption to the community of the District, from natural hazards.

The SHA includes measures to address natural hazards to ensure buildings and developments are constructed and located so as to avoid or mitigate the potential risk of damage to human life, property or other aspects of the environment. Subdivision and development will be avoided in areas where there is a high probability that a natural hazard may destroy or damage human life, property or other aspects of the environment.

4.9.3 Objective 1 - Natural Environment and Landscape Values Growth and development consistent with the maintenance of the quality of the natural environment and landscape values.

Objective 3 - Residential Growth Provision for residential growth sufficient to meet the District's needs.

Objective 9 Sustainable Management of Development The scale and distribution of urban development is effectively managed.

The proposal provides for new growth in a form which protects overall visual amenity and avoids urbanisation of land which is of outstanding landscape quality. The proposed new urban development will be in a form, character and scale which provides for appropriately low-medium density living environments and is suitable in terms of urban design. The SHA will provide be primarily residential with an allowance for small local shops

and reserves. The SHA can be serviced with all required infrastructure, including transport infrastructure. The surrounding area can accommodate the proposed growth.

4.10.1 Objectives and Policies Objective 1 Access to Community Housing or the provision of a range of Residential Activity that contributes to housing affordability in the District

The proposal is consistent with this objective and associated policies because it will provide additional land supply and housing stock that may become available to people not able to afford to purchase a property in Queenstown, include a percentage allocated to community housing.

Overall, the proposal is considered to be consistent with, and not contrary to, the relevant provisions within Par 4.

Part 12 Resort Zones – Jacks Point

Objective 3 – Jacks Point Resort Zone

To enable development of an integrated community, incorporating residential activities, visitor accommodation, small-scale commercial activities and outdoor recreation - with appropriate regard for landscape and visual amenity values, integrated servicing, provision and management of open space and public access issues; and to provide for the more efficient use of land at Hanley Downs.

Policies:

3.2 *To ensure an adequate level of sewage disposal, water supply and refuse disposal services are provided which do not impact on water or other environmental values on or off the site.*

3.4 *To require development to be located in accordance with a Structure Plan to ensure the compatibility of activities and to mitigate the impact on neighbouring activities, the road network and landscape values.*

The SHA is located in the Open Space Landscape Protection / Farming Activity Area within the Jacks Point Structure Plan. As such, the proposed residential subdivision and development is inevitably inconsistent with the strategic layout of the Jacks Point Structure Plan. The overall nature of the development will contribute to towards the overall objectives of the Jacks Point Zone in providing for an integrated community but in an out of zone location. Therefore, the proposal is inconsistent with, and contrary to, the relevant provisions of Part 12.

Part 15 – Subdivision, Development and Financial Contributions

Objective 1 *Servicing* seeks the provision of necessary services to subdivided lots and developments in anticipation of the likely effects of land use activities on those lots and within the developments.

Policies 1.1 – 1.12 relate to infrastructure required to service the proposed subdivision.

Objective 5 *Amenity Protection* seeks to maintain and enhance the amenities of the built environment through the subdivision and development process. Policies 5.1 – 5.6 require that the proposed lot sizes and dimensions provide for efficient and pleasant functioning environments which reflect anticipated development of the area.

The proposed subdivision will help to facilitate a Special Housing Area and all necessary services can be provided for future residential activities. As discussed within this Report, the proposal can be appropriately serviced and accessed, and should provide a high standard of neighbourhood amenity. It is considered not contrary to all of the relevant provisions in regard to subdivision.

Proposed District Plan (PDP)

Chapter 3 Strategic Direction

Strategic Objective 3.2.1 The development of a prosperous, resilient and equitable economy in the District

Strategic Objective 3.2.2 Urban growth is managed in a strategic and integrated manner.

The proposed SHA is located logically and will promote a compact, well designed and integrated urban form. The location close to existing urban areas will achieve a built environment that provides desirable, healthy and safe places to live, work and play. Natural hazard risks have been addressed, and development of the valley floor within an Urban Growth Boundary will ensure that the District's rural landscapes are protected from sporadic and sprawling development. The SHA design will provide a mix of housing opportunities including access to housing that is more affordable for residents to live in, and includes a high-quality network of open spaces, recreation reserves and potential community facilities (local shops). As discussed within this Report, the proposal can be appropriately serviced and accessed. The PDP provides clear guidance regarding the provision of more affordable housing and acknowledges that minimum site size, density, height, building coverage and other controls do influence housing affordability (policy 3.2.2.1).

Overall, therefore, the proposal is considered consistent with, and not contrary to, the relevant provisions within Chapter 3.

Chapter 4 Urban Development

4.2.1 Objective - Urban Growth Boundaries used as a tool to manage the growth of larger urban areas within distinct and defendable urban edges.

The proposed SHA is located within an Urban Growth Boundary (adjoining an ONL) and has been identified as an appropriate location, near the existing urban areas of Jacks Point and Hanley's Farm, that can accommodate residential development. Commissioners for the PDP Stage 1 Hearing Stream 9 Report 12 noted that:

"The majority of this [the southern slopes of Peninsula Hill] is classified as outstanding natural landscape (ONL), except for a largely flat area at the western end adjacent to State Highway 6." [[3] para 273]

The Commissioners considered that:

"In our view the area of outstanding natural landscape should be outside the UGB." [para 291]

The Commissioners also considered that the site on the valley floor is potentially suitable for development:

"this land [Open Space Landscape (OSL) Activity Area], and potentially land further to the north, appear to be suitable for eventual residential development." [para 228]

Going a step further, Council's Landscape Expert, Dr Marion Read, considered this area to be ideal for development[4]:

"It is my opinion, which has developed over recent years, that this valley floor between Hanley Downs and the Kawarau River is an ideal location for urban development should Queenstown require this level of urban expansion. It is relatively level, lies well to the sun, and relatively intensive urban development would not, in my opinion, detract from the landscapes of either Peninsula Hill or the Remarkables range; both of which

[3] Hearing of Submissions on the Proposed District Plan Report 12 Report and Recommendations of Independent Commissioners Regarding Chapter 41 – Jacks Point
[4] Statement of Evidence of Marion Read on behalf of Queenstown Lakes District Council Landscape – Jacks Point Zone 17 January 2017

utterly dominate the landscape in this location. It would, potentially, connect Jacks Point / Hanley Downs with Kelvin Heights and with Frankton both in a perceptual sense and potentially in a literal sense." [para 12.6]

The proposed SHA will contribute towards anticipated demand for urban development within the Wakatipu Basin by providing a mix of housing densities and form, will ensure the ongoing availability of a competitive land supply for urban purposes, will contribute towards a compact and efficient urban form, and will avoid sporadic urban development in rural areas. As discussed within this Report, the proposal can be appropriately serviced and accessed. Overall, therefore, the proposal is considered consistent with, and not contrary to, the relevant provisions within Chapter 4.

Chapter 25 – Earthworks

25.2.1 Objective – Earthworks are undertaken in a manner that minimises adverse effects on the environment, protects people and communities, and maintains landscape and visual amenity values.

25.2.2 Objective – The social, cultural and economic wellbeing of people and communities benefits from earthworks

The proposed development will be undertaken in accordance with required standards to ensure that earthworks minimise erosion, land instability, and sediment generation and offsite discharge during construction activities associated with subdivision and development. Works will be managed to protect the values of the adjacent Outstanding Natural Landscape. The proposed works will avoid, where practicable, or mitigate adverse visual effects on visually prominent slopes, natural landforms and ridgelines. All works will be undertaken appropriately to maintain the safety of the State Highway. The earthworks will contribute towards mitigation of natural hazard risk to people, communities and property. The proposal is therefore considered consistent with the relevant provisions within Chapter 25.

Chapter 27 – Subdivision and Development

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.

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

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

Jacks Point Zone Objective - Subdivision occurs consistent with the Jacks Point Structure Plan.

Policies 27.3.7.1 Ensure that subdivision and development achieves the objectives and policies located within Chapter 41.

The proposed subdivision will help to facilitate a future potential Special Housing Area and will provide benefits for the subdivider while not adversely affecting future residents and the wider community. As discussed within this Report, the proposal can be appropriately serviced and accessed, although it provides for an urban development in an area not zoned as such, and is not consistent with the Jacks Point Structure Plan. The proposal is therefore considered inconsistent to the provisions relating to Jacks Point, but overall not contrary to all of the relevant provisions within Chapter 27 relating to subdivision generally.

Chapter 41 – Jacks Point

41.2.1 Objective - The establishment of 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.

The site is identified on the Jacks Point Structure Plan as being in the Open Space – Landscape Activity Area. As such, the proposed residential subdivision and development is not consistent with the strategic layout of the Jacks Point Structure Plan. The overall nature of the development will contribute to towards the overall objectives of the Jacks Point Zone in providing for an integrated community, but in an out of zone location. Overall, the proposal is inconsistent with, and contrary to, the relevant provisions of Chapter 41 (although it is not considered contrary to the overarching objective).

8.4 Subdivision (Section 106)

Section 106 of the RMA provides consent authorities with the discretion to refuse subdivision consents in certain circumstances. Specifically, these relate to the subdivision bearing risk from natural hazards or provision for legal and physical access to each allotment being created.

The feasibility of the proposed subdivision and residential development has been assessed by geotechnical engineers GeoSolve, with recommendations that have been incorporated in to the proposal. Accordingly, it is considered that with appropriate mitigation in place as per the report's recommendations, there is a low likelihood of natural hazards occurring, low risk of material damage to the land and structures with respect to the subdivision, or the risk of accelerated, worsened or material damage as a result of the proposed subdivision occurring. Subject to conditions of consent, the proposed subdivision is supportable from the perspective of natural hazard risks.

The locations of vehicle crossings close to intersections are shown in the attached Patterson Pitts Group plans. Otherwise, legal and physical access to each allotment will be provided through detailed subdivision design, and the roundabout will provide legal and practical access from the State Highway.

Overall, the proposed subdivision meets the requirements of Section 106, and Council may grant the subdivision consent.

8.5 Ministry for the Environment New Zealand Urban Design Protocol (2005)

As noted above, the Urban Design Report confirms that the subdivision and residential development has been designed in the context of the design principles in the protocol, and will produce a satisfactory design outcome. The Urban Design Protocol identifies seven essential design qualities that together create quality urban design (the seven "C's"). An assessment against these principles is included below:

Context – Seeing buildings, places, and spaces as part of whole towns and cities

The proposed development has been designed in the context of the wider Coneburn Valley, with attention paid to the nearby and adjoining urban areas of Jack's Point and Hanley's Farm. In addition, the proximity to Frankton ensures that the development is not isolated, but is part of the wider urban area of Queenstown and surrounds. The development takes a long-term view of providing additional land and housing supply. The housing stock will be appropriate for local climatic conditions, and a range of typologies will contribute to the social, cultural and economic context. The provision of a Highway buffer and appropriate height limits recognises and builds on landscape context and character, and ensures that view shafts towards the wider mountains are retained.

Character – Reflecting and enhancing the distinctive character, heritage and identity of our urban environment

The proposed residential development will ensure that new buildings and spaces are appropriate to their location and contribute to community pride. The housing area will be perceived as a seamless extension of the Jack's Point and Hanley's Farm urban areas, and reflect the existing identity and characteristics of this part of Queenstown. Attention to the adjoining Outstanding Natural Landscape of Peninsula Hill will ensure that this landform is protected.

Choice – Ensuring diversity and choice for people

The proposed housing development will provide a range of typologies to cater to different groups of people. Trail networks will facilitate alternative modes of transport, and the roading network and State Highway roundabout will cater for private vehicles and future bus services. A reserve network and well-proportioned recreation reserve will provide public spaces that are accessible by everybody, including people with disabilities.

Connections – Enhancing how different networks link together for people

The development includes vehicle and trail networks to support a healthy neighbourhood that is connected to the wider area, including Frankton and Queenstown. The physical layout will be easily understood, so that residents and visitors can navigate around the housing area easily. The trail network will be safe, attractive and secure, facilitate a green network that link public and private open spaces, and provide an environment that encourages people to become more physically active.

Creativity – Encouraging innovative and imaginative solutions

The proposal seeks to engage innovative and imaginative solutions to increase land and housing supply that may be more affordable in a high growth district It works with constraints and opportunities, such as floodways, to create an interesting network of parks and trails to complement the housing layout.

Custodianship – Ensuring design is environmentally sustainable, safe and healthy

The development process has considered environmental impacts through environmentally sustainable and responsive design solutions, and by the identification of safe public spaces. The adjoining and surrounding landscape is protected by restricting development to the valley floor, and efficient use of the land resource for housing will contribute to the well-being of the community. Where possible, the housing development will utilise 'green' technology in the design and construction of buildings and infrastructure, including passive solar gain. The layout has been designed to be safe, as well as avoiding or mitigating the effects of natural hazards.

Collaboration – Communications and sharing knowledge across sectors, professions and with communities

The housing proposal has been developed through good communication and co-ordinated actions from decision-makers and specialists. The collaborative approach has ensured that the subdivision design has responded to natural hazards, and the natural landform to create a reserve network.

8.6 Overall Weighting Under Section 34(1)

The purpose of the HASHAA does not seek a quantitative achievement of houses, rather it simply seeks an increase in land and housing supply. As a result, any proposal should be balanced, and appropriate weight shall be given to the other matters of assessment.

The assessment finds the proposed qualifying development for the subdivision and development of 632 lots/residential units within the SHA is consistent with *most* of the statutory framework considerations. Given the assessment against the PDP in particular, a weighting is required under Section 34(1). It is noted that the ODP is an 'other matter' and should therefore have less weight.

In this instance it is considered that more weighting should logically be placed on the purpose of the HASHAA, rather than consistency with the PDP (or ODP). This weighting underpins the rationale for the HASHAA in facilitating land and housing supply that may be out of zone. If the underlying zoning already provided for adequate land and housing supply, a SHA would not have been required and approved.

It is considered that the proposal will achieve the purpose of the HASHAA as it will increase land supply and provide access to housing that is more affordable, which is consistent with relevant higher order objectives and policies of the PDP and the purpose of the HASHAA.

This factor should carry the most weight in the analysis.

8.7 Infrastructure considerations under section 34(2)

Section 34(2) of HASHAA provides that:

"An authorised agency must not grant consent that relates to a qualifying development unless it is satisfied that sufficient and appropriate infrastructure will be provided to support the qualifying development."

The supporting Reports confirm that sufficient and appropriate infrastructure will be provided to facilitate the proposed subdivision and development. This infrastructure includes water supply, wastewater and stormwater disposal, power and telecommunications, connection to the State Highway and internal roading network.

Therefore, it can be concluded that 34(2) of HASHAA is satisfied and should pose no impediment to the Council from granting resource consent in this respect.

9.0 Section 104D Gateway Test

To the extent that s104D is relevant, as outlined above, resource consent is required for the proposal as a non-complying activity under both the ODP and PDP.

For the reasons discussed earlier in this report, the overall effects of the proposal can be considered to be no more than minor in the context of the District Plans and the SHA status.

An assessment of the objectives and policies concludes that the proposal is inconsistent with some of the lower order District Plan provisions i.e. Part 12 and Chapter 41 for Jacks Point, and Chapter 27 to an extent. Overall, however, it can be found not contrary to *all* of the objectives and policies of the District Plans, notably the higher order provisions that provide for urban development in appropriate locations.

The provisions of the District Plans are a matter that regard must be had to, under section 34(1)(d)(i) of the HASHAA. However, less weight will be given to those provisions than the matters specified in Section 34 as carrying greater weight. Particularly relevant aspects of the District Plans have been identified and commented on but it is considered that relatively little weight need be given to these provisions due to the weighting specified in the HASHAA.

Therefore, if the Council determines that the development is contrary to one or both of the Section 104D of the RMA tests, the application can still be approved under HASHAA.

10.0 Conclusion

This application for resource consent is being made under HASHAA for the development of the site for 632 residential lots/units. This Report provides a comprehensive outline of the proposal along with the statutory framework for assessment under HASHAA. In addition, this application is supported by substantial expert assessments. Overall, these assessments conclude that the proposal can be accommodated with no parties being adversely affected.

The development is inconsistent with the underlying zoning and Jacks Point objectives and policies, but is not contrary to all of the higher order objectives and policies of the District Plans. The development meets the purpose of HASHAA to deliver housing stock in Queenstown. It is considered that more weighting should be applied to HASHAA compared with the District Plans.

On this basis granting this application on a non-notified basis in accordance with HASHAA is requested and regarded as appropriate by the applicant.

APPENDIX 2A - ADDENDUM TO AEE TO REPLACE SECTION 7.1 - EFFECTS ON ADJACENT PROPERTIES

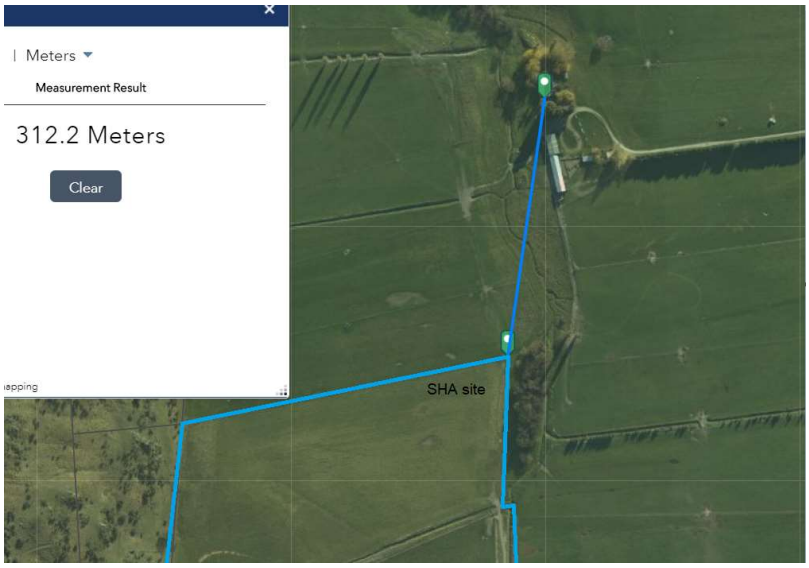
Effects on Adjacent Properties – addendum to AEE to replace section 7.1

The proposed development has been specifically designed to be complement and extend the nearby urban areas of Jacks Point and Hanley's Farm. On a high level, the proposed development will partly appear as an integrated extension of these areas; although Woolshed Road does provide some physical separation. Given this context, there are not considered to be any noteworthy adverse effects of the proposal on Jacks Point and Hanley's Farm developments.

Across the State Highway is the Coneburn Industrial Area (with written approvals provided from landowners) and intermittent residential units along the base of the Remarkables. Views from these properties will be affected by the proposed development; however, the wider views of the surrounding mountains and lake will not be obscured. The character of this part of the valley floor will be substantially different to the existing pastoral farmland. It is considered that this change will not result in actual or significant adverse effects (compared with perceived effects) on nearby landowners' existing and future amenities.

West of the site adjoins Peninsula Hill farmland owned by F S Mee Development Company Ltd. Land south of the property is owned by Henley Downs Farm Holdings Ltd. These sites are currently pastoral in character, although the Henley Downs land is zoned Jacks Point. The character of the application site adjoining these landholdings will be substantially different to the existing pastoral farmland. It is considered this change will not result in actual adverse effects, or adverse effects on a significant scale, on owners of these landholdings. The change in character would be viewed within the wider context of the changing character and partial urbanisation of the valley floor. The proposed development will not hinder ongoing farming activities or future development plans on these landholdings. It is noted that Peninsula Hill is an Outstanding Natural Feature and as such this land is very unlikely to ever be developed.

North of the site is farmland owned by Remarkables Station Limited with a residential unit located approximately 310m from the northern edge of the application site:



Snip from Council GIS, marked up

View towards residential unit and farm buildings from state highway (Google streetview)

Photo 1: View from application site towards residential unit (circled in red behind trees), 2.9.2020

Photo 2: View from application site towards residential unit (circled in red behind trees), 2.9.2020

Locations of photo viewpoints

As can be seen in the photos above, views from the residential unit towards the application site will be obscured by existing mature trees and vegetation that enclose the house, as well as large farm sheds to the south, and mature vegetation along the creek. The residential unit outlook is towards the north and east, away from the application site. Owners of this property will be able to see the development from the farming areas and driveway. It is considered that the wider views of the surrounding landscape will not be obscured and therefore the rural and residential amenities currently enjoyed by owners of this property will be retained.

The proposed development will not hinder ongoing farming activities on this site. In regard to reverse sensitivity effects, 'buyer beware' will apply to future owners and occupiers of the housing development.

The character of the land adjoining the property containing this residential unit will be substantially different to the existing pastoral farmland, as it will become an urban housing development. It is considered this change will not result in actual effects (compared with perceived effects) on the owners of this property that are notable or significant in scale, in the context of HASHAA.

Given the scale of the proposed housing development, it is not possible to 'hide' it from views or to ensure that it is consistent with the landscape outcomes anticipated by the PDP or ODP. That does not, however, mean than any parties or adjoining landowners need to be notified. Specific attention has been paid to the 'edges' where adjoining neighbours would be most affected by the change in land use, for example requiring plantings along the northern boundary to soften the urban form, 10m setbacks along the western boundary adjoining Peninsula Hill Outstanding Natural Landscape, a State Highway setback, and a potential transport connection to the south.

It is noted that the hedge depicted on the Landscape Plan, and required by the proposed General Consent Notice, along the northern edges of the development is intended to be planting with mixed native species selected from the Jacks Point plant list. This planting will have a 'soft' appearance and will assist in mitigating views of the built form (i.e. not a trimmed or shaped hedge).

It is noted that the HASHAA has a presumption of non-notification, and notification is prohibited other than in specific circumstances to a limited range of parties. The usual RMA notification thresholds of 'minor or more than minor adverse effects on a person' and 'special circumstances' do not apply to a HASHAA application. The Council is simply directed that it 'may' notify owners of adjoining land (among other persons) if they have not given written approval. This is fundamentally different to the notification regime under the RMA[1].

While HASHAA "does not roll out a blank canvas for development" it is clear that an application does not have to comply with the provisions of the RMA or of any District Plan or other relevant planning instrument[2]. HASHAA anticipates that qualifying developments may be successful even though they might not be under the

[1] CIV-2017-485-803 [2018] NZHC 614 (Shelly Bay SHA, Wellington) at [13].

[2] Ibid at [186].

RMA[3]. In addition, the Council must give the purpose of HASHAA more weight than matters in Part 2 of the RMA in its decision-making on an application.

The proposed housing development has been carefully and sensitively designed, with substantial attention paid to landscape, urban design, provision of parks and reserves, transport, natural hazards, contaminants in soil, and infrastructure, while ensuring that the development provides for affordable housing options for the district. As discussed above, the edges of the development and interfaces with adjoining land has been considered.

The proposed development is in accordance with the expectations of the SHA Expression of Interest, which the Council made available for public feedback in early 2019. HASHAA does not provide any other mechanism for the community to 'have a say'[4].

[3] Ibid at [245].

[4] Ibid at [248] paraphrased.

APPENDIX 3 - QLDC URBAN DESIGN REPORT

Updated Urban Design Review Report: SH 190488

To: Kenny MacDonald, Queenstown Lakes District Council

From: David Mead, Hill Young Cooper Ltd

Date: 21 May 2020

Applicant: Queenstown Housing Limited SH 190488

Introduction

I write in response to the briefing memo dated 27/09/2019 which sought my professional technical advice on the above application from an urban design perspective.

The scope for this technical review addresses the urban design merits of the proposal based on its context, layout, density, character and streetscape effects but does not evaluate its landscape and wider visual effects beyond these aspects. Review of the associated draft design guide is also provided.

I undertook an initial assessment in November 2019. The applicant subsequently responded to the issues raised in that review through a letter and substantially revised application dated 3 February 2020. Subdivision plans were further amended 9 April 2020.

I undertook a site visit in early February 2020.

The following provides my assessment of the urban design effects of the amended development in accordance with the criteria set out in the Housing Accords and Special Housing Areas Act.

Relevant application material reviewed

- Urban Design Assessment report (September 2019)
- AEE (4 September 2019)
- Updated information 3 February 2020
- Amended plans (Revision E) dated 29 March 2020
- NZ Urban Design Protocol
- QLDC Subdivision design guidelines
- QLDC Residential Zone Design Guide.

The Proposal

Residential development of 559 lots[1], offered in a range of housing typologies and sizes, with lot sizes ranging from approximately 250m^2 to over 1,200m^2.

Each residential lot will have 'design' controls attached by way of a consent notice with conditions based on Lower Density Suburban to Medium Density Residential standards.

[1] The amended AEE (9.9.19) refers to 632 lots, but the amended subdivision plans appear to show 545 standard residential lots and 14 larger residential lots.

A single commercial block is anticipated to accommodate approximately 3 shops.

Figure 1 Amended Site plan (April 2020)

The AEE states that the applicant has intentions to build on many of the sites with off site manufactured houses. The AEE states it is important that simple built forms are allowed to enable affordable construction costs. The designs are not yet known in detail, with work ongoing. The design controls are therefore proposed not to be overly detailed.

Statutory Context

The application is to be considered under the provisions of HASHAA. The Act requires that regard must be had to the key urban design qualities expressed in the *New Zealand Urban Design Protocol (2005).* The main qualities are:

- *Context*
- *Character*
- *Choice*
- *Connections*
- *Custodianship.*

In addition to these qualities, the Urban Design Protocol also refers to the process-related qualities of creativity and collaboration.

HASHAA also requires consideration of matters set out in the relevant district plan.

Chapter 4 of the QLDC PDP sets out a range of strategic issues relevant to urban design. These include that subdivision and development should provide:

- connectivity and integration;
- convenient linkages to the public and active transport network;
- housing development that does not compromise opportunities for commercial or community facilities in close proximity to centres;
- increased density of residential development in close proximity to town centres, public transport routes, community and education facilities.

The QLDC subdivision design guideline provides further detail as to neighbourhood layout. Relevant points include:

- orientate roads north/south with lots orientated east/west where possible to ensure good sunlight and northerly outlook
- ensure south facing lots have north facing backyards for outdoor living
- limit the length and size of blocks to ensure that large blocks do not discourage walking distances between connections
- avoid rear lots where possible
- parks have frontage to roads so they are visible, have opportunities for passive surveillance and easy to access. Avoid parks on rear lots
- create direct connections between roads and pathways
- minimise the use of cul-de-sacs
- roads should be made safe by good design
- encourage a walkable and cycle friendly neighbourhood with connection to community facilities not more than 500 metres from any lot
- provide efficient walking and cycling connections to existing and planned public transport
- provide for future public transport such as the provision for bus stops on the road verge.

Relevant objectives, policies and assessment guidelines are attached as Attachment One.

Evaluation Approach

The following assessment combines the relevant Urban Design Protocol and district plan matters, using the Urban Design Protocol headings. Where significant issues exist with a specific matter (Protocol or district plan), then this is highlighted.

There is no accepted method of rating urban design effects under the RMA. No effects rating system is provided in the urban design assessment provided with the application.

For the sake of transparency, I have used the following guidelines for the rating of negative outcomes:

- Minor effect: Design outcomes that may require some adjustment to peoples' and communities' expectations about the quality of the urban environment, but which are likely to be accommodated over time

- Moderate effect: Design outcomes that will result in a less functional or safe environment for residents and visitors, with on-going need for additional management or adjustments to daily patterns of activities
- Substantial effect: Fundamental weakness of the design that will result in on-going dis benefits / costs for the public realm; sustainable management of resources.

No similar rating system is used for positive outcomes.

Assessment

Context

The site is within the Queenstown Urban Growth Boundary (UGB), but not zoned residential.

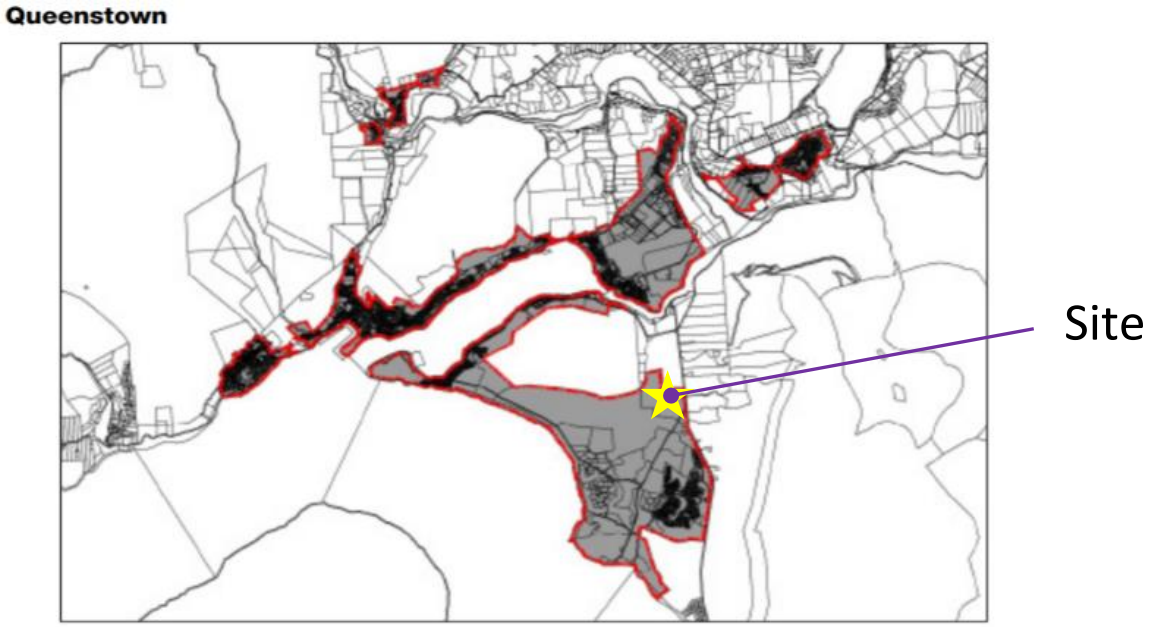


Figure 2: Queenstown Urban Growth Boundary: Source: PDP-Decisions

The site is located within a developing urban area. The Proposed District Plan's UGB lies on the northern boundary of the site. In the interim at least, land to the north will remain rural. However, the land immediately to the north and east of the site would appear likely to be subject to development pressures at some point, given the configuration of lots and the UGB, and general growth pressures.

To the south, land is within the growth boundary, but not yet developed. The site is separated from Hanley Downs. Reference is made in the AEE to a possible primary school at Hanley Downs.

Road layout

In a greenfields area, a series of disconnected 'pods' needs to be avoided.

The amended design provides for a strong, central north-south link (Road 2) that will provide future access to land to the south and north. This is shown as a 23m wide road reserve. This alignment and width is supported and is a positive move, however the southern extent of the link needs to run up

to the southern boundary of the site (rather than adjoin a balance lot). Additional connectivity to the north is provided for via Road 1

The amended design removes a road link to Woolshed Road, in the south-eastern corner of the site, that was part of the original application. A walkway/cycleway connection is proposed. While it understood that Woolshed Road's link to the State Highway may be removed, a roading link from the SHA into Woolshed Road provides additional connectivity and potentially the only access south, should the balance lot (Lot 915) not be developed. Figure 3 shows the amended design versus the submitted design.

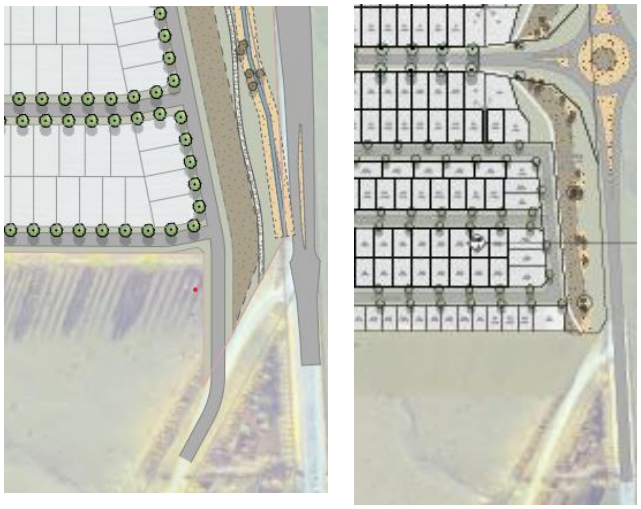


Figure 3: Original application (left) and amended layout (right).

A street connection to Woolshed Road should be provided. It is acknowledged that this may require adjustment to the roading layout of the south-eastern quadrant of the site.

The potential for trail connections to the north and south are noted and positive.

Density arrangement

The density of development is relatively high in comparison to Jacks Point, but not unsimilar to Hanley Downs, and is to be expected given high land values in the district. The number of smaller lots appears to have reduced between the original and amended design. Total residential lots appear to have reduced from 635 to 559 approximately.

Two 'super blocks' are to be retained around the central area, which is positive for future intensification.

However, the reduction in the number of smaller blocks is not positive for overall urban growth management.

Compared to the submitted layout, the smallest individual lots now run along the southern boundary of the site, somewhat remote from the main open space and small commercial centre. This is not a desirable layout. The depth of these lots appears to have been reduced from the original design, but a relatively narrow width is maintained. The urban design issues with development on these lots are addressed below.

Rural-Urban boundary

The application seeks to manage the transition into the rural land to the north-east by way of a planted drainage reserve with the potential for a walking/cycle trail. In urban design terms, some form of transition is appropriate. However, having a lane condition fronting the drainage reserve would likely be a better outcome, than a narrow, fenced drainage reserve. At the very least, fencing should be no more than 1.2m in height.

The north-western quadrant involves lots running up to the current Rural-Urban Boundary. Consistent landscape treatment of the northern boundary is needed.

Summary: Context: positive connectivity and integration effects will be provided by way of the future central north-south, while density and mix are generally appropriate for a fringe location. However connectivity to Woolshed Road should be maintained, while the number and location of small lots (less than 300m^2) needs reassessment in terms of being an increased proportion of sites, location in proximity to open space and local services, and lot shape.

Overall assessment: Moderate to substantial adverse effect due to absence of Woolshed Road connection and poor location of smaller lots.

Character

The character of the new neighbourhood will evolve from the mix of built form and natural environment features present.

Densely developed urban areas on flat sites create specific design issues because built form aspects (1 to 2 storey dwellings built close to roads of narrow width, with limited side yard space between dwelling units) tend to dominate the visual and perceptual environment. If the dwellings are similar in age of construction and design, then neighbourhoods can lack a sense of identity and legibility.

Design responses to address this include:

- Road orientation to provide views out to surrounding landforms
- Open space location
- Variety in built form
- Attention to streetscape design and dwelling interfaces.

Road orientation and views out

The grid like layout is supported as it provides for a legible environment. The layout also assists with providing for ‘vistas’ or views of surrounding landforms. The generally east-west orientation of the roads assists with the views of the main landscape features that lie to the east and west. Having a couple of places where a ‘full’ view of the wider landscape (not just over the roofs of houses) would add to a sense of identity.

The design response would be strengthened if key views out of the area, along main roads, were given more emphasis. In particular, would be some re-design of the eastern end of the main entry road that would allow for a fuller view of the lower slopes of the adjacent landform. For example, could the road to be formed by lot 1018 be relocated to the south to provide for a continuous ‘through site’ visual corridor along the axis of the main road?

To the north, the road to be formed in lot 1015 runs parallel to Lot 811 (drainage reserve). The combined road and drainage reserve terminate near to the eastern edge of the site. A small adjustment to layout in the eastern end would allow for an un-interrupted view to the eastern hills along this combined road and drainage corridor.

See Figure 4 below.

Figure 4 Possible views 'out 'along roads

Open space

The proposed open space area is centrally located and will have a significant visual presence in the development, adding to identity. The north-south blue/green corridor provides a further strong structuring element. The central open space and north-south blue/green link will combine to provide a sense of cohesion. Public open spaces are generally bordered by streets, assisting with passive surveillance and providing amenity.

There is an issue with how the commercial area and the adjacent super blocks will 'front' the reserve area. A lane type condition along the boundary with the open space that allows for slow traffic circulation would assist with safety and surveillance, and for activities to front the reserve. It is assumed that development of the commercial block will need to be subject to specific consent processes. This may need to be addressed by appropriate criteria.

Variety in built form

To allow for some variation in built form, it would not be inappropriate to allow for additional height for the three super blocks identified (blocks 900, 901 and 902), for example three storeys / 11m.

Some allowance over colour/ reflectivity values of residential dwellings is beneficial and provided for by the proposed covenant. Details such as brighter colours for front doors, window surrounds etc can add visual interest.

The potential for duplex type units on the smaller lots is discussed below.

Streetscapes.

Close attention to streetscapes is very important in areas of new, higher density housing.

Information on the road cross sections remains indicative. There is a lack of detail as to arrangement of driveways, on-street parking and street trees, especially in the areas with smaller lot frontages and higher density of development is anticipated.

Driveway crossings need to be restricted to a single width for lot widths of less than 12.5m to avoid the street scene being dominated by driveways with limited space for on-street parking and street trees. For the smaller lots, the use of joint vehicle crossings should be encouraged. Close street tree planting, such as at 20m centres, should be considered.

Criteria are also needed over the controls of garaging. The Urban Design Review refers to garaging occupying no more than 40% of frontage widths (para 4.28). This should be reflected in the proposed covenant conditions.

The applicant's response to the initial urban design review raises concerns over requiring these matters, suggesting that they may constrain development choices on individual sites. In their view, some of these matters can be addressed at engineering approval stage.

However, smaller lots inevitably involve trade-offs between different outcomes and it is likely that in many cases public streetscape considerations will come secondary to on-site development, should there be a choice.

The following matters should be addressed by conditions and/or covenant:

- Garage doors widths when visible from the street to occupy no more than 50% of frontage
- Front doors to be visible from street
- Single width vehicle crossings for smaller sites, i.e. less than 300m^2 (noting that this may need to be a matter addressed in the subdivision consent)
- Street trees (one every 20m).
- Controls over fencing for corner lots (i.e. two road frontages).

Summary: Character Effects are overall of a minor to moderate negative scale, given lack of detailing around street scenes and controls over building interfaces to streets and the central reserve.

Choice

Some variation in lot sizes is still provided, which is positive. However, it appears that there are fewer smaller lots in the amended design compared to the lodged design.

The ability to incorporate some form of apartment type development (e.g. 1 and 2 bedroom units) adjacent to the commercial lots assists with long term community sustainability. The provision of two 'super blocks' close to the centre that would allow for comprehensive development at a later stage is therefore supported. However, development on these lots would need to be separately consented. The proposed covenant is not appropriate to manage the design issues present for these lots.

Setting aside space for small commercial / community activities is beneficial and is supported. 'Active', visually attractive frontages to the street and reserve are needed. Car parking needs to be incorporated into the street or otherwise located so it is not visually dominant.

As noted above, the lot shapes proposed in some areas proposed will likely create some conflicting urban design outcomes. In particular:

- Lots 184 to 223 have a configuration of 12.7m wide and between 21 to 18.5m deep. These lots abut a balance lot to the south. These lots are not very deep (for example the original plans showed 25m deep lots). The limited depth raises separation issues with development that may occur on the balance lot, as well as on-site space, garden area etc and the applicability of the generic covenant controls. These lots are not well located in terms of relationship to open space, neighbourhood amenities and future public transport services.
- Lots 124 to 131 and 270 to 275 have a wider road frontage of 25m and a depth of 15m (375m^2). The greater width allows for a wider range of design responses; but will need particular approaches set out in the design controls in relation to yards and positioning of garages and outdoor open space.

Summary: Choice Neutral to positive effects from variety of lot sizes. Building design issues are addressed below.

Custodianship

Building design

Reliance is to be placed on consent notices detailing building 'design' parameters. A draft consent notice (updated) is presented.

The ability to undertake 'zero' lot line type developments where boundary walls are shared, was raised in the initial urban design review, especially for medium density lots. The applicant's response to the initial review indicates a willingness to provide for this, with scope for a common wall on a shared boundary exempt from yard controls. As drafted the consent notice would appear to allow for a common wall on all internal boundaries. Height in relation to boundary controls still apply.

For medium density sized lots (300m^2 to 450m^2) a common boundary wall needs to be accompanied by a wider yard on the 'non-common' boundary and the maintenance of a rear yard so as to retain some open space.

Duplex or terrace type arrangements where walls may be built on a side boundary (but walls are not shared between buildings) would be best enabled on the smaller lots (less than 300m^2) to enable effective use of the sites. This should be enabled by no building set back and no height in relation to boundary control for the front 15m of a site's side boundary with an adjacent small lot. This will mean that when designing dwellings for smaller lots, the potential for neighbours to build up to part of the common boundary needs to be taken into account.

For smaller lots, the proposal for 60% site coverage is high. However, if there is a sufficient and appropriate back and front yard standard (as per below), then coverage itself becomes less of an issue.

Possible modifications for smaller lots could be:

- 3m front yard, 50% to be landscaped
- 5m rear yard
- No height in relation to boundary (and no side yard) for the front part of the site (i.e. within 15m of the road frontage).

Fencing of rural and open space boundaries should be clarified, given comments in the applicant's response. For example, reference is made to post and wire fencing on the northern "rural boundary" and along boundaries with reserves.

Climate response

Council's subdivision guidance indicates that north-south roads are preferred as the resulting blocks provide for east-west orientated lots. The applicant has identified the need for roads to be orientated east-west to allow for stormwater runoff.

In the context of this site with exposure to colder southerly winds, the east-west orientation of most roads will assist with lessening some climate effects. East-west aligned roads also allow for views to surrounding landscapes.

Solar access to rear yards of south facing lots will be provided. With north facing lots, tensions between privacy and maintaining open streetscapes needs to be resolved. The requirement for a 1.2m high front fence should be retained, with the potential for a variety of soft landscaping responses to provide a degree of privacy for front yard open spaces, while not creating a visually 'hard' interface along a street.

Summary: Custodianship Potential for minor to moderate adverse cumulative effects associated with lack of detail in the proposed covenant and lack of opportunity for duplex type arrangements on smaller lots.

Conclusion

Positive urban design elements include:

- The proposed development is appropriate to its context and position relative to the main Queenstown/Frankton urban area.
- The proposal provides a degree of future connectivity to the north and south
- A connected roading network that avoids cul-de-sacs and rear lots is achieved
- A range of lot sizes are proposed
- A small commercial centre and central open space assists with neighbourhood identity.
- To allow for some variation in built form, it would not be inappropriate to allow for additional height for the four super blocks identified (blocks 900, 901 and 902), for example three storeys / 11m.
- The potential for duplex type units where walls may be built on a side boundary (but walls are not shared between buildings) should be enabled on the smaller lots (less than 300m^2) to enable effective use of the sites.

The following urban design weaknesses are identified:

- There is no road connection with Woolshed Road

- The smaller lots are located along the southern boundary, remote from the central hub
- Sense of identity would be improved by strengthening east-west visual links
- The interface with the drainage reserve and cycle trail link to the north-east is potentially problematical from a CPTED, amenity point of view.
- The rural-urban interface to the north-west requires a consistent treatment
- Design controls will need to recognise the variety of lot shapes
- Specific design criteria need to apply to the commercial lot and the two residential super lots.
- For the commercial site active, visually attractive frontages to the street and reserve are needed. Car parking needs to be incorporated into the street or otherwise located so it is not visually dominant.
- Driveway crossings need to be restricted to a single width for lot widths of less than 12.5m to avoid the street scene being dominated by driveways with limited space for on-street parking and street trees.
- The requirement for a 1.2m high front fence should be retained, but sites with two road frontages need specific attention.
- The following building design matters should be addressed by conditions and/or covenant:
    - Garage door widths when visible from the street to occupy no more than 50% of frontage
    - Front doors to be visible from street
    - Single width vehicle crossings for smaller sites, i.e. less than 300m^2 (noting that this may need to be a matter addressed in the subdivision consent)
    - Street trees (one every 20m).
    - Controls over fencing for corner lots (i.e. two road frontages).
- For smaller lots, the proposal for 60% site coverage is too high. However, if there is a sufficient and appropriate back and front yard standard (as per below), then coverage itself becomes less of an issue. For example:

    3m front yard, 50% to be landscaped
    5m rear yard
    No height in relation to boundary (and no side yard) for the front part of the site (i.e. within 15m of the road frontage).

In summary, while the overall layout has many positive features from an urban design perspective, without a road connection to the south, the development will be an 'isolated pod'. The location of smaller lots along the southern boundary is sub optimal. These are substantial adverse effects

There is a lack of detail as to management of streetscapes in terms of street layout as well as public/private interfaces. Adverse effects are considered to be in the minor to moderate range.

Attachment One: Design Checklist

Proposed District Plan: Urban Chapter

4.2.3 Objective – Within Urban Growth Boundaries, provide for a compact and integrated urban form that limits the lateral spread of urban areas, and maximises the efficiency of infrastructure operation and provision.

Policies

4.2.3.1 Provide for a compact urban form that utilises land and infrastructure in an efficient and sustainable manner, ensuring:

• connectivity and integration;

• the sustainable use of public infrastructure;

• convenient linkages to the public and active transport network; and

• housing development does not compromise opportunities for commercial or community facilities in close proximity to centres.

4.2.3.2 Enable an increased density of residential development in close proximity to town centres, public transport routes, community and education facilities.

4.2.3.3 Low density development does not compromise opportunities for future urban development.

4.2.3.4 Urban development occurs in locations that are adequately serviced by existing public infrastructure, or where infrastructure can be efficiently upgraded.

4.2.3.5 For urban centres where Urban Growth Boundaries apply, new public infrastructure networks are limited exclusively to land within defined Urban Growth Boundaries.

4.2.3.6 Development improves connections to recreational and community facilities, and enhances the amenity and vibrancy of urban areas.

4.2.3.7 The edges of Urban Growth Boundaries are managed to provide a sensitive transition to rural areas.

4.2.3.8 Land use within the Air Noise Boundary or Outer Control Boundary of the Queenstown Airport is managed to prohibit or limit the establishment of Activities Sensitive to Aircraft Noise.

4.2.4 Objective - Manage the scale and location of urban growth in the Queenstown Urban Growth Boundary.

Policies

4.2.4.1 Limit the spatial growth of Queenstown so that:

• the natural environment is protected from encroachment by urban development

• sprawling of residential settlements into rural areas is avoided

• residential settlements become better connected through the coordinated delivery of infrastructure and community facilities

• transport networks are integrated and the viability of public and active transport is improved • the provision of infrastructure occurs in a logical and sequenced manner

• the role of Queenstown Town Centre as a key tourism and employment hub is strengthened

• the role of Frankton in providing local commercial and industrial services is strengthened.

4.2.4.2 Ensure that development within the Queenstown Urban Growth Boundary:

• Provides a diverse supply of residential development to cater for the needs of residents and visitors • Provides increased density in locations close to key public transport routes and with convenient access to the Queenstown Town Centre.

• Provides an urban form that is sympathetic to the natural setting and enhances the quality of the built environment.

• Provides infill development as a means to address future housing demand.

• Provides a range of urban land uses that cater for the foreseeable needs of the community.

• Maximises the efficiency of existing infrastructure networks and avoids expansion of networks before it is needed for urban development.

• Supports the coordinated planning for transport, public open space, walkways and cycleways and community facilities.

• Does not diminish the qualities of significant landscape features.

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

Policies

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

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

27.2.2.3 Open spaces and reserves are located in appropriate locations having regard to topography, accessibility, use and ease of maintenance, and are a practicable size for their intended use.

27.2.2.4 Subdivision will have good and integrated connections and accessibility to existing and planned areas of employment, community facilities, services, trails, public transport and adjoining neighbourhoods.

27.2.2.5 Subdivision design will provide for safe walking and cycling connections that reduce vehicle dependence within the subdivision.

27.2.2.6 Subdivision design will integrate neighbourhoods by creating and utilising connections that are easy and safe to use for pedestrians and cyclists.

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

27.2.2.8 Encourage informal surveillance of streets and the public realm for safety by requiring that the minority of allotments within a subdivision are fronting, or have primary access to, cul-de-sacs and private lanes.

27.2.2.9 Encourage informal surveillance for safety by ensuring open spaces and transport corridors are visible and overlooked by adjacent sites and dwellings.

Subdivision Design Guideline

TRANSPORT AND CONNECTIONS

- ✓ Create direct connections between roads and pathways
- ✓ Minimise the use of cul-de-sacs
- ✓ Avoid cul-de-sacs with no pathway connections Roads can be made safe by good design
- ✓ Encourage a walkable and cycle friendly neighbourhood with connection to community facilities not more than 500 metres from any lot
- ✓ Provide efficient walking and cycling connections to existing and planned public transport
- ✓ Provide for future public transport such as the provision for bus stops on the road verge.

STREET AND LOT ORIENTATION AND LAYOUT

- ✓ Orientate roads north/south with lots orientated east/west where possible to ensure good sunlight and northerly outlook
- ✓ Ensure south facing lots have north facing backyards for outdoor living
- ✓ Limit the length and size of blocks to ensure that large blocks do not discourage walking distances between connections
- ✓ Avoid rear lots where possible
- ✓ Consider the selection of appropriate tree species to promote sunlight throughout winter, reduce water dependence once established and ensure ample room on the verge to accommodate the root system of the tree
- ✓ Minimise earthworks and disrupting the landform by:
  - Designing the layout of roads and lots to fit with the natural character and topography of the site
  - Avoid situations where significant post subdivision development earthworks will be required to create building platforms and driveways.

OPEN SPACES

Developers are required to discuss any impact of subdivision on existing reserves or the development and potential vesting of any new reserves with the Council's Parks Team prior to lodging any development plans or resource consent applications with Council

- ✓ Parks have frontage to roads so they are visible, have opportunities for passive surveillance and easy to access
- ✓ Avoid parks on rear lots
- ✓ Where possible, connect with walkways and open spaces to form a network
- ✓ Provide on road car parking adjacent to parks
- ✓ Avoid creating pedestrian and cycleways that are located between the backs of lots
- ✓ Take opportunities to integrate water bodies and stormwater management areas with open spaces
- ✓ Avoid roads/vehicle accesses through reserves unless to access agreed car parking serving the reserve.

Refer to the Landscape section of the QLDC Land Development and Subdivision Code of Practice for guidance on planting in reserves, including within the road reserve Locate playgrounds where they will have optimal access and informal surveillance.

STORMWATER MANAGEMENT

- ✓ Manage stormwater within the catchment to avoid problems with runoff, flooding, erosion and pollution
- ✓ Consider the pre-development hydrological regime and how designing with this may enhance stormwater management and local amenity and water quality values
- ✓ Building in the requirements of secondary flow paths
- ✓ While acknowledging the primary function of Drainage swales and detention ponds, their design has the potential to enhance, or, detract from the local landscape and will influence the character of the neighbourhood
- ✓ Investigate how the location of and design of drainage swales and detention ponds can be designed to become important parts of the landscape within public open space areas
- ✓ Where there will be co-location of stormwater management areas within reserves, subdividers are required to discuss the proposed features with the Council's parks team

APPENDIX 4 - QLDC LANDSCAPE ASSESSMENT

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Memo

FILE REF: SH190488 – Queenstown Housing Ltd

TO: **Kenny McDonald** – Senior planner, QLDC

FROM: Helen Mellsop – Registered NZILA Landscape Architect

DATE: 16 June 2020

SUBJECT: **Landscape assessment review**

INTRODUCTION

1. An application has been received for resource consent under the Housing Accords and Special Housing Areas Act 2013 (HASHA) to:
    - Subdivide to create residential lots of between 250 and over 1000m^2, as well as lots for roading, reserves, and small scale commercial activities;
    - Undertake earthworks and landscaping associated with services and subdivision formation;
    - Create access from State Highway 6 via a new roundabout.

    The subject site is legally described as Lot 1-2 DP 475609 and is 86.159ha in area. The site has been designated as a SHA under the HASHA.

2. The site is zoned Jacks Point Zone under both the Operative Queenstown Lakes District Council District Plan (ODP) and the Decisions Version Proposed District Plan (PDP), and is within the Open Space Landscape Activity Area of the PDP zone. I understand that the application is a non-complying activity overall under both QLDC plans.

3. This memo provides a review of the Vivian and Espie (V+E) Report on Landscape and Visual Effects, dated 22 October 2019 and an addendum to that report dated 13

November 2019. The report has not been updated following submission of revised development plans on 22 April 2020. My review evaluates the adequacy of the assessment and specifically addresses the following aspects:

- Whether the assessment methodology is appropriate and robust;
- Whether the analysis and classification of the landscape context of the site is robust and corresponds to the landscape attributes and values.
- Whether any key issues or considerations have been missed in the assessment;
- Whether the assessment has correctly interpreted the nature and magnitude of visual and landscape effects;
- Whether the conclusions of the assessment are credible and justifiable.

In my review the magnitude of landscape and visual adverse effects, based on my professional judgement, is rated as very high, high, moderate-high, moderate, low-moderate, low and very low (refer **Appendix A** for an explanation of this rating). An effect which is determined to be low or very low could be considered to be less than minor in extent.

4. The subject site, the surrounding area and the development proposal have been described in the V+E report, the 2019 AEE and in the plans, reports and letter submitted in February, April and June 2020.

ASSESSMENT REVIEW

5. Under the HASHA, the council must have regard to the following matters when considering resource consent applications for residential developments in approved Special Housing Areas. The council must give greater to lesser weight to the matters in the order listed:

(a) the purpose of this Act:

(b) the matters in Part 2 of the Resource Management Act 1991:

(c) any relevant proposed plan:

(d) the other matters that would arise for consideration under—

(i) sections 104 to 104F of the Resource Management Act 1991, were the application being assessed under that Act:

(ii) any other relevant enactment (such as the Waitakere Ranges Heritage Area Act 2008):

(e) the key urban design qualities expressed in the Ministry for the Environment's New Zealand Urban Design Protocol (2005) and any subsequent editions of that document.

6. The purpose of the HASHA is to enhance housing affordability by facilitating an increase in land and housing supply in certain regions or districts, identified as having housing supply and affordability issues. Relevant landscape-related matters in Part 2 of the RMA include the matters relating to the protection of outstanding natural landscapes (ONL) and features in Section 6(b) and the amenity and quality of the environment in Sections 7 (c) and (f).

7. The relevant proposed plan is the PDP (Stage 1 Decisions Version). Under sub-section (d), relevant matters include the Proposed Otago Regional Policy Statement (PORPS) and the objectives, policies, rules and assessment matters of the ODP.

8. The V+E report did not include any specific assessment against the relevant landscape assessment matters in the PDP. I will therefore provide an independent assessment against these matters in the subsequent discussion.

Landscape context

9. The landscape context of the site is described in paragraphs 12 to 16 of the V+E report. I agree with this description. I also agree with the location of the Peninsula Hill eastern ONL boundary as set out in Mr Espie's addendum of 13 November 2019. I agree that the fine-scale line shown on the Decisions Version PDP Chapter 41 Jacks Point Structure Plan is a more accurate boundary than that shown on the Decisions Version PDP maps.

10. In my assessment the key attributes of the application landscape context include:

- The visual dominance, overwhelming scale and high naturalness of the surrounding ONL and ONF – the Remarkables and Peninsula Hill;
- The presence of natural patterns of indigenous regeneration within the ONL/F and indigenous planting/restoration within Jacks Point;
- The availability of views from the valley floor to these landscapes and the memorability and scenic quality of the views;
- The rural pastoral character of the SH6 corridor through the valley, from which development at Jacks Point and the Coneburn Industrial Zone are largely screened;

- The role of the open pastoral land as a foreground to views of the ONL and ONF;
- The legibility and expressiveness of the Remarkables, including the distinctive alluvial fans on their western toe slopes;
- The contrast between the flat alluvial ground of the northern valley floor and the adjacent ice-scoured or uplifted landforms;
- The presence of a substantial area of high amenity residential and resort development at Jacks Point, interspersed with retained open space and golf course.

11. In my assessment, the key values of the landscape for the local community and visitors include:

- High biophysical values relating to the legibility and naturalness of the Remarkables and Peninsula Hill and the remaining natural character of the rural valley floor.
- Very high scenic values, including the views over the open pastoral land to the surrounding ONL/ONF and the contrast between the level alluvial valley floor and adjacent dramatic landforms.
- High memorability values as a high amenity enclosed approach to Queenstown from the south.
- The visual amenity and recreational values of the Jacks Point residential and resort development.

Effects on landscape character and values

12. The V+E report discusses issues of spatial planning for future suburban development within the Coneburn valley and assumes that the effects of development on landscape character are appropriate because they are anticipated by the SHA. Discussion of landscape effects is limited to edge effects at the interfaces with rural land to the north and south, Peninsula Hill and SH6. My understanding is that, while some urban development is anticipated within an approved SHA, the effects of the design, scale and density of the proposed development be assessed in the context of the existing receiving environment.

13. The proposed development would substantially alter the landscape character of the valley, replacing the rural character and remaining naturalness of the application site

with dense urban form. In contrast to the majority of the Jacks Point development, the subdivision would appear as a conventional, grid pattern, low to medium density suburb without substantial retained open space. Because of its visibility from SH6, the development is likely to be perceived as the 'arrival' to Queenstown, despite the retention of rural land to the north.

14. Development of the SHA would degrade the scenic values of the Coneburn valley to a moderate extent. While views to the surrounding ONL/F would be retained, the foreground of views to Peninsula Hill would be suburban rather than rural. The landscape would remain legible and memorable but the rural pastoral character of the landscape would be significantly altered. Adverse effects on landscape character would be moderate in extent.

15. The development is separated from Jacks Point by protected open space and is therefore unlikely to adversely affect the visual amenity and recreational values of this zone. Awareness of the nearby conventional suburban area could however reduce the shared and recognised amenity values of Jacks Point and the sense of place experienced by people living within the landscape.

16. In relation to the edge effects discussed in the V+E report, I agree that the proposed landscape treatment on the SH6 edge is appropriate and would maintain intermittent valued views to the ONL/F. Similarly the stormwater reserve areas with native planting proposed on the eastern boundary of the northern SHA and the northern edge of the eastern part would provide appropriate buffers between rural land and the development. I agree with Mr Espie's recommendations regarding the northernmost boundary of the SHA (1.2m fences, visually permeable on the northern site boundary and some planting) and note that controls on fencing for this boundary have been included in the proposed consent notice submitted on 5 June 2020. The April 2020 version of the landscape plan shows a 2-3m high hedge inside the residential lots on the northern boundary.

17. With respect to the southern boundary, the V+E report is out of date in that it states that part of the development here will face onto a road and will be partially screened by street trees. The current 07/04/20 landscape plan does not show any road orwalkway along the southern boundary and the V+E states that the existing poplar shelter belt should be

removed. I agree with Mr Espie's recommendation that fencing be limited to 1.2m in height along the southern boundary and planting provided. The June 2020 consent notice does include a requirement for 1.2m fencing and hedge planting along the southern boundary that will form a buffer for this interface with the Jacks Point open space. There appears to be capacity within the balance Lot 915 to provide a walkway/cycleway connection and additional buffer planting but these elements are not currently included in the proposal.

18. Appropriate treatment of the western boundary with the Peninsula Hill ONF is vital to avoid adverse effects on the adjacent feature. I agree with Mr Espie that a 'hard' boundary between urban form and outstanding natural landscapes and features is not necessarily problematic – there are many instances of such a 'hard' boundary around Queenstown and Arthurs Point. However I also agree that the boundary should be handled in a 'soft' way to ensure that development does not overly detract from the adjacent ONF. While the proposed development does not extend onto the steeper slopes of Peninsula Hill, it does extend up onto gentler toe slopes and alluvial fans at the base of the hill. Taller development, significant landform change and landscaping that contrasted with the indigenous patterns of the ONF could compromise the legibility, naturalness and scenic values of the feature. Development on this sloping land would also extend urbanisation upwards from the legible boundary of the valley flats and in my assessment would result in moderate-low adverse effects on the coherence of the landscape as a whole.

19. Bulk lots of up to 6537m^2 are now proposed along most of the western boundary, with no land use consents sought as part of this application. The applicant has offered a 10-metre no build setback along the majority of the western boundary and consent notices for these lots that restrict any further subdivision or building construction unless a comprehensive land use or subdivision consent has been granted. I understand that these consents (within the Open Space Activity Area of the Jacks Point Zone) would have discretionary activity status, allowing Council to consider a wide range of environmental effects, including landscape and visual effects. The consent notice also includes density and design controls that would apply to any future development on these lots, including:

- Maximum number of residential units for each bulk lot;
- Maximum building height of 6m except for Lot 903;

- Maximum building ground floor area of 500m^2;
- Recessive external building colours and materials;
- All vegetation outside a defined residential curtilage area to be indigenous species listed in Part 41.8 of the PDP (Jacks Point Zone);
- Fencing further than 5m from a residential building to be post and wire.

20. I consider that the proposed consent notice conditions and controls, if applied to the bulk lots on the western boundary, would assist in reducing adverse effects on the adjacent ONF. Such effects would be considered in a future discretionary subdivision or land use consent and Council would have the ability to decline consent if proposed development did not protect the landscape values of the adjacent ONF. However the consent notice also envisages a certain density and scale of development on the bulk lots, and this is likely to influence the processing of future consents. In the absence of comprehensive development designs or subdivision proposals, it is difficult to assess the potential effects of the proposed residential unit densities on the adjacent ONF. In a worst case scenario where each bulk lot was subdivided into similarly sized residential lots, these would range between about 720 and 1000m^2 in area.

21. I consider this would provide a lower density transitional area between the remainder of the SHA and the ONF. The 10-metre building setback, together with the planting and fencing requirements, should ensure that the 'soft' edge with the ONF recommended by Mr Espie is achieved and adverse effects on the integrity and visual coherence of the ONF are avoided. The limitations on building height and ground floor area would also limit the bulk of built development and minimise the screening effects of tall and bulky development in the foreground of the ONF.

22. The proposed rock fall protection bunds have the potential to adversely affect the naturalness and coherence of the adjacent ONF. In my opinion the adverse visual and landscape effects of these bunds could be reduced to a moderate-low level by placement of fill on the eastern side of the bunds and planting of this fill with appropriate indigenous species. The plans for the bunds appear to show fill mounding on the eastern sides that would screen the gabion basket structure but the landscape plans do not include any revegetation of these fill slopes.

Effects on visual amenity

23. I agree with the description of views and existing visual amenity in paragraphs 33 and 34 of the V+E assessment and the identified areas of visibility in this section of the report. I agree that the open pastoral land of the valley floor is important to the visual experience of people moving through the landscape.

24. The viewing audience consists of local residents, particularly Jacks Point residents, and national and international visitors to the area. The size of the audience on SH6 is moderately high and on the Remarkables skifield road is moderate during the ski season, while other public and private audiences are small. All audiences are likely to be sensitive to changes in their views that reduce naturalness, coherence and pleasantness, although viewers in the northern part of Henley Downs are within a suburban area and consequently likely to be less sensitive to additional suburban development within their views. People travelling along SH6 are immersed in the dramatic high quality views of the ONL/Fs across intervening rural land and, in the case of visitors, are often visiting the area in order to appreciate the surrounding landscape.

State Highway 6

25. I agree with the V+E assessment that the subdivision would appear as an anomalous isolated area of conventional suburban form, and would also be experienced as the arrival in Queenstown for people travelling north. That sense of arrival is currently experienced at the Kawarau Bridge.

26. Mr Espie has based part of his assessment on an expectation that urban development will occur as part of the approved SHA (and as part of future plan changes within the landscape) and that the effects of the proposal are therefore anticipated as part of the receiving environment. My understanding is that, while some urban development is anticipated within an approved SHA, the effects of the design, scale and density of the development actually proposed should be assessed. The SHA deed provides for 450 sections/dwellings and it is conceivable that these dwellings could have been provided in a completely different layout, possibly well set back from SH6 and Peninsula Hill or configured with substantial intervening open space as at the southern part of Jacks Point.

27. In my assessment the proposed subdivision would result in moderate-high adverse effects on the amenity of views from SH6. While views over the development to Peninsula Hill would be largely retained, the foreground of this view would appear as an isolated relatively dense conventional suburb within the otherwise rural landscape. The adverse visual amenity effects would be mitigated to some extent as street tree and reserve planting matures, but in my opinion would remain at least moderate in extent.

28. I agree that the proposed edge treatments would assist in softening the visual dominance of built form within the SHA, but because SH6 is elevated above the SHA site views will remain across the entire subdivision rather than being limited to the edges. Future development on the rising toe slopes and alluvial fan below the Peninsula Hill SHA (refer Photographs 1 and 2 in **Appendix B**) would be particularly visually prominent from SH6, extending development up from the level valley plain. Proposed consent notice design controls for the western lots, including density, building external appearance, fencing and landscaping would assist in reducing the adverse visual effects of future development. Even with these controls, development on the western lots would remain an obvious extension of urban form upwards from the legible boundary of the flats.

Jacks Point Zone development area

29. I agree with the V+E report that a sympathetic edge treatment for the southern boundary is important in maintaining the amenity of views from the Wheat and Bannister streets area of Jacks Point. Consent notice conditions provide for a 1.2m high visually permeable fence along this boundary and a hedge of indigenous plants. The viewing distance of about 800 metres and the location of viewers within a suburban area means that adverse effects on visual amenity are likely to be low in extent with this sympathetic edge treatment.

Elevated viewpoints on either side of the Coneburn Valley

30. I agree with Mr Espie that while Jacks Point (including Hanley Farm) development is visible from elevated private properties and the Remarkables skifield road zig zag, the focus of views from these places is towards Coronet Peak, the lake, Peninsula Hill and Cecil Peak, with the northern Coneburn valley in the foreground of views. The proposed subdivision would appear as an isolated area of suburban form on the valley floor and would extend urbanisation north from Hanley Farm. Given the panoramic nature of

elevated views from the mountain slopes, adverse effects on visual amenity are likely to be low or low-moderate in extent, depending on the orientation of private views and the distance from the application site. I agree that robust street tree and reserve planting would over time increase the visual amenity of the developed subdivision.

31. I have not visited the elevated Jacks Point Tablelands homesites on the western side of the valley. However from a desktop analysis, it appears that these homesites would have views of suburban development and the Hanley Downs part of Jacks Point as well as the proposed development. I consider that any additional adverse visual effects of the SHA development would be low in extent.

Decisions Version Proposed QLDC District Plan (PDP)

32. The application site is zoned Jacks Point in the PDP and has an activity area notation of Highway Open Space Landscape Protection/Farming (OSL) in the Structure Plan for the zone. The OSL provides for land that is not substantially occupied by buildings and that provides benefits to the general public as an area of visual, cultural, educational or recreational amenity values. I understand that the proposal is a non-complying activity overall under the PDP and that the underlying landscape classification of Rural Character Landscape (RCL) is therefore relevant to landscape assessment of the proposal. The zone policy relating to views from the State Highway is also relevant:

41.2.1.16 Ensure that residential development in the Jacks Point Zone does not dominate views
from the State Highway and that any adverse visual impacts are mitigated through landscaping, building design and provision of open space.

33. The proposal would predominantly occupy the OSL area with buildings and would not ensure that adverse visual impacts were mitigated through landscaping or provision of open space. Suburban built development would dominate views from SH6 for an approximately 1.5 kilometre stretch of the road and would detract from the visual amenity values of the wider RCL to a moderate extent. The change to the character of the Coneburn valley would be permanent, of significant scale and very noticeable – there would be moderate adverse effects on landscape character of the valley as a whole.

Operative QLDC District Plan (ODP)

34. The site was also Jacks Point Zone OSL – Highway Protection Area in the ODP. I understand that the proposal is also a non-complying activity overall within this zone and the underlying landscape classification of Visual Amenity Landscape (VAL) is therefore relevant to the landscape assessment. The policies relating to landscape and views from the State Highway include:

3.7 To ensure that subdivision, development and ancillary activities on the Tablelands and Jacks Point are subservient to the landscape.

3.10 To ensure that residential development is not readily visible from the State Highway.

3.20 To require a comprehensively designed landscape edge at the northern edge to the zone along the interface with State Highway 6 that mitigates the visual impact of development within the Residential (Hanley Downs-State Highway) Activity Areas on the State Highway.

35. Activities within the OSL are restricted to farming, fencing, trail formation, farm access tracks and recreation activities, with small buildings of up to 4m in height.

36. As discussed in relation to the PDP provisions, the proposed development would be readily visible from SH6 and the visual impact of development would not be adequately mitigated by proposed landscaping or subdivision design. Landscaping that mitigated adverse effects on the visual amenity experienced from SH6 would also obscure valued views of the wider ONL/F landscape. Given the dramatic scale of the surrounding ONL and ONF, the subdivision would remain subservient to the wider landscape context. However it would dominate and substantially alter the natural and pastoral character of the Coneburn Valley VAL. Adverse cumulative effects on the character and values of this VAL would be moderate-high in extent, given the scale and extent of existing development within the area, and would result in over-domestication.

CONCLUSIONS

37. The proposed SHA development would substantially alter the landscape character of the Coneburn valley, replacing the rural character and remaining naturalness of the application site with dense urban form. This change in character would degrade the scenic values and naturalness of the Coneburn valley, as well as the shared and

recognised associative values of the landscape. Adverse effects on landscape values would be moderate in extent.

38. Views over the development towards Peninsula Hill and the wider ONL would be largely retained but visible suburban development would detract from the amenity of views from SH6 to moderate-high extent. Effects on the level of visual amenity experienced from other public and private places would be of lower magnitude.

39. Development would not be consistent with the landscape outcomes anticipated by the PDP or ODP.

40. Adverse effects on the values of the Peninsula Hill ONF and on the visual amenity experienced from SH6 could be reduced by limiting the extension of suburban development up the toe slopes and alluvial fans adjoining the ONF. The proposed consent notice over bulk development lots in this area would ensure that landscape and visual effects could be considered as part of a future discretionary activity consent for subdivision and development. The design controls over density, height, floor area and appearance of buildings, as well as the building setback from the western boundary, reduce the potential for future adverse effects on the values of the ONF. With sensitive design of future development on these bulk lots, it is likely that these adverse effects would be low in extent.

41. I recommend that earth mounding and indigenous planting on the eastern face of the proposed rockfall bunds be included in the landscape plans for the development.

Helen Mellsop
BLA, BHB, Dip Hort (Distinction)
Registered NZILA Landscape Architect

Appendix A – Definitions of effect ratings used in this landscape assessment review

Adverse Visual Effects Rating Scale

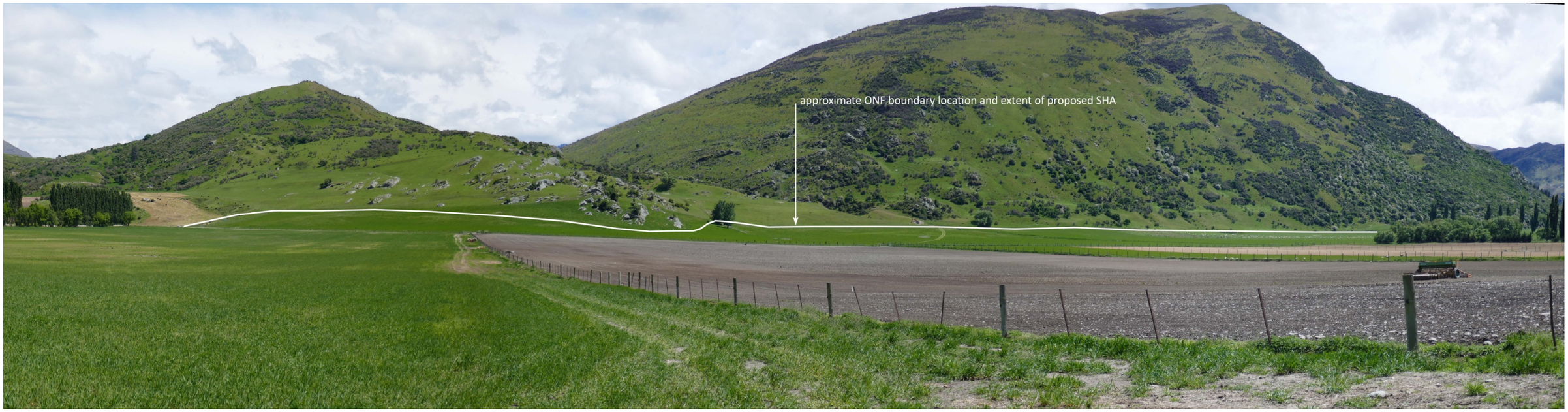
Effect Rating	Use and Definition
Very High:	Total loss of key elements / features / characteristics, i.e. amounts to a very significant negative change in visual amenity.
High:	Major modification or loss of most key elements / features / characteristics, i.e. little of the pre-development visual amenity remains and amounts to a significant negative change in visual amenity values. *Concise Oxford English Dictionary Definition* *High: adjective - Great in amount, value, size, or intensity.*
Moderate - High:	Modifications of several key elements / features / characteristics, i.e. the pre-development visual amenity remains evident but materially changed.
Moderate:	Partial loss of or modification to key elements / features / characteristics, i.e. the pre-development visual amenity remains evident but is changed. *Concise Oxford English Dictionary Definition* *Moderate: adjective - average in amount, intensity, quality or degree*
Moderate - Low:	Small loss of or modification to one or more key elements / features / characteristics, i.e. new elements are not uncharacteristic within the visual environment and do not disturb the pre development visual amenity.
Low:	Very little material loss of or modification to key elements / features / characteristics. i.e. new elements integrate seamlessly into the pre-development visual environment. *Concise Oxford English Dictionary Definition* *Low: adjective- 1. Below average in amount, extent, or intensity.*
Very Low:	Negligible loss of or modification to key elements/ features/ characteristics of the baseline, i.e. visual influence of new elements is barely discernible.

Adverse Landscape Effects Rating Scale

Effect Rating	Use and Definition
Very High:	Total loss of key elements / features / characteristics / values, i.e. amounts to a very significant negative change in landscape character and / or landscape values.
High:	Major modification or loss of most key elements / features / characteristics / values, i.e. little of the pre-development landscape character remains and amounts to a significant negative change in landscape character and / or landscape values. *Concise Oxford English Dictionary Definition* *High: adjective - Great in amount, value, size, or intensity.*
Moderate - High:	Modifications of several key elements / features / characteristics / values, i.e. the pre-development landscape character and / or landscape values remains evident but materially changed.
Moderate:	Partial loss of or modification to key elements / features / characteristics / values, i.e. the pre-development landscape character and / or landscape values remains evident but is changed. *Concise Oxford English Dictionary Definition* *Moderate: adjective - average in amount, intensity, quality or degree*
Moderate - Low:	Small loss of or modification to one or more key elements / features / characteristics / values, i.e. new elements are not uncharacteristic within the receiving landscape and do not disturb the pre development landscape character and / or landscape values.
Low:	Very little material loss of or modification to key elements / features / characteristics / values. i.e. new elements integrate seamlessly into the pre-development landscape character and / or landscape values. *Concise Oxford English Dictionary Definition* *Low: adjective- 1. Below average in amount, extent, or intensity.*
Very Low:	Negligible loss of or modification to key elements/ features/ characteristics / values of the baseline, i.e. influence of new elements on landscape character and / or landscape values is barely discernible.

NB. These rating scales apply to ***adverse*** effects, not to ***positive*** effects.

Appendix B – Photograph from SH6



Photograph 1: View from near SH6 boundary within application site towards Peninsula Hill ONF, showing approximate boundary of the ONF on rising toe slopes and alluvial fan (panorama stitched from 3 landscape photographs taken at 50mm lens equivalent at 12.30pm on 15-12-20)

Photograph 2: View towards application site from SH6, showing elevation of the State Highway above the application site (Google Streetview image, 08/2019)

APPENDIX 5 - QLDC ENGINEERING REPORT

QUEENSTOWN LAKES DISTRICT COUNCIL

www.qldc.govt.nz

ENGINEERING REPORT

TO: **Rebecca Holden**

FROM: Alan Hopkins

DATE: 17/09/2020

SUBJECT: **SH190488** Queenstown Housing Limited (Coneburn SHA Subdivision)

Application details	
Description	Subdivision consent is sought to create 632 residential lots, 18 lots to vest as QLDC legal road, 1 lot to vest as NZTA highway reserve, 5 lots to vest as local purpose reserve (drainage), 5 lots to vest as recreational reserve, 2 lots to vest as local purpose reserve (access way), and 3 balance lots.
Physical Address	Coneburn, Queenstown
Type of Consent	Subdivision (under HASHA)
Zoning	Coneburn SHA (Jack's Point)
Reference Documents	Application dated September 2019
Date of site visit	January 2020 and August 2020
Comment required from QLDC Transport	Yes. S92.2 Review undertaken by Novo Group General layout and public transport (NOF) review undertaken by QLDC P&I
Comment required from QLDC 3 waters	Yes Assessment and comments provided from QLDC P&I regarding both servicing and floodway concept design
Previous consents relevant to this report	Full Council EOI approval under HASHA (approved by QLDC 18/04/2019 and approved by Government 24/08/2019). RM200120 Application for bulk subdivision of underlying land (not yet consented)

HISTORY

The site is legally described as Lot 1 and 2 DP 475609 held in Record of Title 655559. The site is located in the Jacks Point Zone (Open Space Landscape Protection / Farming) of the Operative Queenstown Lakes District Plan ('ODP') and within the Jacks Point Zone (Open Space Landscape Activity Area) of the Proposed District Plan ('PDP')

In 2019 the Council sought expressions of interest (EOI) under the Housing Accords and Special Housing Areas Act 2013 (HASHAA). An expression of interest (EOI) for the subject site was approved in principle by QLDC on 18 April 2019 and approved by the Government on 26 August 2019 with the Order in Council commencing into force on 30 August 2019.

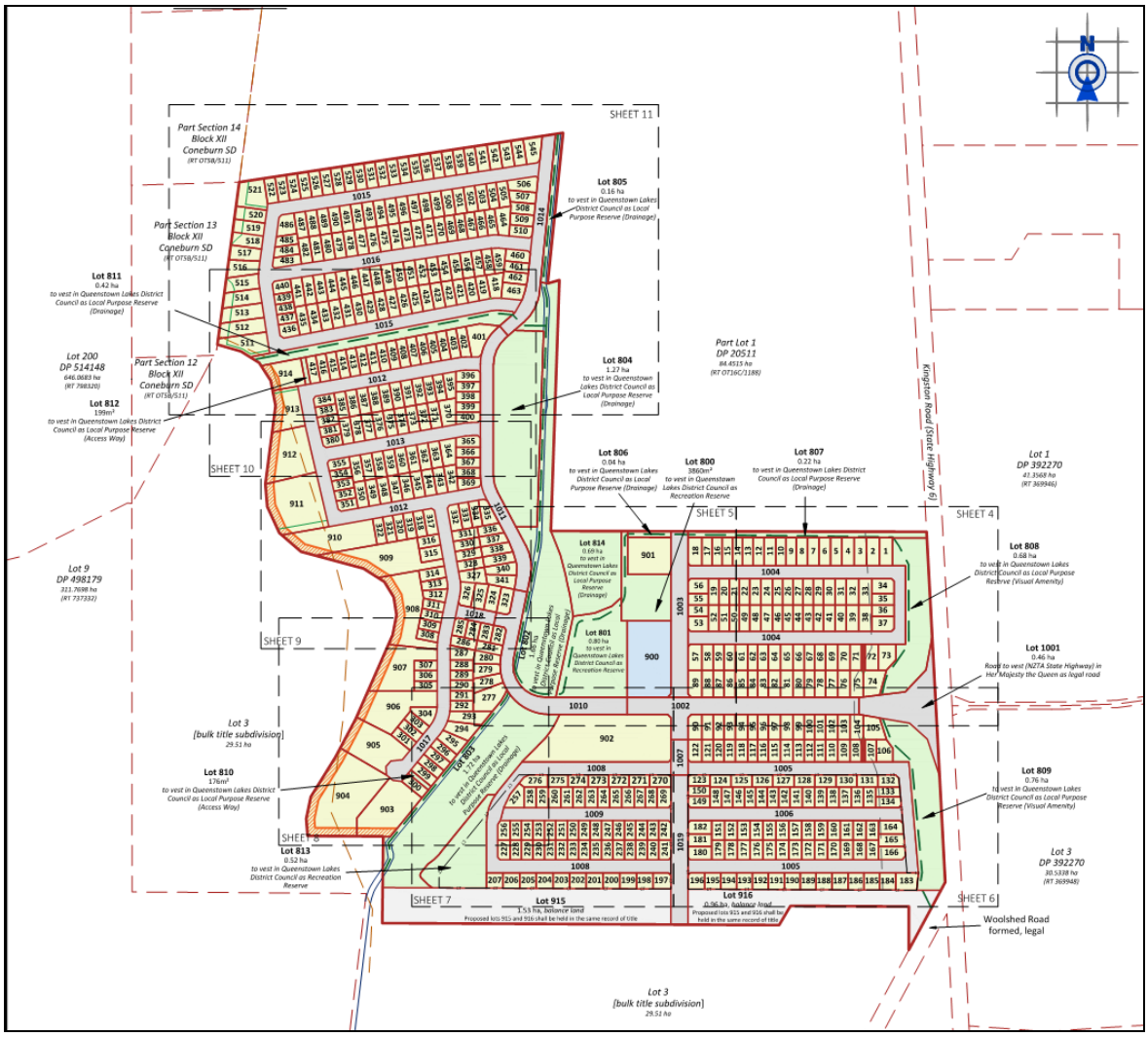
The indicative EOI concept plans provided approximately 600 lots/residential units on the 48ha site. The revised number of residential lots for this application is 632.

STAKEHOLDER DEED

Through the EOI approval the relevent stakeholders entered into a deed of agreement outlinning the specific requirements for the delivery of the required infrastructure and affordability. This deed is titled 'Coneburn Special Housing Area Deed (Infrastructure & Affordability)' and was signed by all relevant parties (including Council) on 30th April 2019.

SUBDIVISION

The applicant proposes to subdivide Lot 1 and 2 DP 475609 for residential development. The subdivision will result in 632 residential lots, 18 lots to vest as QLDC legal road, 1 lot to vest as NZTA highway reserve, 5 lots to vest as local purpose reserve (drainage), 5 lots to vest as recreational reserve, 2 lots to vest as local purpose reserve (access way), and 3 balance lots.



1.0 TRANSPORT

The applicant proposes to install two collector roads and ten local roads that will be vested in Council. The roads proposed will be accessed via a new roundabout intersection with SH6. The collector roads will temporarily terminate at their southern and northern ends, with suitable provision for connection to potential development land to the north and south. The intersection between the two collector roads will include a new internal roundabout.

The future planning of key access routes within the Jack's Point Zone and the potentially 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 location of these routes through the subject site are as shown below.

Clause 26-30 of the Coneburn Special Housing Area Deed (Infrastructure & Affordability) 30th April 2019 outlines the specific requirements for vehicle and pedestrian/cycle access to the development. I am generally satisfied that the proposed access routes align with the requirements of the deed.

1.1 NZTA Roundabout (SH6 Intersection)

The applicant proposes to access the development via a new roundabout intersection with SH6. The construction of this roundabout will require a portion of the site to be vested with NZTA as state highway reserve. This new roundabout and associated vesting of land was considered and generally accepted by NZTA at the time of the initial EOI. The layout and concept design for this roundabout has subsequently been further considered by NZTA and their written approval provided via email letter from Richard Shaw dated 20/05/2020. Based on this approval I am satisfied that access to the development from SH6 is feasible.

The design acceptance and construction of this roundabout will be the responsibility of NZTA. Given that the proposed development is reliant upon this access intersection being complete and operational, I recommend a consent condition that prior to 224c for any lots within the subdivision consent holder shall provide the Council with written confirmation from the NZ Transport Agency that access for the subdivision via a new intersection with State Highway 6 has been designed and constructed to a safe and acceptable standard, and is fully operational.

1.2 Woolshed Road

The existing Woolshed Road intersection with SH6 is located at the south-east corner of the development and approximately 200m south of the new SH6 roundabout access. The development does not front onto Woolshed Road, other than an ~80 m long section of balance Lot 916. As part of

this development the applicant does not propose to provide any vehicle access to/from Woolshed Road but will install an off-road cycle/walking track link at the south-east corner.

Under rule 41.5.5.4 of the PDP the existing Woolshed Road intersection with SH6 is required to be upgraded (or closed in place of an alternate access) when use of Woolshed Road increase. Council's Network Operating Framework (NOF) for future planning of the greater road network routes in the area indicate a Council desire to replace the existing northern portion of Woolshed Road with a new collector road link into proposed Road 2 of Coneburn. This connection will likely result in the Coneburn SH6 intersection (roundabout) on SH6 becoming a key third access into the Hanley Farm/Jack's Point area in place of the existing Woolshed Road intersection. The other two access intersections currently being SH6/Maori Jack Road and SH6/Jack Hanley Drive.

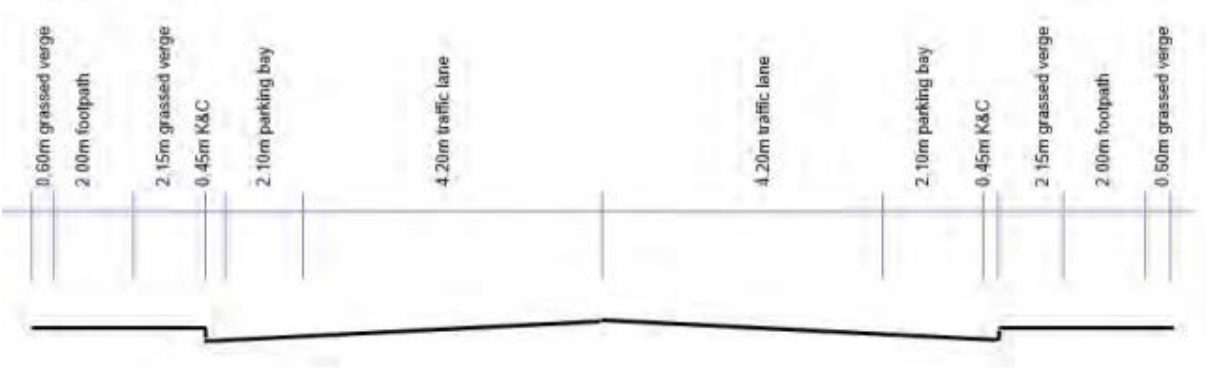
NZTA (Richard Shaw) have confirmed via email dated 1/9/20 that they do not require closure of the existing Woolshed Road intersection with SH6, as interim measures are available to allow this intersection to co-existence of the SH6 roundabout, such as potential left-in or left-out Woolshed Road intersection controls or other solutions. To allow for Council's future intentions and NOF planning it is conservatively assumed that Roads 1 and 2 within the Coneburn development will link with potential future development to the north and south. The southern link back to Woolshed Road providing the key route back into Jack's Point/Hanley Farm and the associated new Hanley Farm primary school.

The need to secure legal access easements between the southern extent of Road 2 and Woolshed Road (over Lot 3 RM200120) has been discussed with the processing planner and it has been confirmed that Council are not in a position to require any legal access to be secured over neighbouring land. It has therefore been agreed with the processing planner that the development will be designed with the appropriate road connections to allow the intended future links to be constructed through development of the neighbouring land or potentially Council acquisition of the required easements or roads.

1.3 <u>Collector Road 1</u>

Proposed Lots 1002, 1010, 1011, 1014 will contain a new collector road referred to as Road 1. Road 1 will form a key public transport and vehicle route under the Council NOF. This road will likely connect through with future residential land to the north and has been assessed on this basis. The design of this road is split into two distinct sections.

East (Chain 0-500m)
The applicant has proposed the initial eastern third (500m) of Road 1 from the SH6 boundary to the culvert crossing of Woolshed Creek and as contained within Lot 1002 and a portion of Lot 1010, will have a 21 m legal width, a movement lane of 8.4 m, 2.1m indented parking bays, 2.0m footpaths, and a target operating speed of 50 km/hr. I am satisfied that this design meets or exceeds the Council standard for an E13 (collector) road.



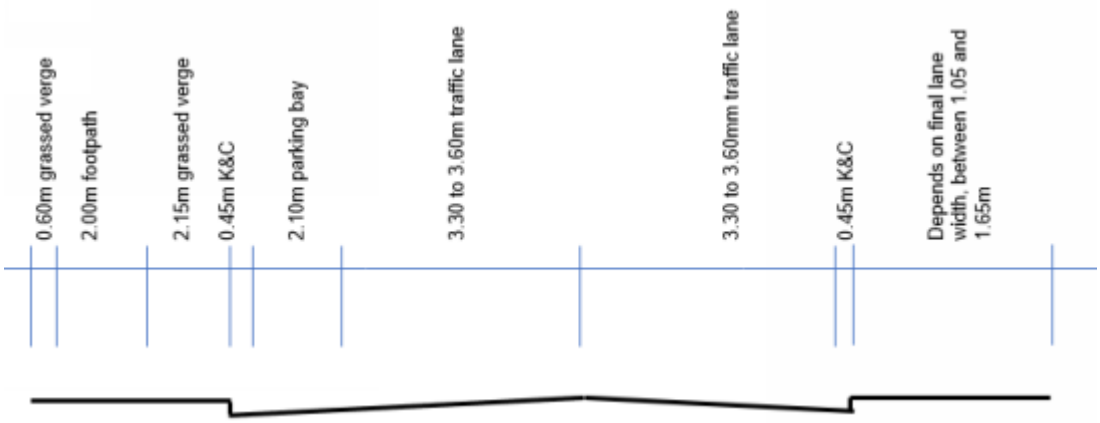
The applicant proposes a reduced 500mm grass berm between footpath and lot boundary. This reduced berm has previously been agreed as acceptable to Council as part of the neighbouring Hanley Farm development and is suitable to accommodate any required service boxes or plinths.

The conceptual design of this portion of road has been peer reviewed by Novo Group (as Council consulting traffic engineers) and has been confirmed appropriate for use, taking into account its future public transport function under the NOF and the likely future increased traffic demand from Hanley Farm and the undeveloped land to the north and south. This confirmation is as per the Novo Group final Section 92.2 transport review report dated 11th April 2020.

I am satisfied that initial eastern third (500m) of proposed Road 1 has been conceptually designed in accordance with the QLDC COP and has been confirmed appropriate for use by Council's consulting traffic engineers. To ensure this portion of road is constructed in accordance with QLDC standards, I recommend a consent condition that the eastern 500m of Road 1 from the SH6 boundary to the Woolshed Creek culvert 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:

- The legal width of the road reserve shall be increased to a minimum 21m.
- A minimum 500mm berm strip is required between the footpath and lot boundaries.
- The carriageway shall be formed in asphaltic concrete and design 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 or parking bay width provisions.

North (Chain 500-1430m)
The remaining northern two thirds (930m) of Road 1 from culvert crossing of Woolshed Creek north and as contained within Lot 1014, 1011, and a portion of Lot 1010, will have a reduced 16 m legal width, a movement lane of 8.4 m, and a target operating speed of 50 km/hr. The proposed design does not meet the required E13 standard due to the reduced legal width. The applicant has justified this non-compliance in legal width due to the lack of footpath or on street parking requirement on the eastern side of this road. The eastern side of this portion of Road 1 directly fronts a drainage reserve and therefore does not specifically require on-street parking or a footpath.



I have reviewed the proposed design of this portion of road and agree that due to the drainage reserve (Lot 804) on the eastern side, continuous indented parking (2.1m) and a footpath (2m) is not required on this side of the road. Noting that an off-road path is proposed within Lot 804 which will reduce the need for an on-road path. The removal of these aspects of the design will reduce the required legal width by 4.1m and therefore I am satisfied that the proposed 16m legal width is suitable for use.

The conceptual design of this portion of road has been peer reviewed by Novo Group (as Council consulting traffic engineers) and has been confirmed appropriate for use, taking into account its future public transport function under the NOF and the likely future increased traffic demand from Hanley Farm and the undeveloped land to the north and south. This confirmation is as per the Novo Group final Section 92.2 transport review report dated 11th April 2020.

I am satisfied that initial eastern third (930m) of proposed Road 1 from culvert crossing of Woolshed Creek north has been conceptually designed in accordance with the QLDC COP and has been confirmed appropriate for use by Council's consulting traffic engineers. To ensure this portion of road is constructed in accordance with QLDC standards, I recommend a consent condition that the eastern 930m of Road 1 from culvert crossing of Woolshed Creek north 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:

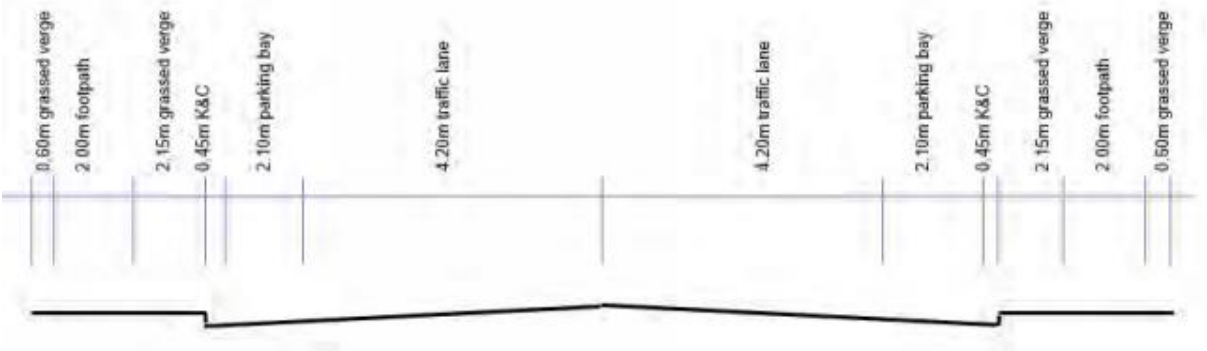
- The legal width of the road reserve may be reduced to a minimum 16m.
- The carriageway shall be formed in asphaltic concrete and design to cater for the intended future traffic flows and heavy traffic movements (public buses).
- Intersections between the collector and local roads shall be delineated through placement of an exposed aggregate concrete threshold treatment on the local road branch (or alternative surface treatment as agreed by Council).
- A minimum 500mm berm strip is required between the footpath and lot boundaries.
- Footpaths shall be formed in concrete.
- The kerb and channel shall not be included in any movement lane or parking bay width provisions.

Discussions with Council Parks & Reserves have indicated a desire to provide some parking for members of the public wishing to use the drainage reserve (Lot 804) for informal recreation. To address this need I therefore recommend a consent condition that either two distinct areas of 2-3 indented parallel on-street parks are provided on Road 1 at either end of Lot 804 and the legal road reserve locally widened by 2m to accommodate the parks, or the developer in consultation with Council Parks & Reserves shall construct and vest an appropriate off-road parking provision within Lot 804.

1.4 Collector Road 2

Proposed Lots 1003 and 1007 will contain a new collector road referred to as Road 2. Road 2 will be split into Road 2 north and Road 2 south. Road 2 will form a key public transport and vehicle route under the Council NOF. These roads will likely connect with future residential land to the north and south and have been assessed on this basis. In addition the southern portion of this road will likely connect through into Woolshed Road and south to Hanley's Farm (and future Hanley's Farm Primary School) at the time of development of the neighbouring land or potentially Council acquisition of the required easements or legal roads.

The applicant proposes Road 2 (north and south) as contained within Lot 1003 and 1007 will have a 21 m legal width, a movement lane of 8.4 m, 2.1m indented parking bays, 2.0m footpaths, and a target operating speed of 50 km/hr. I am satisfied that this design meets or exceeds the Council standard for an E13 (collector) road.



The conceptual design of this this road has been peer reviewed by Novo Group (as Council consulting traffic engineers) and has been confirmed appropriate for use, taking into account its future public transport function under the NOF and the likely future increased traffic demand from Hanley Farm and the undeveloped land to the north and south. This confirmation is as per the Novo Group

review report dated This confirmation is as per the Novo Group final Section 92.2 transport review report dated 11th April 2020.

I am satisfied that Road 2 has been conceptually designed in accordance with the QLDC COP and has been confirmed appropriate for use by Council's consulting traffic engineers. To ensure this road is constructed in accordance with QLDC standards, I recommend a consent condition that the Road 2 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:

- The carriageway shall be formed in asphaltic concrete and design to cater for the intended future traffic flows and heavy traffic movements (public buses).
- A minimum 500mm berm strip is required between the footpath and lot boundaries.
- Footpaths shall be formed in concrete.
- Intersections between the collector and local roads shall be delineated through placement of an exposed aggregate concrete threshold treatment on the local road branch (or alternative surface treatment as agreed by Council).
- The kerb and channel shall not be included in any movement lane or parking bay width provisions.

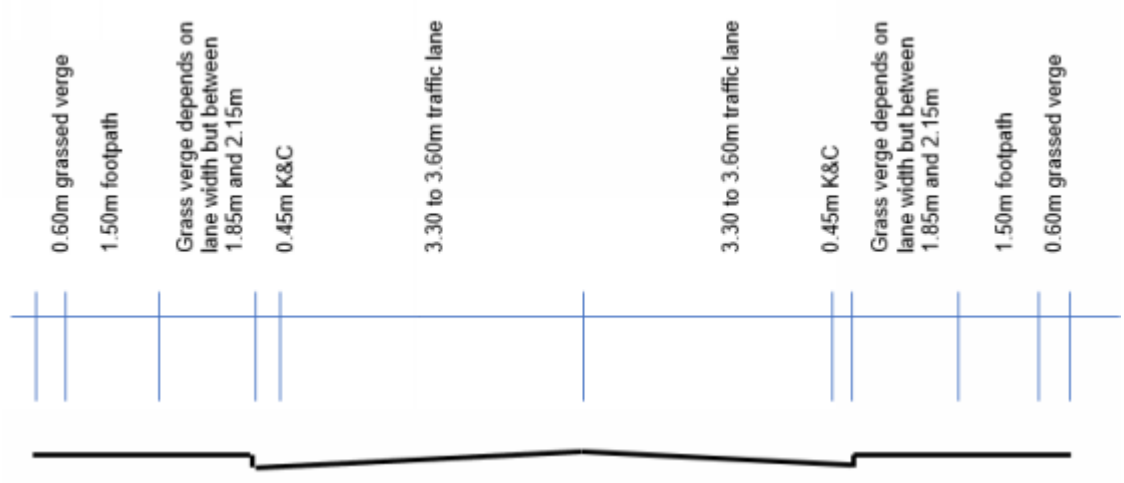
It is noted that the southern extent of the vested lots for Road 2 (Lot 1019) are shown extending through private balance Lots 915 & 916. The applicant has confirmed however that Road 2 will not be formed within this area and no culvert crossing of the Southern Floodway will be provided. See cloud on image below for area in discussion.

Not forming this portion of road under this development will require any future development or roading connection to the south to form this short section of road and construct the associated culvert or bridge crossing of the Southern Floodway. This requirement has been checked and confirmed appropriate with Council P&I (email from Ulrich Glasner 25/08/20). P&I have indicated that it is reasonable to expect that any future developer to the south would wear the cost of this connection as they would gain the advantage that the SHA has already build the roundabout on the state highway for their benefit. I am therefore satisfied that this section of unformed legal road is acceptable and I recommend that the consent condition for the formation of Road 2 specifically note that the physical road is not required to be extended south of the residential lots (Lots 196/197).

1.5 Local Roads 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Proposed Lots 1004-1006, 1008 -1009, 1012-1013, 1015-1017 will contain new local roads 3, 4, 5, 6, 7, 8, 9, 10, 11, 12. These roads have been conceptually designed in general accordance with the QLDC COP and will be vested in Council. The appropriate design cross section is assessed from the QLDC COP Table 3.2 as Suburban, Live and Play, Access to houses up to 200 du, Figure E12. This design cross section requires a minimum legal width of 15 metres, a minimum movement lane of 5.5 m, and a target operating speed of 40 km/hr.

For the majority of these roads the applicant has proposed a 16 m legal width, a movement lane of 6.6-7.2 m, 1.5 m footpath on both sides, and a target operating speed of 40 km/hr.



While I am generally satisfied that the proposed design complies, I am not satisfied that a movement lane below 7.2m will be sufficient. The number of dwellings serviced by these roads is less than 100 and therefore road typology E12 under the QLDC CoP allows for parking within the movement lane. The CoP (Section 3.3.2.4) requires all carriageways less than 7.2m to include broken yellow no-parking on one side. The applicant does not propose to provide separate recessed car parks. Car parking will instead be provided within the movement lane. At 7.2m on-street parking is possible on both sides of the road while maintaining a 3m live movement lane. At 6.6m the live movement lane would be reduced to 2.4m which is deemed an insufficient width to maintain safe through traffic. I therefore recommend that as a minimum these roads shall be designed with a 7.2m carriageway excluding the K&C width.

The applicant proposes that a portion of four of these roads (Roads 3, 4, 6 and 11) will be formed with a reduced 14 m legal width, a movement lane of 7.2 m, 1.5 m footpath on one side only, and a target operating speed of 40 km/hr. The reduced width is due to these portions of the road not requiring a footpath on one side as they front a recreational reserve that will contain an off-road footpath within. I am satisfied that these portions of road do not require a footpath on both sides and therefore the reduced legal width of 14m is acceptable in these specific cases.

To limit speeds through awareness of the residential environment and identify key pedestrian crossing points, the applicant's traffic engineer proposes the placement of exposed aggregate threshold treatments at the intersections to these local roads. I am satisfied that placement of exposed aggregate threshold treatments at the intersections on these roads is an acceptable method, along with other features if required, to control speeds and identify key pedestrian crossing points. I therefore recommend a consent condition that the intersections on these roads shall be constructed with an exposed aggregate concrete surface treatment (or alternate surface treatment as agreed with Council).

The conceptual design of these roads have been peer reviewed by Novo Group (as Council consulting traffic engineers) and based on a 7.2m carriageway have been confirmed appropriate for use. This confirmation is as per the Novo Group final Section 92.2 transport review report dated 11th April 2020.

Overall, I am satisfied that proposed Roads 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 have been conceptually designed in accordance with the QLDC COP. To ensure these roads are constructed in accordance with QLDC standards, I recommend a consent condition that Roads 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 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 (unless specifically accepted below).

- The carriageway shall be a minimum 7.2m 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.
- The portion of Road 3 fronting reserve lot 808 may have a reduced legal width of 14m and a footpath on the western side only.
- The portion of Road 4 fronting reserve lot 809 may have a reduced legal width of 14m and a footpath on the western side only.
- The portion of Road 6 fronting reserve lots 803 & 813 may have a reduced legal width of 14m and a footpath on the eastern side only.
- The portion of Road 11 fronting reserve lot 811 may have a reduced legal width of 14m and a footpath on the north side only.
- Kerb and channel shall not be included in any movement lane or parking bay width provisions.

Roading Summary Table (with agreed exceptions)

Road	Lot	Figure	Legal Width	Footpath	Movement Lane excl k&c	Parking
Road 1 – East of Woolshed Creek	1010 (part) 1002	E13	21m	2m both sides	8.4m	Separate (recessed)
Road 1 – North of Woolshed Creek	1010 (part) 1011 1014	E13	16m	2m west side only	8.4m	Separate (recessed) West side only
Road 2	1003 1007 1019	E13	21m	2m both sides	8.4m	Separate (recessed)
Road 3	1004	E12	16m	1.5m both sides	7.2m	Shared
Road 3 – Fronting Lot 808	1004 (east part)	E12	14m	1.5m west side only	7.2m	Shared
Road 4	1005	E12	16m	1.5m both sides	7.2m	Shared
Road 4 – Fronting Lot 809	1005 (east part)	E12	14m	1.5m west side only	7.2m	Shared
Road 5	1006	E12	16m	1.5m both sides	7.2m	Shared
Road 6	1008	E12	16m	1.5m both sides	7.2m	Shared
Road 6 – Fronting Lot 803 & 813	1008 (west part)	E12	14m	1.5m east side only	7.2m	Shared
Road 7	1018	E12	16m	1.5m both sides	7.2m	Shared
Road 8	1017	E12	16m	1.5m both sides	7.2m	Shared
Road 9	1012	E12	16m	1.5m both sides	7.2m	Shared
Road 10	1013	E12	16m	1.5m both sides	7.2m	Shared
Road 11	1015	E12	16m	1.5m both sides	7.2m	Shared
Road 11 – Fronting Lot 811	1015 (south part)	E12	14m	1.5m north side only	7.2m	Shared
Road 12	1016	E12	16m	1.5m both sides	7.2m	Shared

1.6 Road Intersections

Collector Road Intersection (Road 1 & 2)

The intersection between Road 1 and 2 is proposed to be formed as a roundabout. The concept design for this roundabout has been included with the consent application and has been reviewed by

Novo Group (as Council's consulting traffic engineers). Novo Group have confirmed that the proposed roundabout is suitable to cater for the intended traffic movements, taking into account public transport (bus) movements and potential future traffic volumes from land to the north and south. This confirmation is as per the comments contained within the Novo Group final Section 92.2 transport review report dated 11th April 2020.

To ensure that this intersection is suitably designed and installed, I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for a roundabout intersection between Roads 1 & 2. The roundabout shall be designed by a suitably qualified traffic engineer in accordance with Austroads. The design shall take into account the need to cater for the following:

- public bus movements,
- volumes of traffic likely to result from the future development of land to the south and connection of Woolshed Road. This design should assume that the existing Woolshed Road intersection is 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.
- volumes of traffic likely to result from the future development of land to the north. This design should assume that all suitable land between the subject development and the SH6 dog leg to the north will be developed to a density similar to that proposed within the subject development and key access routes will be as per the QLDC NOF .

Local Road Intersections
All proposed intersections on the local roads will be standard priority intersections and I am satisfied that it is feasible to construct them in accordance with Austroads. It is noted that a number of the road intersection will need specific consideration to be given to sightlines due the nature of the road alignment, this specifically relates to Roads 7, 9, 11. I recommend a consent condition that all priority intersections shall be designed in accordance with the latest Austroads intersection design guides. Specific consideration will need to be given to ensuring suitable sightlines are provided at the intersection between collector Road 1 and local Road 7, 9, 11.

1.7 Road Marking & Signage

To ensure that road marking and signage is correctly designed and installed I recommend consent conditions that prior to the commencement of works, the consent holder shall provide for review and approval detailed design plans for the provision of road marking and signage in accordance with MOTSAM and the TCD Manual, and prior to 224c all marking and signage physically installed.

1.8 Road Naming

Although proposed roads are shown with generic references (Road 1-12) on the scheme plan, the roads have not formally been through Council's road naming process. To ensure that the roads are named in accordance with Council's road naming process, I recommend a consent condition that prior to 223 certification road naming shall occur. To ensure road naming signage is installed I recommend a consent condition that prior to 224c certification any required road naming signage shall be installed.

1.9 Public Transport

As indicated above, the NOF identifies that Road 1 and 2 will part of the future public bus routes through the greater Jack's Point zone and land to the north. Road 1 and 2 will therefore be designed to carry these heavy vehicles. The exact bus routes and details of this service have yet to be confirmed. In order to accommodate future public buses, I recommend a consent condition that the detailed design for Roads 1 and 2 include the provision of suitable land area for future bus shelters. 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.

1.10 Operating Speeds & Safety

The applicant's traffic engineers (Stantec) has confirmed the target operating speed on each road will be achieved through reduced carriageway width from on street parking, limited forward visibility, and the use of kerb build outs and alternate threshold treatments where appropriate. As with the neighbouring Hanley Farm development there may be the need to form fixed narrowing's (build outs) within the local road carriageways to replicate the slowing effect of a parked car if there are none present.

Overall, I accept that the target speeds required under the standard can feasibly be achieved through the proposed measures. I recommend a consent condition that all roading plans provided for engineering acceptance shall be accompanied by a design and access statement prepared in consultation with a traffic engineer and in accordance with the QLDC COP section 3.2.6. Likewise, all roading design shall be accompanied by plans demonstrating vehicle tracking movements. The design vehicle for tracking purposes shall be a minimum 8 m rigid truck for local roads and 12.5m bus for collector roads.

1.11 Street Lighting

Street lighting design has not been provided with the application for consent. I therefore recommend a consent condition that, prior to the commencement of works, the consent holder shall provide street 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 shall be consistent with those installed on recent neighbouring developments and vested roads (i.e. Hanley Farm).

1.12 Vehicle Crossings

The developer has not confirmed if they propose to construct vehicle crossings at time of subdivision. Due to the limited lot frontage widths (minimum 12.5m) and the proximity of some crossing to intersection, the location and layout of vehicle crossings need to be carefully considered and should therefore be installed by the developer at time of subdivision. The install of crossings at time of subdivision will also ensure that all crossings are uniform and constructed to a high standard. For durability and provision for the inconsistent underlying ground bearing conditions, the crossing shall be constructed of concrete. I therefore recommend a consent condition that, prior to the commencement of works, the consent holder shall provide for review and acceptance detailed design plans for the provision of concrete vehicle crossings to all residential lots in accordance with Council standards.

The location of a number of the proposed vehicle crossings result in noncompliance with rule 29.5.22 of the QLDC Proposed District Plan requiring a minimum 25m off-set from local road intersections and 30m from collector roads. It is noted however that the application does comply in so much that the crossings within 25m and 30m of the intersections have been placed as far as possible from the intersection adjoining an internal boundary. In this regard the applicant's traffic engineer (Stantec) has provided justification, noting '*it is considered that with the local road nature, low speed environment within the subdivision and general local knowledge of drivers using the roads on a daily basis who will be expecting vehicles to be entering and exiting driveways, the effects of this breach are minor'*. These non-compliances have been reviewed by Novo Group as Council's consulting traffic engineers, Novo Group have concluded that the majority of the vehicle crossing off-set non-compliances identified are acceptable from a safety and operational perspective. Novo Group have however identified that 6 of the crossings can and should be relocated to provide a safer outcome. The details of these required relocations are as contained within the Novo Group final Section 92.2 transport review report dated 11th April 2020. To ensure that these 6 crossing points are suitably relocated, I recommend a consent condition that under detailed design the consent holder shall relocate the proposed vehicle crossings to Lots 123, 182, 334, 510, 901, 912 (crossing A-F) in accordance with section 26 of the Novo Group final Section 92.2 transport review report dated 11th April 2020.

Novo Group have also identified that there will be sight line non-compliances out of some of the residential Lots where they are located near bends in the road (such as Lots 2 to 5 and Lots 34 to 37). To ensure that this minimum line of sight is provided, I therefore recommend a consent condition that

all proposed vehicle crossings shall be located to provide minimum visibility sightlines in accordance with Council standards, noting that a lesser sightline may be accepted where supported with specific assessment from a suitably qualified traffic engineer.

The applicant does not propose to install vehicle crossings to multi-unit Lots 901 & 902 or commercial Lot 900 at time of subdivision. I am satisfied that this approach is acceptable as the future development of these lots will require a high level of design flexibility. To ensure that the future owners or potential owners of these lots are aware of the requirement to install vehicle crossings, I recommend consent notices are attached to the future titles to alter to this requirement.

The location the future vested Coneburn wastewater pump station discussed under the 'Wastewater' section below will only be determined under detailed design. This pump station will likely require a specific vehicle crossing and possibly driveway access to allow ongoing maintenance. To ensure that this requirement is suitable considered and installed (if required), I recommend a consent condition that the design of the new wastewater pump station shall include the provision of a vehicle crossing and access driveway from the surrounding Council road network to allow for ongoing maintenance access by heavy vehicles.

1.13 Footpath Linkages

On-Road

I am satisfied that an extensive and cohesive internal footpath network will be constructed via the transportation conditions recommended under Section 1.3-1.5 above. For durability and provision for the inconsistent underlying ground bearing conditions, the footpaths will be constructed of concrete. It is noted that as discussed above, portions of Road 3, 4, 6, 11 and Road 1 will only have an on-road footpath on one side as they front onto reserve land that will contain off-road path provision.

Off-Road

The applicant proposes a series of off-road footpaths (trails) through the vested recreational and local purpose drainage reserves. The applicant also proposes two walkway links (Lot 810 and Lot 812). The applicant has confirmed that the off-road paths will be constructed to a Grade 1 trail under the QLDC Cycle Trail Design Standards & Specifications. This standard will require the paths to be constructed to a minimum 2.5m width of 75mm deep aggregate.

The location of the proposed trails have been checked against the QLDC Network Operating Framework (NOF) for the greater Jack's Point area and generally align with the intended future cycle and walkway access routes. As previously indicated, the development is not intended to be linked to any external cycle or off-road path networks but will likely be linked when the neighbouring land is developed in future.

I am satisfied that the proposed off-road trails are generally acceptable and feasible, these paths provide logical connections to likely future off-road trails through neighbouring land and align with Council's NOF. To ensure that these trails are suitable designed and constructed, I recommend a consent condition that prior to commencement of works the consent holder shall provide for review and acceptance detailed design for the provision of all off-road trails/paths through the vested reserve lots. These trails shall be constructed to a Grade 1 trail under the QLDC Cycle Trail Design Standards & Specifications. Where these paths cross drainage channels (example Lot 811) specific design shall be provided for the formation of a culvert or bridge crossing. Likewise, where these paths cross the collector roads specific design shall be provided for provision of pedestrian crossing points and if required refuges.

The only specific external link that will be formed at this time is at the south-east corner of the development where the proposed off-road trail network will be connected to Woolshed Road. Woolshed Road is currently formed as an approximate 6m wide gravel carriageway with grassed berms. This road only services one or two dwelling and some minor farm activities and therefore could provide an informal cycle/walking link back to Hanley Farm and Jack's Point. QLDC may need to consider the install of a gravel path on the northern side of Woolshed Road to provide a formalised off-road link back into Hanley Farm and the future Hanley Farm primary school. To ensure that the cycle/walking link to Woolshed Road is appropriately formed, I recommend a specific consent condition that the off-road paths within the development shall be linked via a formed path over Lot 916 to Woolshed Road. This path shall be extended south-west down the northern berm of Woolshed

Road to the south-western extent of Lot 916 and shall also include a culvert or bridge over the southern floodway channel located within lot 916. This path shall be secured via a public access easement.

Clause 28 of the Coneburn Special Housing Area Deed (Infrastructure & Affordability) 30th April 2019 states that *'The Developer agrees to work with the Council to ensure that the walking and cycling share paths and any associated infrastructure are connected to the existing network of trails and/or provide for future connections. In particular, to the extent that the Developer owns or materially controls any neighbouring or surrounding land, the Developer agrees to work with the Council to implement connections between trails on the Coneburn Land and any neighbouring or surrounding land.'* In this regard it is noted that the development does not propose to provide connections to the existing trails network to the south and it is therefore unclear if the developer has meet their obligations with respect to this clause of the deed. **I therefore recommend a specific note to the processing planner that prior to the consent decision being issued the planner shall confirm that they are satisfied that the developer has meet their obligations under clause 28 of the stakeholder deed in so much that they have worked with Council to ensure connections from the development back to the existing walking/cycling trails. This specifically relates to the connection of an off-road walking/cycling trail paralleling Woolshed Creek and as per the NOF requirements.**

1.14 Parking

Parking for the future residential dwellings will be provided within each lot and will be further assessed and approved at time of development. To ensure suitable off-sets for any vehicles parked within the future lots it is recommended that through design controls the garages are required to be a minimum 5.5m from the road boundary. This will allow a 99th percentile vehicle to be parked between the garage and road frontage without encroaching into the public footpath. Noting that vehicles would likely be parked 0.5m off the garage door and the 99th percentile vehicle has a length of 5.1-5.3m. To ensure this design control is required, I recommend a specific note to the processing planner in this regard.

Visitor parking for the residential lots will be provided within the road carriageway. The applicant has provided either a local road with a minimum 7.2 m 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.

The minimum lot frontage on the smallest parcels is 12.5 m and the proposed vehicle crossing at the carriageway is likely to be between 4-6 m, therefore a minimum 6.5 m width will remain for on street visitor parking. Overall, I am 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 and comply with section 3.3.6 of the QLDC COP.

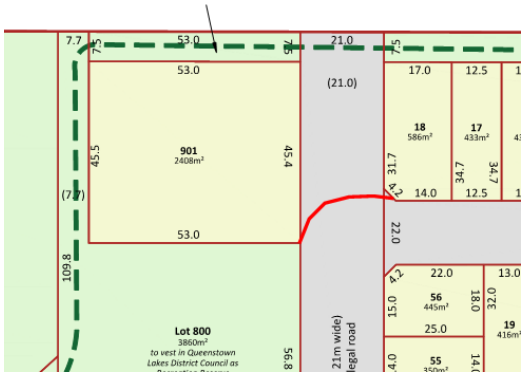
Overall based on the above I am satisfied that it is feasible to provide sufficient on-street visitor parking. This aspect of the development will be further assessed and approved under the detailed design acceptance process.

1.15 Temporary Turning Heads

The northern extent of Road 1 and north and southern extents of Road 2 are proposed to terminate with a dead end. As discussed above these roads are intended to connect to potential future development to the north and south, and as indicated within Council's NOF. The timeframe and process for the development of the land directly to the north and south is currently unknown and therefore these 'temporary' dead ends could remain for a considerable length of time. Council's standard practice is to require the placement of temporary gravel turning head at the stubs and dead ends between development stages or where neighbouring development is imminent. In this case the timeframe for the development of the neighbouring land is unknown and therefore the provision of temporary gravel turning heads is not recommended.

To correctly terminate the Road 2 stubs, it is recommended that the stub ends are formed with a sealed residential turning head. Alternately with the acceptance of Council Property & Infrastructure

(P&I) the developer may terminate these sections of road with a kerb radius or straight section of kerb and channel to direct traffic flows into the adjacent roads. See red lines on below images-



In the case of the northern extent of Road 1, the use of a sealed turning head does not appear possible due to the limited 16m road reserve width. It is therefore recommended that either this localised section of legal road is widened to the requisite 20m to accommodate a turning head or alternatively with the permission of Council P&I the road is terminated with the placement of a kerb and channel radius bend that will direct traffic flows into Road 11. See red line on below image-

I therefore recommend the inclusion of conditions to ensure that permanent sealed turning heads are provided in accordance with Council standards or alternatively with the acceptance of Council P&I the road are terminated with kerb and channel that directs traffic flows into the adjacent roads.

2.0 SERVICES

Coneburn Special Housing Area Deed (Infrastructure & Affordability) 30th April 2019 which details the obligations placed on each party with regards to servicing.

2.1 Water

A 407mm pipeline from the Kawarau River Bridge conveys water from QLDC's Kelvin Heights Potable Water Scheme to the Hanley's Farm Development. This pipeline runs through the proposed Coneburn development. This pipe was designed for a maximum 2000 lots and this capacity is already fully committed to Hanley's Farm and Jacks Point developments. Modelling has confirmed that there is no spare capacity to supply the Coneburn development without upgrades to the Kelvin Heights water supply scheme.

The applicant has indicated two potential options to service the development-

Option 1
The applicant's preferred option to service the development with water is a new gravity system from a new reservoir referred to as the 'Coneburn Water Supply Reservoir'. This reservoir will likely be located in the vicinity of the Scope Industrial land to the east of the development and is intended to be supplied from either the bulk supply pipeline crossing Coneburn development from Kelvin Heights or alternatively via a new piped connection over the Kawarau River from Frankton and the Shotover Bores Potable Water Scheme.

Option 2
The applicant's alternate option to supply the development would be a direct connection to the bulk water pipeline that crosses the site from Kelvin Heights. In this regard it is known that the Kelvin Heights Water Scheme has capacity and pressure limitations, which is understood to be at the intake, reservoir and bulk supply pipelines. The use of this connection to supply the development would require upgrades the Kelvin Heights Water Scheme.

QLDC P&I have confirmed that the development can feasibly be supplied with water via a new reservoir 'the Coneburn Water Supply Reservoir' located on the lower slopes of the Remarkables to the east and fed from the bulk water main that services Hanley Farm. While Council P&I have confirmed that they will be willing to accept this new system as a vested asset, the Council may not be in a position to construct or fund these works directly and therefore these works may need to be undertaken by the Coneburn developer and/or Scope Industrial. The supply of the required reservoir will therefore necessitate collaboration between QLDC P&I and the owner/developer of the Coneburn land. The applicant has confirmed that they are currently in discussion with QLDC P&I in this regard and the appropriate infrastructure, and if required underlying easements, will be installed in this regard.

Clauses 14-16 of the Coneburn Special Housing Area Deed (Infrastructure & Affordability) 30th April 2019 detail the general requirements for servicing the development with water and associated upgrades to the greater Council network. The deed also details associated cost apportionment for these works. These obligations have been discussed with the developer and Council P&I and it is agreed by both parties that the applicant will volunteer a consent condition that prior to the commencement of works a developers agreement (DA) shall be entered into to outline the specific obligations and cost apportionment for the servicing of the development in accordance with the requirements of the Coneburn Special Housing Area Deed 30th April 2019. An appropriately worded DA condition has been developed between Council and the developer and it is recommended that this condition is included with the consent conditions.

Based on the above comments and confirmation from QLDC P&I I am satisfied that a water supply to service the development is feasible. This supply is dependent on new vested assets or upgrades to the greater Council water supply network. To ensure that a suitable water supply is installed to the boundary of the development, while maintaining an appropriate degree of flexibility, I recommend a consent condition that prior to the commencement of works the consent holder shall provide either

- Evidence that a new vested Council water supply system to service the development has been installed to the boundary of the development by the Council or others, or
- Provide detailed design plans for the provision of a new water supply system with reservoir and rising/falling main to vest in Council. Where this is intended to be placed on neighbouring land, the design shall include confirmation of appropriate easements, or
- Provide detailed design plans for a direct connection to the existing Council bulk water main that crosses the site from Kelvin Heights, or
- An alternative solution as acceptable in writing by QLDCs Property and Infrastructure team.

In any case the solution proposed will need to include all necessary upgrades to Council's existing reticulation and storage network to ensure that required flows and pressures are provided to the subject development without affecting other development areas. Where any of the above solutions require a new pipe connection directly to the existing bulk Council water main that services Hanley Farm, the design will need to be accompanied by a specific methodology for this critical connection.

To ensure that each specific allotment is provided with an appropriate water supply, I recommend a consent condition that prior to commencement of works the consent holder shall provide for review and acceptance detailed design plans for a localised water supply network the provision of a minimum 20mm water supply to each residential lot in accordance with Council standards. This supply shall include an Acuflo GM900 toby and water meter.

To service the Council reserve Lots 800, 801, 813, the above water network design shall include the provision of a minimum 32mm water supply lateral to each of the reserve lots to accommodate future Council facilities (toilets, water fountains, halls etc). These laterals shall be terminated with a gate valve, bulk flow meter and back flow prevention. The location and suitability of these laterals shall be checked and confirmed with QLDC Parks & Reserves prior to design approval and construction.

Lots 901 and 902 are intended to be future multi-unit development lots. To service these lots with a suitable water supply connection I recommend that the water network design shall include the provision of a minimum 63mm lateral connection to Lot 901 and a minimum 100mm lateral to Lot 902. These laterals shall be terminated with a gate valve.

Lot 900 is a future commercial development lot. To service this lot with a suitable water supply connection I recommend that the water network design shall include the provision of a minimum 100mm lateral connection to Lot 900. This lateral shall be terminated with a gate valve.

The installation of flow meters and back flow prevention to Lots 900-902 are best provided in conjunction with the future development of these lots. I therefore recommend a consent notice condition is placed on the titles for these lots to ensure that at the time of future development to owner/developer shall install bulk flow metering and back flow prevention on the water lateral to the lot in accordance with Council standards.

2.2 Fire Fighting

The applicant has confirmed that the intended water supply system will be designed to provide a minimum residential fire fighting flows (FW2) and pressures (100kPa) for the development in accordance with PAS SNZ4509. The applicant proposes to install appropriately placed fire hydrants to service the subdivision in accordance with PAS SNZ4509:2008. To ensure the proposed hydrants are correctly located and installed, I recommend a consent condition that, prior to the commencement of works, the consent holder shall provide detailed design plans for hydrants to service the subdivision in accordance with PAS SNZ4509:2008 for Council review and acceptance. This shall include specific confirmation that the greater water supply network is capable to provide the minimum required FW2 pressures and flows.

FW2 fire flows are only suitable to service standalone residential dwellings and multi-unit dwellings. Proposed Lot 900 is a future commercial development lot and therefore will require a fire suppression sprinkler system to be installed on future buildings. I therefore recommend a consent notice condition is placed on the title of Lot 900 that informs the owner or potential future owner that only a FW2 fire flow is available from the Council reticulated hydrants and at time of future development the commercial buildings constructed shall be fitted with a fire suppression sprinkler system or alternatively the developer shall obtain confirmation from Council's Property and Infrastructure department at time of development that an appropriate level of service is guaranteed available to service the development.

2.3 Irrigation

The proposed development includes a number of areas of reserve and street planting that will likely need irrigation. To ensure that the location and extent of this infrastructure is appropriate, I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for any required irrigation pipework.

2.4 Wastewater

A wastewater pump station (Hanley's Farm Pump Station) and associated rising main that crosses the subject site was completed in 2017. The wastewater pump station is ultimately designed to convey flow from Hanley's Farm and Jacks Point developments up to a total of 2800 residential units.

The applicant has indicated two potential options to service the development-

Option 1
The applicant's preferred option is a new wastewater pumping station ('the Coneburn Pump Station') that will convey flows from the Coneburn development to the existing Hanley's Farm wastewater pump station to the south. This will be via either a new rising main in Woolshed Road or a new rising main within the existing easement that holds the existing bulk Hanley Farm rising main. Wastewater will then be conveyed from Hanley's Farm wastewater pump station to a receiving manhole at Frankton via the existing bulk pressure main. Discussions between the applicant and QLDC P&I have confirmed that the initial 'temporary' connection into the existing Council Hanley Farm wastewater system for the first stages of development will likely be able to be undertaken without significant upgrades to the existing Council infrastructure. However a 'secondary' solution will be required to accommodate the full development, this will likely include the storage of wastewater to buffer peak flows to remain within acceptable operating limits on the downstream wastewater network, required upgrades to the Hanley's Farm Wastewater Pump Station (incl new pumps impellers etc), and potentially upsizing of a section of Council pipe reticulation on Hawthorne Drive.

Option 2
This option involves the install of a new wastewater pumping station that will convey flows from the Coneburn development directly to Frankton via a new rising main within SH6. In this regard QLDC P&I have previously indicated that a new Council developed wastewater rising main and potentially an associated new Kawarau River crossing is being investigated which could enable this solution. Council have not committed to the progression of this option and therefore if this option was to be sought it would need to be designed and funded by the applicant.

QLDC P&I have confirmed that servicing of the development can feasibly be achieved. However, to service the full development there will likely need to be staged upgrades in the form of buffering storage, upgrades to the Hanley Farm Pump Station, and upgrades to Council's greater reticulation network.

Clauses 17-20 of the Coneburn Special Housing Area Deed (Infrastructure & Affordability) 30th April 2019 detail the general requirements for servicing the development with wastewater and associated upgrades to the greater Council network. The deed also details associated cost apportionment for these works. The agreement by Council P&I to service the development does not release the applicant from their obligations under the deed to fund and undertake upgrades to the greater Council network. These obligations have been discussed with the developer and Council P&I and it is agreed by both parties that the applicant will volunteer a consent condition that prior to the commencement of works a developers agreement (DA) shall be entered into to outline the specific obligations and cost apportionment for the servicing of the development in accordance with the requirements of the Coneburn Special Housing Area Deed 30th April 2019. An appropriately worded DA condition has been developed between Council and the developer and it is recommended that this condition is included with the consent conditions.

Based on the above comments and confirmation from QLDC P&I, I am satisfied that wastewater disposal from the development is feasible. To ensure that a suitable wastewater system is installed, while maintaining an appropriate degree of flexibility, I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plan for the provision of a wastewater solution sufficient to service the development to the satisfaction of Council. This shall include details of any interim and permanent servicing solutions and necessary upgrades to Council's existing infrastructure.

The above wastewater solution shall include a centralised wastewater pump station/s to service the development that will collect and convey via a pressure rising main the total Coneburn development peak wet weather flow in accordance with QLDC standards to the existing Hanley Farm Pump Station. The pump station shall 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 be approved by Council, 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 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). The design shall also include storage at pump station/s to buffer peak flows with the objective of delaying any requirement to invest in upgrades to address downstream constraints.

The wastewater pump station/s shall include allowance for connection of the Coneburn Pump Station/s to both the Hanley Farm Pump Station and subsequent future direct conveyance to Project Shotover. The latter shall include a future proofing through the provision of a suitably sized blank rising main pipe from the pump station east to SH6, to allow ease of connection to possible future infrastructure within the state highway reserve.

The wastewater disposal within the development itself is proposed to be via a standard gravity network that will feed to the centralised pump station/s. I am satisfied that it is feasible to install gravity wastewater system to service the proposed lots. To ensure that a suitable wastewater network is installed I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for the provision of a gravity wastewater connection from each residential lot to the centralised wastewater pump station in accordance with Council standards.

To service the Council reserve Lots 800, 801, 813 the above wastewater network design shall include the provision of a minimum 150mm gravity lateral to each of the reserve lots to accommodate future Council facilities (toilets, water fountains, halls etc). The location and suitability of these laterals shall be checked and confirmed with QLDC Parks & Reserves prior to design approval and construction.

Lots 901 and 902 are intended to be future multi-unit development lots. To service these lots with a suitable wastewater connection I recommend that the wastewater network design shall include the provision of a minimum 150mm gravity lateral connection to Lots 901 and 902.

Lot 900 is a future commercial development lot. To service this lot with a suitable wastewater connection I recommend that the wastewater network design shall include the provision of a minimum 150mm gravity lateral connection to Lots 900.

2.5 <u>Stormwater</u>

Primary Flows (5% AEP)
The applicant proposes to service the development for primary stormwater disposal via a local gravity pipe network feeding to Woolshed Creek. The applicant has confirmed that the formalisation of the Woolshed Creek Floodway through the site and the construction of two dedicated flood detention ponds will limit downstream flows to pre-development levels. This approach is based largely on the fact that the runoff peak from the increased impervious areas will enter Woolshed Creek well before the bulk of the flows from upper portion of the catchment. This allows the development to be constructed with direct unattenuated primary outfalls to Woolshed Creek. The details of the detention system are as contained within the Fluent Solutions design report titled *'Coneburn Flood Management – Full Site Flood Mitigation Assessment'* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020 and further discussed under the 'Hazards' section below.

I am satisfied based on the concept design provided that a gravity stormwater disposal network can feasibly be installed. To ensure that this system is suitably designed, I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for the provision of a primary stormwater disposal network to service all impermeable areas within the development. This shall include confirmation that the proposed primary system design, in combination with the Woolshed Creek floodway and detention design, will not result in increased flooding of downstream properties. To ensure that the design and associated calculations are suitable, the information provided shall be peer reviewed at the consent holder cost.

During the construction period and months that follow there is potential for silt to find its way into the Council owned and maintained Woolshed Creek Floodway. Siltation will reduce the design capacity of this system and require removal. To avoid this issue becoming a maintenance problem for Council I recommend a consent condition that prior to 224c certification the consent holder shall ensure that all silt attributable to the construction of the development shall be removed from the Woolshed Creek Floodway within Lots 802-805. Likewise, to ensure siltation in the months following 224c does not

adversely impact the Wool Shed Creek Floodway and the associated stormwater detention/treatment ponds this aspect shall be noted by Council and the contractor as requiring review through the maintenance period.

Clauses 21-23 of the Coneburn Special Housing Area Deed (Infrastructure & Affordability) 30th April 2019 detail the general requirements for servicing the development for stormwater. I am satisfied that the proposed stormwater infrastructure concept generally complies with the requirements of the deed, and as per the requirements of the deed all associated design and costs will be meet by the developer.

Secondary Flows (1% AEP)
The applicant proposes to drain secondary stormwater flows to the road network that will ultimately feed to Woolshed Creek. I am satisfied that this is a feasible solution to convey secondary stormwater runoff. I recommend a consent condition that the consent holder shall provide a secondary stormwater runoff protection system consisting of 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.

Note the design and construction of the Woolshed Creek channel through the site and associated drainage channels are required to be significantly upgraded under this development. These features are specifically discussed and conditioned under the 'Hazard' section below.

Stormwater Quality
The flood and stormwater management assessment from Fluent Solutions titled *'Coneburn Special Housing Area Proposal Flood and Stormwater Management'* dated 18th January 2019 recommended the inclusion of two stormwater detention and treatment ponds. The Coneburn Special Housing Area Deed (Infrastructure & Affordability) 30th April 2019 clause 22b likewise requires that primary stormwater treatment occur within two treatment ponds.

Through additional concept design Fluent Solutions have indicated the detention ponds are no longer intended to be used for treatment as these areas will only be utilised under larger flood events. In this regard Fluent have provided the following comments via email dated 07/07/2020-

'*The reserve areas are only inundated during large rainstorm events, and particularly near the peak of the storm, and therefore provide negligible treatment functionality. If the stormwater pipes were discharged directly into the reserve areas, then the reserves would provide some level of treatment of the first flush, but this would mean the reserve areas would be wet more regularly. Instead, the main Woolshed Creek Floodway developed through the site (and existing farm drain) would provide some treatment for the stormwater discharges from the site, as there is a gentle gradient and the channel is proposed to be planted/grassed. Additionally, the existing farm drainage system downstream of the site to the Kawarau River would provide further treatment similar to a grassed swale. There are also two significant ponding areas in the existing farm drain system downstream of the site which act as settling ponds to provide some treatment in terms of sediment reduction.'*

I do not accept the above comments as the release of gross pollutants and subsequent flushing into the downstream network (Kawarau River) will not be prevented. This approach also places reliance on unmanaged ponds located within private land to the north. Section 4.2.8 of the QLDC Code of Practice requires the need for treatment devices to be considered for every discharge. Recent conversations with Council's Property and Infrastructure have confirmed that Council's desire is to have an end of line gross pollutant trap install on all Woolshed Creek outfall/s to ensure ongoing compliance with Regional Council permitted activity rules. These traps should have the potential to capture approximately 75% of TSS (sediments and floatable debris) and would likely take the form of a Hynds Downstream Defender, SW360 Vortcapture, or similar. To meet the requirements for vesting of this asset, I therefore recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for the provision of a gross pollutant trap/s on the primary stormwater network outfall/s to Woolshed Creek. The gross pollutant trap/s shall be able to remove approximately 75% TSS and would likely take the form of a Hynds Downstream Defender, SW360 Vortcapture, or similar. The traps shall be located to easily enable any required ongoing maintenance and clearing.

The above approach differs from that specifically required under clause 22b of the Coneburn Special Housing Area Deed that requires the use of two treatment ponds. However, under clause 32 of the deed, the applicant may alter the design on the basis that a revised infrastructure report is provided. In this case the requested gross pollutant trap treatment has been directly requested by Council P&I and is in keeping with the recent neighbouring Hanley Farm development, therefore a revised infrastructure report is not deemed necessary for this change in design.

2.6 Power & Telecommunications

The applicant has provided provisioning letters from Aurora and Chorus that confirm there is sufficient capacity to service the proposed subdivision for infrastructure within SH6. To ensure that each residential allotment is suitable serviced with power and telecommunications, I recommend a consent condition that prior to 224c certification the consent holder install a power and telecommunication connection to the boundary of each residential lot in accordance with the requirements of individual network providers.

To service the Council recreational reserve Lots 800, 801, 813, and provide the ability to accommodate future Council facilities (toilets, water fountains, halls etc), I recommend a consent condition that prior to 224c certification the consent holder shall install a suitable power connection to the boundary of Lots 800, 801, 813. The location and suitability of these connections shall be checked and confirmed with QLDC Parks & Reserves prior to design approval and construction.

Lots 901 and 902 are intended to be future multi-unit development lots. To service these lots with suitable power and telecommunication connections, I recommend a consent condition that prior to 224c certification the consent holder install a bulk power and telecommunication connection to the boundary of Lots 901 and 902. The capacity of these connections shall be suitable to cater for the maximum future development capable on these lots.

Lot 900 is a future commercial development lot. To service this lot with suitable power and telecommunication connections, I recommend a consent condition that prior to 224c certification the consent holder install a bulk power and telecommunication connection to the boundary of Lots 900. The capacity of these connections shall be suitable to cater for the maximum future development capable on this lot.

2.7 Inspection of Reticulation

In accordance with the QLDC LDCP, CCTV of installed drainage is recommended. In order to clarify the requirements for the developer, I recommend a consent condition that, prior to 224c certification, all newly constructed foul sewer and stormwater mains shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used, and lateral connections shall be inspected from inside the main. The CCTV shall be completed and reviewed by Council before any surface sealing and any defects identified shall be repaired.

2.8 Slumping of Gravity Services

Under previous stages of the neighbouring Hanley Farm development it has been identified that areas of high groundwater and weak subsurface materials have resulted in notable slumping of gravity pipe networks following construction. This has resulted in trenches having to be undercut and/or artificially stabilised to ensure grades are maintained in the long term and no low points occur. This development is likely to contain similar areas of weak subsurface material that could result in slumping of gravity services. In order to address this potential risk I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance a methodology to identify and address any potential areas of weak ground and design measures to mitigate against associated slumping/subsidence of gravity pipe networks. It is noted that this may be through specific trench design or alternately bulk cutting and replacing of the surrounding ground within the trench corridor.

2.9 Existing Bulk Council Services

The subject site is current bisected by two large diameter Council trunk mains that service Hanley Farm and portions of Jack Point to the south. These services are a 500mm PE bulk water main and 450mm PE sewer rising main. These services follow an existing farm road and generally run parallel to the existing Woolshed Creek farm drain.

The proposed Woolshed Creek Floodway and associated detention ponding have been specifically designed to allow these existing bulk Council services to remain in their current location and generally unaltered. There is however a slight possibility that these services may have to be relocated or deepened. This level detail will only be confirmed under detailed design, I therefore recommend a consent condition that prior to the commencement of works the consent holder shall provided for review and acceptance 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 mythology 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.

To generally protect these bulk service mains I also recommend a consent condition to ensure that any detailed design for Woolshed Creek shall include specific confirmation that minimum or greater cover (or protection) will be afforded to the existing trunk water main (500mm) and trunk pressure sewer (450mm) that currently cross the site. I likewise recommend a consent condition to ensure that the detailed design for the Road 1 crossing of the existing Council trunk water main (500mm) and trunk pressure sewer (450mm) shall include specific confirmation that minimum or greater cover (or protection) will be afforded to these services.

3.0 EARTHWORKS

3.1 Proposed Earthworks

The applicant proposes to undertake a total of approximately 195,000m^3 of bulk earthworks to form roads and level lots. This volume will consist of 75,000m^3 of bulk cut and 120,000m^3 of bulk fill that has been shown on the Stantec draft earthworks plans provided with the application. In addition to this volume there may also be an additional 15,000m^3 of earthwork for the undercutting of trenches if poor ground conditions are discovered and 55,000m^3 of road aggregate and trench backfill.

The maximum depth of cut expected will be 5.5m and the maximum height of fill will be 3m.

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 SH6 reserve specifically agreed with NZTA and works required to install services and a pathway within Woolshed Road.

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 conditions 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 Council recreational reserves).

It is noted that some of the proposed earthworks are required to form and relocate existing waterways and drainage channels. These works will likely require the consent holder to obtain consent from the Otago Regional Council for these works. To ensure the consent holder is aware of this requirement I recommend a consent notice in this regard.

3.2 Protection of Existing Services

The proposed earthworks include areas of Woolshed Creek channel formation in the vicinity of the existing Hanley Farm trunk 500mm PE water main and 450mm PE sewer rising. Damage to these trunk services have the potential to result in significant cost to Council and disruption to associated

users. To ensure that the integrity of these existing pipes are maintained, I recommend a consent condition to ensure that through the earthworks and construction phases the location of the existing Council truck service mains shall be noted (and if required marked out) and all practical steps taken to ensure damage to these services 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.

3.3 Geotechnical

The applicant has provided a geotechnical assessment report from Geosolve titled '*Geotechnical Report for Resource Consent – Coneburn Residential Development*' dated August 2019 ref 180668.01. This assessment is based on 10 CPT tests, 6 test pits, and 3 scala tests within the Coneburn land.

Through this on-site investigation this report finds that the majority of the Coneburn site generally comprises topsoil overlying lake sediments (Pits 1-5). The lake sediment comprises soft silt with trace of sand and clay and lenses of sand and gravel. In a number of discrete locations (Pit 6) along the eastern boundary of the site an approximate 4.5m layer of alluvial fan deposit is located directly below the topsoil. The alluvial fan deposit comprises sandy gravel with varying components of cobbles and boulders, and silt with lenses of sand and gravel. The report also identifies schist bedrock outcroppings on the lower slopes of Peninsular Hill and low hills adjacent to the western boundary of the site.

The Geosolve assessment report specifically notes that the regional groundwater levels are expected to be approximately 20 m below the current site levels, however shallow perched groundwater and seepages exist across the site that will vary greatly across the site and between seasons.

The report makes recommendations with regards to general earthworks such as cut/fill batter slope angles, suitability of cut material as fill, pavement subgrade CBR values, groundwater control. I accept the finding of the Geosolve report in this regard and I recommend a consent condition that all earthworks shall be undertaken in accordance with the recommendations of the Geosolve report titled '*Geotechnical Report for Resource Consent – Coneburn Residential Development*' dated August 2019 ref 180668.01.

Future Building Foundations

In general, the proposed lots are expected to be founded upon either fan alluvium or lake sediments. To better understand the potential bearing capacity of the underling soils Geosolve have undertaken a series of preliminary scala tests across the site. Through this testing Geosolve have confirmed that the majority of the site has a depth greater than 1.8m to 'good ground' with 300 kPa ultimate rupture bearing capacity as defined by NZS 3604:2011 and between 0.3-1.3 m to ground with 200 kPa ultimate rupture bearing as defined by the MBIE Guidelines (2012).

Ultimately Geosolve have indicated that the design requirements of the future building foundations will be based on the liquification risk and therefore driven by the requirements of the MBIE Guidance (2018) that came out of the Canterbury re-build. The specific foundation TC types are further discussed under the 'Hazards – Liquification' section below and further geotechnical testing and a geotechnical completion report will be provided prior to 224c certification for the subdivision. Noting that where there is a realistic prospect of confirming 'good ground' at the subdivision completion stage, then thorough investigations will be undertaken with the aim of confirming 'good ground'. Likewise, where 'good ground' cannot be confirmed then the identified bearing capacity will be noted, and consent notices registered on the relevant titles with regards to any specific foundation design and/or further testing required. This approach will provide future owners or potential owners with a clear indication as to the likely bearing capacity of the underlying ground and requirement for specific foundation design (if any).

To address the above with regards to the suitability of land for future building construction I therefore recommend a consent condition that prior to 224c certification, and at the completion of onsite earthworks, the geo-professional shall incorporate the results of ground bearing tests for each residential allotment (regardless of whether affected by development cut and fill earthworks) and include these with the issue of a Geotechnical Completion Report and Schedule 2A certificate covering all lots within the subdivision. The Schedule 2A certification provided shall including 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. In the event that the Schedule 2A certificate issued under the above condition 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).

3.4 Site Management

The applicant's engineer has detailed general site management measures to limit the migration of dust and silt but has noted that a detailed plan will only be available once a contractor has been nominated. I accept that this is the case and note that due to the extent and volume of the proposed earthworks and the infrastructure construction the consent holder will be required to provide and implement a specific environmental management plan (EMP) in accordance with the specific requirements of the QLDC Guidelines for Environmental Management Plans, June 2019. This requirement will be catered for via specific conditions that will be placed on the consent by the processing planner. To ensure that these conditions are included a note to planner will be included below.

In addition to the EMP requirements, it is noted that a large portion of the site works are located within or in close proximity to Woolshed Creek and associated unnamed watercourses and will therefore likely require Regional Council consent/s. To ensure that these consents are obtained, I recommend an advice note to alert to the consent holder to this potential requirement.

The proposed earthwork and construction have the potential to impact on the safety and operation of the NZTA state highway (SH6) through both the construction works themselves and the movement of associated vehicles to/from the site. I note that NZTA has provided APA for the proposed development and therefore these aspects are assumed acceptable. I do however recommend an additional advice note in this regard to ensure that the applicant obtains any required approvals from NZTA for the temporary movement of construction traffic to/from SH6.

The proposed earthwork and construction have the potential to impact on the safety and operation of the QLDC road network at Woolshed Road. I therefore recommend a consent condition that prior to commencing works on site, the consent holder shall submit for review and acceptance a Traffic Management Plan to the Road Corridor Engineer at Council if any parking or public traffic will be disrupted, inconvenienced or delayed, and/or if temporary safety barriers need to be installed. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor and implemented in accordance with the approved Traffic Management Plan.

To prevent the migration of any material to the surrounding Council road network (Woolshed Road) from vehicles exiting the site, I recommend a consent condition to ensure that if construction access is proposed to Woolshed Road the consent holder shall install a construction crossing/s that shall consist of a minimum 15 m of 150 mm deep AP40 gravel. To maintain safety, any construction crossing to Woolshed Road shall be located at least 100m off-set from the SH6 intersection.

In the off chance that material is deposited on Woolshed Road, I recommend a consent condition to ensure that the consent holder shall take immediate action, at his/her expense, to clean the road.

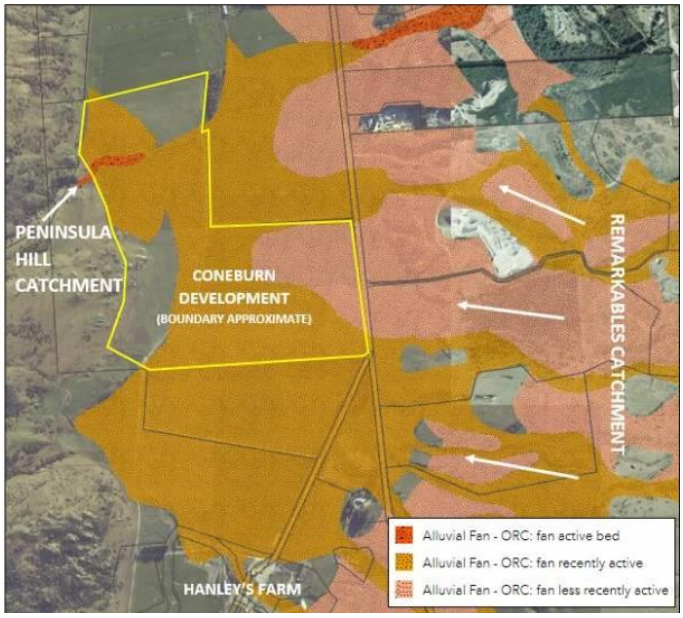
To prevent the excessive use of public water supply for irrigation and dust suppression I recommend an advice note advising that the use of Council water supply for irrigation and dust suppression requires the prior permission of a Council's Property & Infrastructure Department.

To ensure long term stability of the exposed areas and control of silt and dust nuisance, I recommend a consent condition that on completion of works and prior to 224c certification all exposed areas shall be topsoiled and grassed/vegetated.

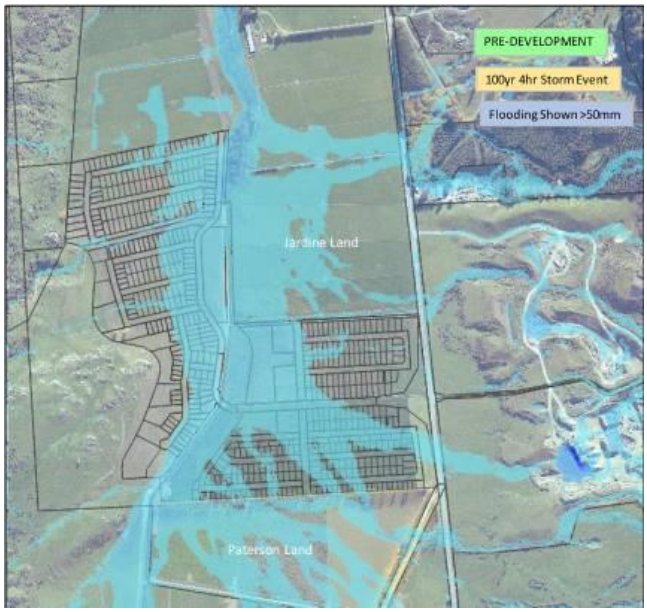
4.0 HAZARDS

4.1 Flood & Debris Flow Hazard

The subject site is identified on QLDC and ORC hazard maps as being within an area of 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.



The existing 100yr flood flow paths through the subject site are as per the below modelling image.



Existing Upstream Works

Upstream from the subject site Woolshed Creek has been formalise as it passes through the Hanley Farm development. This section of Woolshed Creek is referred to as the Woolshed Creek Floodway. The floodway channelizes flows and includes two distinct dams that store flows and release these at predevelopment levels. The floodway also reduces flow velocities and associated scour. The features of the Hanley Farm Woolshed Creek Floodway are as per the below diagram.

Proposed Works

To address the alluvial fan hazard the applicant has provided a flood and stormwater management assessment from Fluent Solutions titled *'Coneburn Flood Management – Full Site Flood Mitigation*

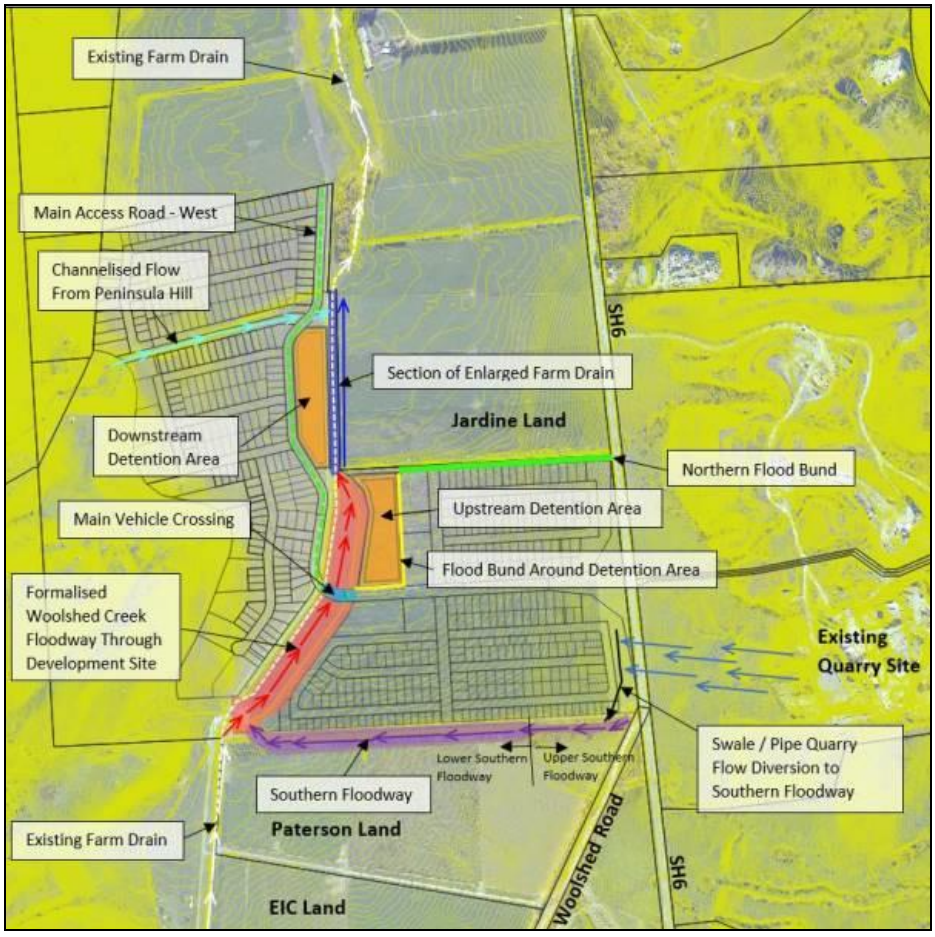
Assessment' ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. In addition to this Fluent Solutions have provided further design confirmation via a number of emails sent in June 2020.

It is noted that Fluent Solutions have designed and modelled the Hanley Farm Woolshed Creek Floodway works and therefore any assessment and/or modelling provided has taken into account the upstream (Hanley Farm) developed environment and existing flood control measures.

Based on modelling and preliminary design assessment Fluent Solutions have recommended flood mitigation works that include the following:

- The formalisation of a confined flood corridor for Woolshed Creek through the development that will concentrate flood flows within the channel and adjacent reserve areas.
- The provision of two off-line flood water detention areas known as the upstream and downstream detention areas.
- The provision of three additional floodway corridors to protect the SHA site and feeding flows from the east and west to Woolshed Creek. These are refereed to as the 'Southern Floodway', Northern Floodway', and the Peninsula Hill Floodway.
- The construction of diversion mounds on the boundaries of the SHA site to provide protection from alluvial fan flows outside the recognised flow paths and direct flows into the floodway channels.

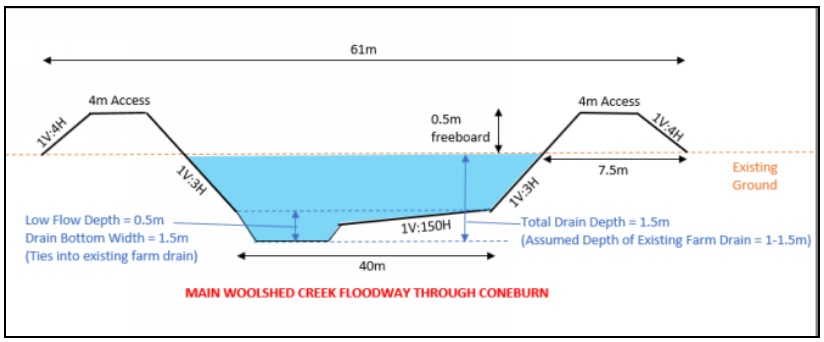
The approximate location of these features are as per the below image (noting upstream detention area has now halved in size):



Woolshed Creek Floodway – Main Channel

The main Woolshed Creek confined channel shown in red above is proposed to be located within vested drainage reserve Lots 802 and 803. This channel will be approximately 40m wide and bunds

along the banks would provide 0.5m freeboard above the 100yr ARI event to allow for residential development. The shape of the existing farm drain will be incorporated into the floodway design as a means to provide a low flow conveyance pathway for smaller storm events.

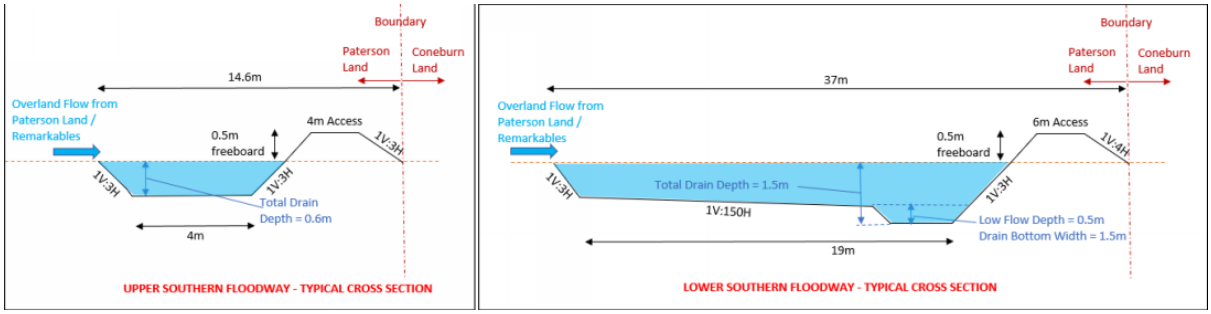


I am satisfied that the 100 yr design flood event flow, with provision for climate change, has been calculated by a suitably qualified engineer (Fluent Solutions) and this flow has been used to design the concept flood conveyance channel with velocity limiting drop structures. I am satisfied that the exact design and conveyance of this channel will be confirmed and approved under detailed design approval and if required a peer review of the design obtained. I therefore recommend a consent condition that prior to the commencement of works the consent holder shall provide for approval detailed design plans for upgrading of the Woolshed Creek Floodway through the development in accordance with the Fluent Solutions report titled *Coneburn Flood Management – Full Site Flood Mitigation Assessment'* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. The upgraded channel shall have a minimum capacity suitable to convey the 100yr ARI event with provision for the minimum freeboard as required under the Section 4 of the QLDC Code of Practice. This design shall also if required include suitable measures (armouring, drop structures etc) to ensure that velocities are controlled, and associated risk of scour damage to the development and downstream properties addressed. If required by Council a peer review of this design and supporting calculations will be undertaken at the consent holder's cost.

The Woolshed Creek Floodway is proposed to be crossed by Road 1 via a series of box culverts. Fluent Solutions have confirmed that the proposed culvert crossing will be designed to provide for the 50yr ARI flood flows with a minimum 0.5m of freeboard. I am satisfied that Fluent solutions have proven that the design of this culvert crossing is feasible. To ensure that this culvert crossing is suitably design and constructed I recommend that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for the provision of a culvert or bridge crossing of Road 1 over the Woolshed Creek Floodway. This crossing shall be design in accordance with Council standards and the NZTA Bridge Manual, being full HN-HO-72 loading. The design of this culvert/bridge and the upstream Woolshed Creek Floodway shall also ensure that any heading up of flows on the upstream side of the structure under the 100yr event will not result in flooding of properties and loss of required freeboard.

Southern Floodway

The southern floodway is currently an informal farm drain that directs flows from two ephemeral creeks to the south-east to Woolshed Creek. Fluent Solutions propose to upgrade this drain to a formalised floodway that will be sized to convey the 100 year event. This formalised channel will include the construction of a bund between the channel and the residential lots to provide the required 0.5m of freeboard to the residential lots. Currently this farm drain runs two thirds of the length of the southern boundary of the development. As part of the floodway upgrade the channel and associated bunds will be extended east to SH6 via the 'upper southern floodway' channel. A concept design section for the upper and lower southern floodway is as detailed within the Fluent Solutions report and shown below.



I am satisfied that the fluent concept design and reporting confirms that the proposed southern floodway and associated bunding will ensure that the development will be protected from the flooding and alluvial fan hazards to the south-east. To ensure that this floodway and bunding is appropriately design and constructed, I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for the provision of the southern floodway to convey a minimum 100 yr rainfall event (with provision for climate change) and bunds to provide the minimum 0.5m of freeboard to the residential lots. The floodway and bunds shall be design in general accordance with the Fluent report titled *'Coneburn Flood Management – Full Site Flood Mitigation Assessment'* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. If required by Council a peer review of this design and supporting calculations shall be undertaken at the consent holder's cost.

The proposed southern floodway will be located within balance lots 915 and 916. The applicant does not propose to vest the western floodway and this asset is intended to remain in private ownership. To ensure the floodway is protected and maintained in perpetuity, the applicant proposes a consent notice is registered on the titles of Lots 915 and 916 that outlines the required obligations to protect and maintain the floodway and bunds in their designed and constructed state. As an added protection the applicant also proposes that easements are secured in favour of QLDC that will allow the floodway to be access for emergency maintenance works if ever required. This will in no way however imply that QLDC will be responsible for the ongoing maintenance of this asset. This approach has been discussed and agreed with Council's planner as acceptable. Although ideally flood protection structures would be located in Council and maintained by Council, in this case the floodway is accepted to be a relatively minor flow path and the proposed covenant and easements will ensure protection of this asset. I likewise recommend that a consent notice is registered on the titles of Lots 915 and 916 that outlines the required obligations of the land owner to protect and maintain the floodway and bunds in their designed/constructed state and maintain the designed minimum 100yr flood protection with freeboard to the residential lots to the north.

The SH6 frontage (Lot 806) will be vested in QLDC as a local purpose reserve (visual amenity) and will include a large bund that will direct any overland flows from SH6 or further east towards the southern floodway channel. This bund asset will be maintained in perpetuity by QLDC as the owners of the land thereon. The details of this bund are contained within the Fluent report titled *'Coneburn Flood Management – Full Site Flood Mitigation Assessment'* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. To ensure that this bund is appropriately designed and constructed, I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for the provision of a flood protection and visual amenity bund within Lot 809. This bund shall be designed in general accordance with the Fluent report titled *'Coneburn Flood Management – Full Site Flood Mitigation Assessment'* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020 and shall ensure that the residential lots within the development are protected from flood waters and associated debris under the 100yr rainfall event with the required level of freeboard.

Northern Floodway (Northern Flood Bund)

The northern floodway is a farm drain that captures flows from an ephemeral creek on the opposite side of SH6 and conveys them to Woolshed Creek. The northern floodway channel is located wholly within the neighbouring land to the north (the Jardine land). The applicant does not propose to directly alter or upgrade this channel, rather the applicant proposes to install a bund on the northern boundary of the development (between the residential lots and the floodway channel). This bund is not intended to increase or divert flows to the neighbouring farm drain or neighbouring land in anything under the

100yr rainfall event. This bund will merely ensure that the minimum 0.5m freeboard is provided to the residential lots within the development. Any breakout of flows from this creek under super design events (greater than 100yr) will spill across the vacant neighbouring farmland to the north.

I am satisfied that the Fluent concept design and reporting confirms that the proposed northern floodway bund will ensure that the development will be protected from the flooding and alluvial fan hazards from the north-east. I am likewise satisfied that Fluent have confirmed that the bunds will not increase flows to the neighbouring land and farm drain under the 100yr event or less. To ensure that the bund associated with the northern floodway is appropriately designed and constructed, I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for the provision of a flood protection bund located within Lots 806, 807, and the northern portion of Lot 1003. This bund shall be design in accordance with the Fluent report titled ‘*‘Coneburn Flood Management – Full Site Flood Mitigation Assessment’* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020 and shall ensure that the residential lost within the development are protected from flood and associated debris under the 100yr rainfall event with the required level of freeboard. The design for these bunds shall include confirmation that the design will not increase flows to the neighbouring land to the north under the 100yr event.

The proposed northern floodway farm drain will be located wholly within neighbouring land identified as Part Lot 1 DP 20511 and will be in private ownership. The bund associated with the northern floodway will be located within Lot 806 and Lot 807. These lots are to vest in QLDC as local purpose reserves (drainage). A very small portion of this bund will be located within the northern extent of Road 2 (Lot 1003) that will likewise be vested in Council as road reserve. This bund asset will therefore be maintained in perpetuity by QLDC as the owners of the land thereon.

The SH6 frontage (Lot 808) will be vested in QLDC as a local purpose reserve (visual amenity) and will include a large bund that will direct any overland flows from SH6 or further east towards the northern floodway channel (farm drain). This bund asset will be maintained in perpetuity by QLDC as the owners of the land thereon. The details of this bund are contained within the Fluent report titled *‘Coneburn Flood Management – Full Site Flood Mitigation Assessment’* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. To ensure that this bund is appropriately designed and constructed, I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for the provision of a flood protection and visual amenity bund within Lot 808. This bund shall be designed in general accordance with the Fluent report titled *‘Coneburn Flood Management – Full Site Flood Mitigation Assessment’* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020 and shall ensure that the residential lots within the development are protected from flood waters and associated debris under the 100yr rainfall event with the required level of freeboard.

The Coneburn Special Housing Area Deed (Infrastructure & Affordability) 30th April 2019 clause 22c requires that in addition to the main Woolshed Creek floodway the developer provide three minor floodway corridors ‘within the Coneburn Land’, and diversion mounds to divert distributed alluvial fan flows from the Coneburn Land. The Northern Floodway is one of the three minor floodways (the others being the Southern and Peninsula Hill Floodways). The location of the Northern Floodway does not specifically comply with the requirement of the deed as the Northern Floodway is located within the neighbouring land. Under clause 32 of the deed the developer may amend the concept for that agreed under the EOI on the basis that this is supported with a revised infrastructure report. In this case the developer has provided significant additional reporting and modelling from Fluent Solutions Ltd to confirm that the revised design is acceptable and will not increase flows to the neighbouring Northern Floodway farm drain or neighbouring land. I am therefore satisfied that the amended design is acceptable.

Peninsula Hill Floodway

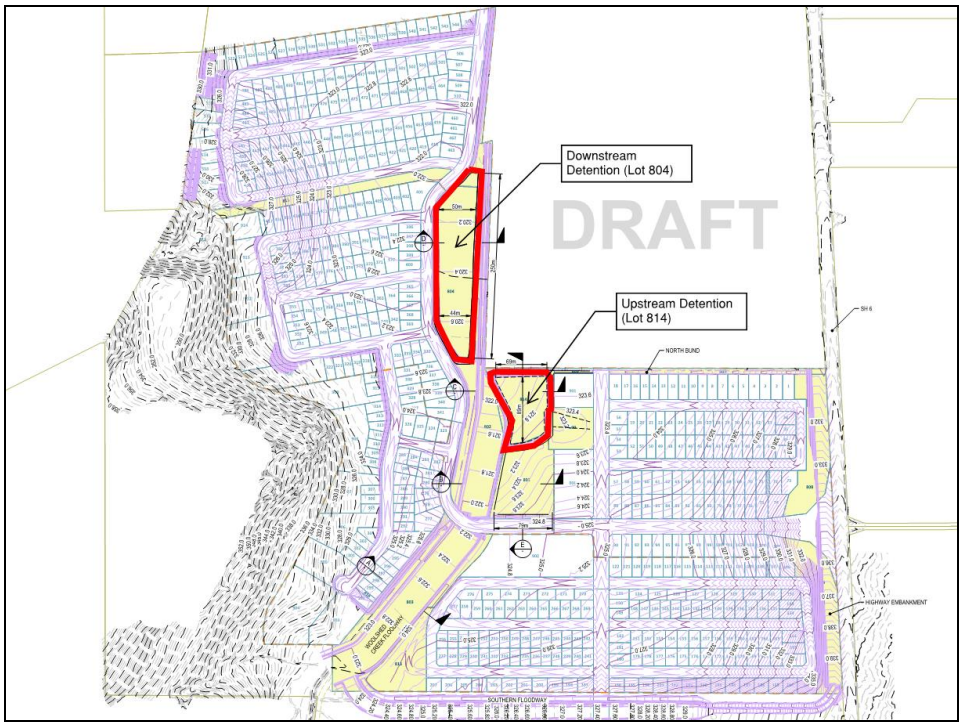
The southern flanks of Peninsula Hill (Deer Park Heights) currently drains east via an ephemeral creek and through the subject site via a farm drain to Woolshed Creek. The applicant proposes to upgrade this farm drain to a formalised floodway that will be sized to convey the 100-year event with freeboard. The proposed upgraded floodway will flow through Lot 811 which is to vest in QLDC as a local purpose reserve (drainage). A concept design for the Peninsula Hill floodway is supported by modelling and calculations contained within the Fluent report titled ‘*Coneburn Flood Management* –

Full Site Flood Mitigation Assessment' ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. I am satisfied that the fluent concept design and reporting confirms that the proposed floodway will ensure that the development will be protected from the flooding and alluvial fan hazards to the west.

To ensure that the Peninsula Hill floodway is appropriately designed and constructed, I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans for the provision of the Peninsula Hill floodway located within Lots 811. The Peninsula Hill floodway located within Lots 811 shall be design in accordance with the Fluent report titled '*Coneburn Flood Management – Full Site Flood Mitigation Assessment'* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020 and shall ensure that the residential lots within the development are protected from flood and associated debris under the 100yr rainfall event with the required level of freeboard.

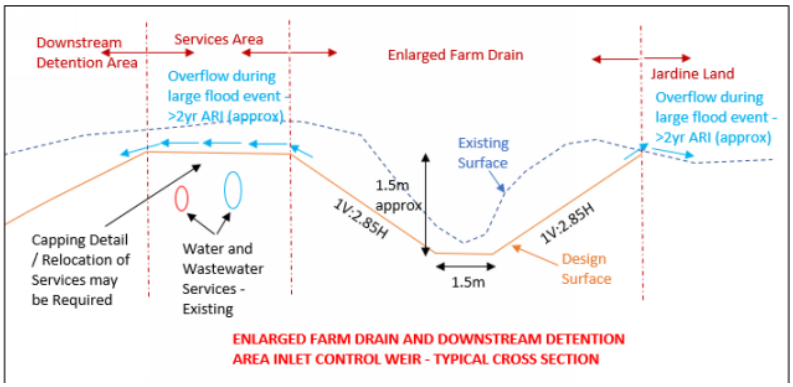
Flood Attenuation (Detention Areas)
In addition to the above flood mitigation works Fluent Solutions have recommended that Woolshed Creek include two distinct off-line flood detention ponding areas to limit downstream flows to pre-development levels. The use of these off-line flood detention ponds rather than inline dams will have the advantage of reducing the extent of the main Woolshed Creek floodway width and thereby increase the availability of usable reserve land. The overland flow experienced in the existing/pre-development situation allows for some storage to occur within the current open paddock areas and therefore under the post-development situation the short-term detention of flood flows is necessary to replace the existing storage component and not cause flooding on neighbouring land.

The proposed ponding areas are to be locate within local purpose drainage reserve Lots 814 and 804. The location of the proposed detention areas are show in red below-

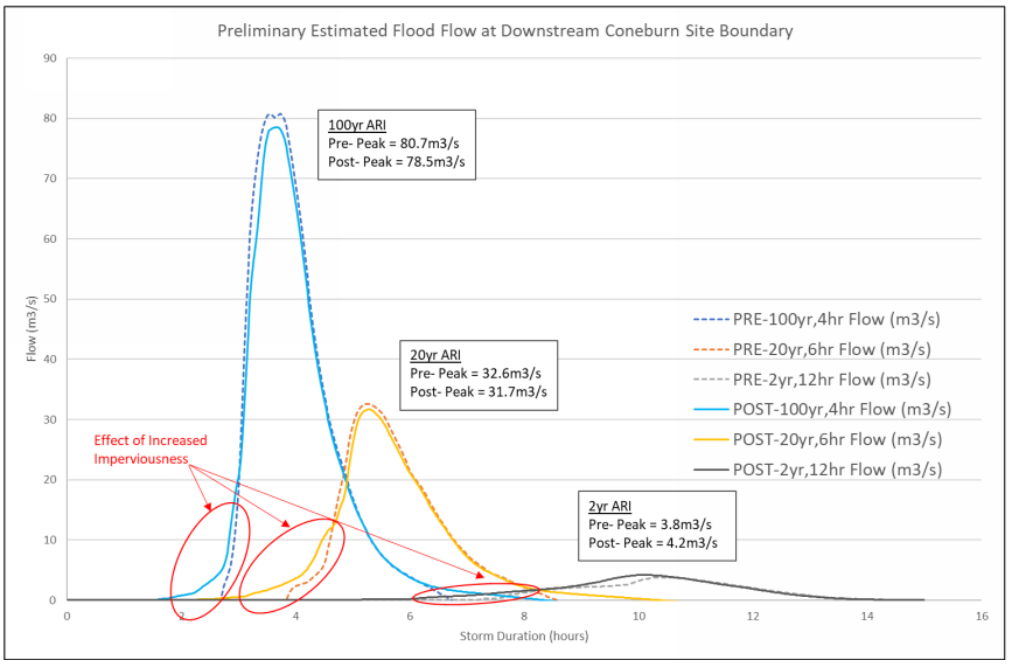


The two detention ponds are positioned near the middle of the site where flow from the formalised Woolshed Creek Floodway becomes constricted at the connection point to the enlarged farm drain. Here, flood flows will spill out into the two detention ponds and existing flood plain on the neighbouring to the north-east (the Jardine Land). The detention ponding areas will be designed to fill using spill weirs to allow inflow from the flooded area during the peak of the storm and ensure that flooding on neighbouring and downstream land is no greater than pre-development levels.

An example of the weir inflow control mechanism for the downstream detention area (Lot 804) is shown below-



To determine the size of the required detention ponds and impacts on neighbouring and downstream properties, Fluent have undertaken concept modelling of the flood flows and proposed ponds. Based on this modelling Fluent have provided the following figure to show the preliminary estimated pre- and post-development flood flow hydrographs from the site at the approximate downstream site boundary for the 2yr, 20yr, and 100yr ARI events.

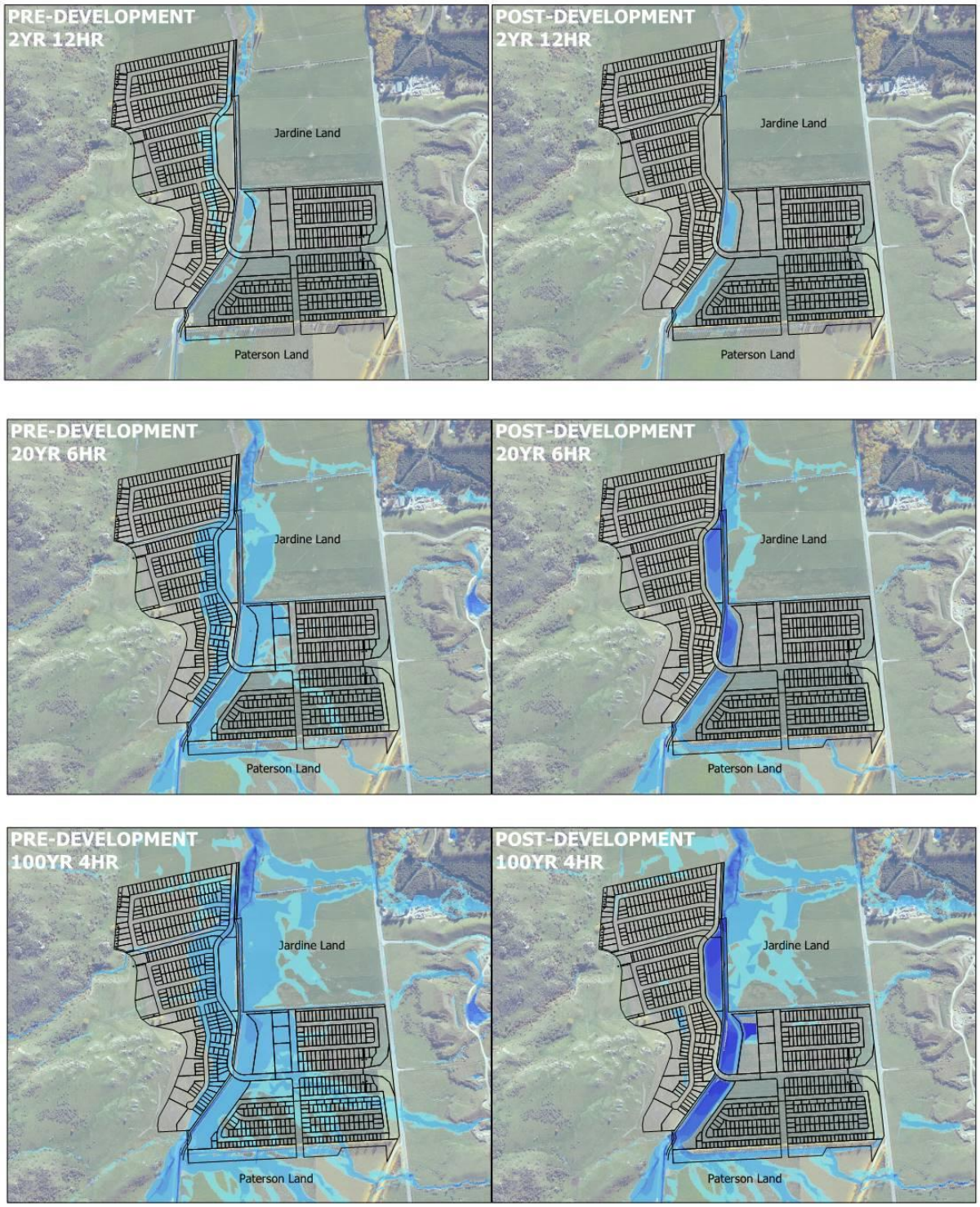


Based on these concept hydrographs Fluent have concluded the following-

- The flood flows from the Remarkables range contributed the major portion of the flows to the site, compared to the stormwater runoff for the proposed Coneburn development.
- Flows from the Coneburn area occur first and before the flows from the mountain catchment reach the site discharge location. The total runoff flow from the impervious surfaces in the development is small compared to the peak flood flow from the Remarkables.
- For the 100yr and 20yr ARI events, the peak post-development flow at the boundary is less than the peak pre-development flow.
- In the 2yr ARI situation, the post-development peak flow is slightly greater than the peak pre-development case. However, the existing farm drain does not have enough capacity to contain the 2yr ARI event. Therefore, the small increase in peak flow only contributes to a minimal, if any, increase in flood level on the flood plain very locally. Furthermore, comparing the pre- and post-development 2yr ARI hydrograph shapes, the difference in peak flow is minimal.

In addition to the hydrographs produced, Fluent have also provided the following modelling images for the key rainfall events to confirm the feasibility of the attenuation concept. These images assist in

confirming that there will be no increase in flooding of the neighbouring properties under the key design events.



The two ponding areas have specifically been designed to be below and separate from the recreational reserve Lots 800, 801, 813. The recreational reserve Lots 800, 801, 813 will be above the 100-year flood level to ensure that the usability of this land remains high and the opportunity for the placement of assets is not compromised. The two ponding reserve areas will however be designed to provide informal outdoor amenity (sports fields, general open parks lands etc).

Based on modelling and analysis Fluent have provided an estimate of the flooding depths within the two detention ponding areas under the 2, 50, 100-year events and allowing for an accepted level of

climate change. The concept design estimated depths of inundation within these lots/ponds is as per the below table, noting that these depths and durations may alter slightly with detailed design.

Reserve Area	Climate Change Scenario	Storm	Approx. Max Depth of Water (Presented in 26 June Memo)	Approx. Max Depth of Water (Revised 19 August 2020 Maps)
LOT 801 (Upstream Reserve – area below 100yr ARI Flood Level)	2.1degC (HIRDS V4)	2yr ARI	Minimal to no flooding	Minimal to no flooding
		20yr ARI	Minimal to no flooding	Minimal to no flooding
		100yr ARI	2.11m	2.11m
LOT 804 (Downstream Reserve)	2.1degC (HIRDS V4)	2yr ARI	Minimal to no flooding	Minimal to no flooding
		20yr ARI	1.09m	1.35m
		100yr ARI	1.37m	1.75m

The proposed detention areas will fill via spilling from the creek and will drain via a suitably size outlet pipe (450mm or 600mm) located at the northern end. The ponding areas will be formed with a minimum 0.5% grade to ensure that areas will drain and not be boggy. To further assist the drainage of the ground and ensure areas remain suitable for informal recreational purposes, the ponding areas will be fitted with subsoil drainage.

Council Parks & Reserves and Council Property & Infrastructure departments raised additional specific concerns regarding suitable batter slopes, sediment & debris accumulation, and public safety. These matters are discussed in depth below.

Batter Slopes
At Council Parks & Reserves request the batter slopes on within Lot 814 (the upstream pond) have been modified to have batter slopes of approximately 1V:6H for the portion of the pond that fronts the neighbouring recreational reserve Lots 800 and 801. The remaining sides of the pond, including the spill weir, are currently shown with batter slopes of approximately 1V:3H. While I accept that the 1V:6H batter slopes are suitable, I have concerns that the 1V:3H slopes will be too steep for Council to safely maintain with a ride on mower. The applicant has indicated that these slope areas could be planted, however through further discussion Council P&I have confirmed that they require the spill weir batters to a maximum 1V:5H grassed batter and not planted. This is due to the potential for debris from the planted areas and possible erosion depositing material into the detention ponds and causing maintenance and blockage issues. To ensure that these batters are appropriately formed I therefore recommend that under detailed design the Lot 814 detention pond (the upstream pond) is formed with a maximum; 1V:6H batter slope for the portion of the pond fronting recreational reserve Lots 800 and 801, 1V:5H grassed batter slope for the portion acting as the spill weir, and either 1V:5H and grassed or 1V:3H and planted on all other batter slopes. To allow for possible refinement in this design, these batters may be formed to steeper or different batter slope on the basis that associated written approval is gained from both Council P&I and Parks & Reserves.

At Council Parks & Reserves request the batter slopes on within Lot 804 (the downstream pond) have been modified to adopted reduced batter slope of 1V:5H along the side adjacent to Road 1 where access is permitted. The remaining sides of the pond, including the spill weir, are currently shown with batter slopes of approximately 1V:4H. While I accept that the 1V:5H batter slopes are suitable, I have concerns that the 1V:4H slopes will be too steep for Council to safely maintain with a ride on mower. The applicant has indicated that these slope areas could be planted, however through further discussion Council P&I have confirmed that they require the spill weir batters to a maximum 1V:5H grassed batter and not planted. This is due to the potential for debris from the planted areas and possible erosion depositing material into the detention ponds and causing maintenance and blockage issues. To ensure that these batters are appropriately formed I therefore recommend that under detailed design the Lot 804 detention pond (the downstream pond) is formed with a maximum; 1V:5H batter slope for the portion of the pond fronting Road 1 and 1V:5H grassed batter slope for the portion acting as the spill weir. To allow for possible refinement in this design, these batters may be formed to steeper or different batter slope on the basis that associated written approval is gained from both Council P&I and Parks & Reserves.

It is noted that the above reductions in batter slope angles have been checked with the applicant and they have confirmed that the slopes can be accommodated within the current design and lot layout. While the required reductions will slightly reduce the capacity of the detention ponds, this is considered to have a minor overall impact on the required capacity and storage depths within the ponds.

Sedimentation and Debris Accumulation
Concern has been raised regarding the possibility of sediment accumulating within the detention ponds. The applicant has confirmed that Woolshed Creek at the subject site is unlikely to contain large sediment and debris loads from the upstream alluvial fans. The subject site is located well away from the toe of the steep slopes of the Remarkables range and therefore most sediment will have likely settled out prior arriving at the site. The subject site is also located below the Hanley Farm floodway dams that will likewise capture and settle out sediment and debris. The main risk for sediment accumulation will likely be from upstream development (Hanley Farm etc) and development within the subject site. Any sediment from these sources will likely only be a risk during the development of the site and surround land and will predominantly accumulate in the main flood corridor rather than the adjacent reserves. An operations and maintenance plan will be provided to monitor the sediment in the Woolshed Creek Floodway and detention ponds (as is the case in the likes of Hanley's Farm).

Public Safety
Concern has been raised regarding the safety of detention ponding within easily accessible public recreation areas. While is acknowledged that ponding of 1-2m within an informal recreational area poses some risk to the public, the limited frequency and duration of the ponding will generally mitigate this risk. It is also noted that this ponding will occur during times of inclement weather, when use of the reserves area would be undesirable.

To further address risk to public safety the pond floor will be sloped so that any water would collect in the most downstream point and prevent anyone from becoming "stranded" on an island of ground surrounded by flood water. The ponds will also be designed with relatively shallow batter slopes to limit the risk of falls or slides into the ponded water and allow ease of escape if required.

Overall, the proposed use of Lots 804 and 814 for detention storage in this manner has been considered in length by Council's Property & Instructure, Park & Reserves, Planning, and RM Engineering teams. The Council teams have concluded that the proposed use of these reserve areas for flood detention as proposed is acceptable due to the infrequency of use and limited timeframe for which the ponds will hold water. The obvious potential safety implications of standing water within a public reserve have been addressed through the use of relatively shallow batter slopes, evenly graded and sloped pond base, and limited ponding durations.

To ensure that the proposed detention ponding areas within Lots 804 and 814 are suitably designed and constructed, I recommend a consent condition that prior to the commencement of works the consent holder shall provide for review and acceptance detailed design plans and associated modelling/calculations for the provision of detention ponding areas within Lots 804 and 814 in general accordance with the Fluent report titled '*Coneburn Flood Management – Full Site Flood Mitigation Assessment'* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. These detention ponding areas shall be designed to ensure that there is no increase in downstream flows or flooding of neighbouring land in any event below the 100yr return period. To ensure that the design and associated modelling/calculations for the provision of the required detention, the information provided shall be peer reviewed at the consent holder cost. To ensure that design and operation of these ponds are acceptable to Council Park & Reserves (as the future owners), the design will also be reviewed and accepted by Council Park & Reserves.

To ensure that the flood detention storage areas and all floodway areas are appropriately operated and maintained, I recommend consent condition to ensure that operation and maintenance (O&M) plans are provided for review and acceptance. Note that this includes a separate O&M plan for the non-vested Southern Floodway and associated bunds.

4.2 Rockfall Hazard

The north-western corner of the proposed subdivision is identified on QLDC hazard maps as being within or on the edge of an 'active schist debris landside area'. This potential risk is confirmed through on-site observation that confirm loose rock and outcrops above the area of the site (see below image).

To address this poterntial hazard an assessment and associated modelling has been undertaken by Geosolve Ltd to quantify the risk to the proposed development and identify potential mitigation measures. The details of this assessment are as per Section 6 of the Geosolve titled '*Geotechnical Report for Resource Consent – Coneburn Residential Development*' dated August 2019 ref 180668.01.

The Geosolve assessment concentrates on rock fall hazard and specifically notes '*Evidence for other landslide mechanisms e.g. rock avalanche or deep-seated instability, were not observed during the assessment and have therefore not been assessed in detail'*.

Geosolve have mapped 50 rock outcrops as source areas for potential rock fall. These outcrops are as show below-

Geosolve have used the above mapping and observations to undertake a 3-dimensional rock fall analysis using RAMMS (Rapid Mass Movement Simulation) software. This modelling was undertaken using three different scenarios based on boulder size and density. The modelling was run using the three different scenarios to simulate 6124 rock falls and their associated run out paths.

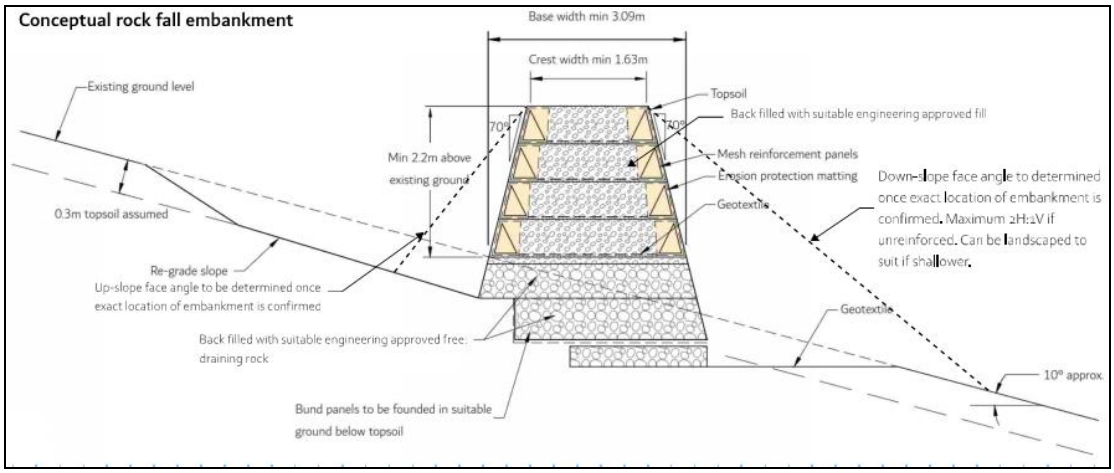
Based on the data obtained Geosolve have concluded the following-

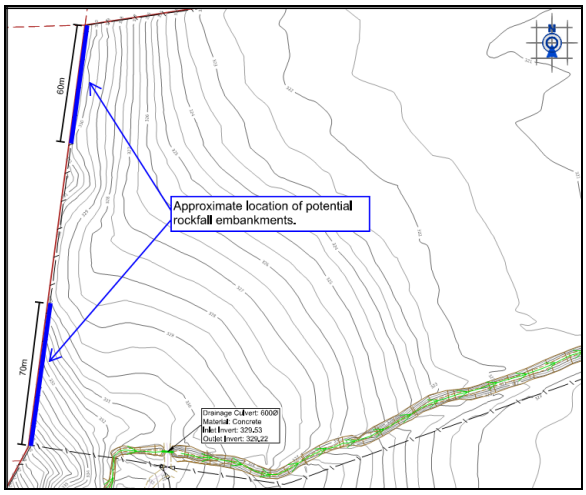
'Rock fall modelling has confirmed field observations that the Coneburn Valley SHA site is exposed to a relatively small number of rock fall hazards from the slopes to the west. Out of 6124 simulated rock falls using the settings as described, 38 (less than 1%) passed through the site boundary.

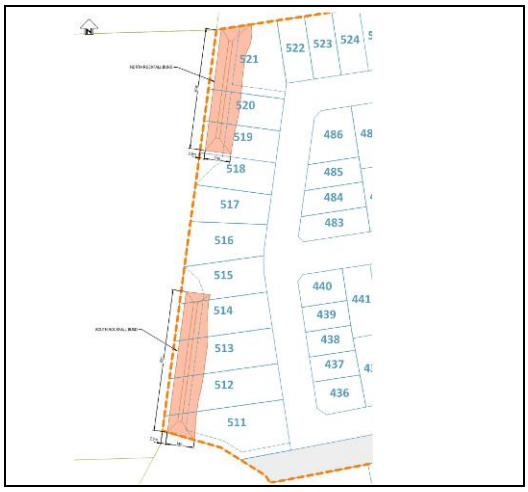
Based on our site observations and 3-D rock fall analysis we consider the risk of rock fall, affecting the proposed development during its lifetime to be relatively low.

For the low number of rock falls expected to reach the site, we consider a passive protection measure along the site boundary would be sufficient to mitigate the rock fall hazard. Alternatively, some works could be completed on specific bluffs to reduce the risk of rock fall and remove the requirement for a barrier. Passive protection measures may include an earth reinforced bund, catch ditch, barrier or building set-back.'

Based on these conclusions Geosolve have produced a concept design for a reinforced rockfall catch bund in two discrete location on the north-west boundary of the development. One bund will be located within Lots 511-515 and the other within Lot 518-521. The minimum dimensions of this bund have been determined using the specific findings of the RAMMS modelling. The bund concept is as per the below cross-section.







Overall, I accept the Geosolve assessment and modelling provided, and I likewise accept the concept designs for 2x mitigation rock fall catch bunds. To ensure that these bunds are appropriately designed and constructed, I recommend a consent condition that prior to the commencement of work the consent holder shall provide for review and acceptance detailed design plans for the provision of two rock fall protection catch bunds generally within Lots 511-515 and Lots 519-521. These bunds shall be designed to address the risk identified within Section 6 of the Geosolve report titled '*Geotechnical*

Report for Resource Consent – Coneburn Residential Development' dated August 2019 ref 180668.01. and in general accordance with the Geosolve concept bund design drawings titled *'Coneburn Valley SHA – Rockfall Embankment Concept Design'* Job 160668.02, dated 21/01/2020. The design for this bund shall include suitable design certification from a suitably qualified engineer/geo professional.

Given the potential importance of the rock fall bunds it is important to ensure that they remain structurally sound and unmodified. I therefore recommend that the extent of the bunds is covered by a covenant condition that identifies their importance and ensures that the bunds remain unmodified and well maintained. The current scheme plan only shows the easement area over these bunds extending to the crest and not down the leeward side. This approach could result in landowners excavating the leeward side and undermining the long-term stability of the bund. While I knowledge that modification of the leeward (eastern) batter of these bunds could be undertaken without impacting the structural integrity of the bund itself, I recommend that any excavation/modification of the leeward (eastern) batter of these bunds is only undertaken with the direction of a suitably qualified geotechnical engineer. I therefore recommend that the leeward (eastern) batter of the rock fall protection bund include a specific covenant area with a note that this area may only be excavated/modified with suitable advice and design from a geotechnical engineer and taking into account the need to maintain the structural integrity of the rock fall protection bund as design and installed at time of the underlying subdivision (SH190488).

The need for ongoing maintenance of the rock fall protection bunds has been discussed with Geosolve. In this regard Paul Faulkner from Geosolve has indicated via email dated 05/02/2020 -

'I do not envisage a regular maintenance schedule. Over the next 50 years it is likely an Alpine fault movement would be the only event that would facilitate an inspection and possible physical works. This would be similar to other bluff areas of the district. Under typical daily conditions infrequent individual falls are low risk and maintenance of the bund is considered unlikely.'

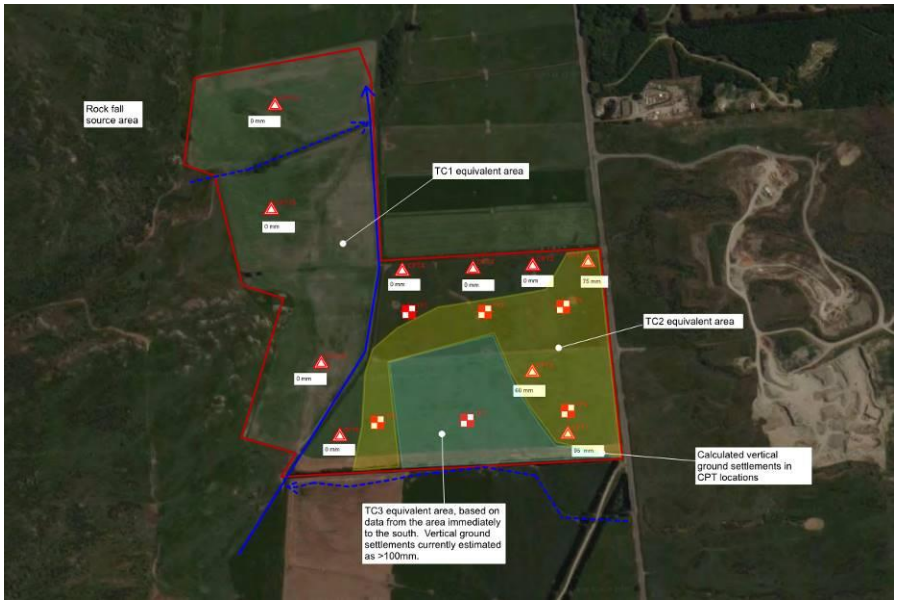
I accept that the requirement for large scale maintenance of the bunds will be unlikely and very infrequent. To address the possible need for infrequent maintenance and rock clearance the applicant has however proposed an easement in favour of QLDC to access and maintain the rock fall embankment. I agree that an easement should be provided but disagree that this should be in gross as it implies that the ongoing maintenance of this asset is the responsibility of Council. I therefore recommend that prior to 223c certification the access and maintenance easements secured over the rock fall bund shall be confirmed in favour of the lots serviced (rather than Council) and the associated covenant condition on the lot titles ensure the bunds are maintained and if required any significant rock fall debris removed.

4.3 Liquefaction

The majority of the Coneburn 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 and lateral spread, the applicant has provided a geotechnical assessment report from Geosolve report titled '*Geotechnical Report for Resource Consent – Coneburn Residential Development*' dated August 2019 ref 180668.01.

Section 5 of the Geosolve report assesses liquification based on specific analysis of 17 CPT tests across the site. The report concludes-

'Based on the calculated vertical settlements the site has been divided up into equivalent MBIE technical categories as shown in the Figure (below). Based on the above assessment of the site, the north-western end of the site is consistent with MBIE TC1 and the south-eastern end of the site is consistent with MBIE TC3 with a transition between the two.'



Section 5.8 of the report assesses lateral spread risk and concludes-

'*Residential development in areas where later spreading may occur is considered feasible…*

Once details of the creek modifications are available detailed lateral spreading assessment should be undertaken during the detailed design stage of the subdivision. If specific foundation design, is required, they should be documented in the Geotechnical Completion Report and Schedule 2A.'

Overall, I accept Geosolve's findings with regards to liquification and lateral spread risk. I am satisfied that additional liquification and lateral spread assessment will be provided via the geotechnical completion report and schedule 2A certificate for the development and if required mitigating specific foundations can be feasibly be designed on future construction via consent notices on lot titles. I recommend appropriate consent conditions to ensure that these matters are appropriately covered off prior to 224c.

5.0 DEVELOPMENT CONTRIBUTIONS

Development contributions are yet to be assessed by a council DCN officer. I recommend an advice note be placed on the consent to alert the consent holder that a development contribution is required.

Notes to planner

- *To ensure suitable off-sets for any vehicles parked within the future lots it is recommended that through design controls the garages are required to be a minimum 5.5m from the road boundary. This will allow a 99th percentile vehicle to be parked between the garage and road frontage without encroaching into the public footpath. Noting that vehicles would likely be parked 0.5m off the garage door and the 99th percentile vehicle has a length of 5.1-5.3m.*

- *The applicant and Council P&I have generally agreed to the inclusion of a volunteered condition for the establishment of a developers agreement to confirm the extent of works and apportionment of costs for the provision of infrastructure services to the development. The processing planner shall be satisfied that the DA condition for the provision of a DA agreement is acceptable to the developer, Council's solicitors, and Council's P&I department. See Condition 8 below.*

- *Prior to the consent decision being issued the processing planner should confirm that they are satisfied that the developer has meet their obligations under clause 28 of the stakeholder deed in so much that they have worked with Council to ensure connections from the development back to the existing walking/cycling trails. This specifically relates to the connection of an off-road walking/cycling trail paralleling Woolshed Creek and as per the NOF requirements.*

- *Planner is to be aware that due to the volume and area of earthworks proposed and proximity to Woolshed Creek and associated drainage channels, environmental management conditions and a plan will be required (EMP). The placement of these relevant conditions is the responsibility of the processing planner and have not been considered by the processing engineer.*

RECOMMENDED CONDITIONS

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

Staging

1. 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 all stages may be combined, 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 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.

General

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

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

3. 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.

4. At least 7 days prior to commencing excavations, the consent holder shall provide the Manager of Resource Management Engineering at Council with the name of a suitably qualified geo-professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice who is familiar with the GeoSolve Limited report ('*Geotechnical Report for Resource Consent – Coneburn Residential Development*' dated August 2019 ref 180668.01) and who shall supervise the earthworks procedure, in accordance with the report recommendations. Should the site conditions be found unsuitable for the proposed excavation/construction methods, then a suitably qualified and experienced engineer shall submit to the Manager of Resource Management Engineering at Council new designs/work methodologies for the works prior to further work being undertaken, with the exception of any necessary works required to stabilise the site in the interim.

5. 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 (Woolshed Road) that affects the normal operating conditions of the road reserve through disruption, inconvenience or delay. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor (STMS). All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS to manage the site in accordance with the requirements of the NZTA's "Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management". The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.

6. The consent holder shall obtain and implement a traffic management plan approved by the New Zealand Transport Agency or its network management consultant, Aspiring Highways prior to undertaking any works within or adjacent to the State Highway that affects the normal operating conditions of the road reserve through disruption, inconvenience or delay. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor (STMS). All

contractors obligated to implement temporary traffic management plans shall employ a qualified STMS to manage the site in accordance with the requirements of the NZTA's '*Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management'*. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.

7. If construction access is proposed to/from Woolshed Road, prior to commencing any work on the site the consent holder shall install a construction crossing/s that shall consist of a minimum 15 m of 150 mm deep AP40 gravel, which all construction traffic shall use to enter and exit the site. To maintain safety, any construction crossing to Woolshed Road shall be located at least 50m off-set from the SH6 intersection.

8. Prior to the commencement of works for the first stage of the development or as agreed with Council, the consent holder will enter into a Developer's Agreement (Heads of Agreement) with Council Property & Infrastructure to address any required new infrastructure or upgrades to Council's infrastructure to service the development. The Agreement will be in general accordance with the requirements of the Coneburn Special Housing Area Deed (Infrastructure & Affordability) 30th April 2019. The Development Agreement shall confirm:

    i. Details of agreed interim and permanent water supply solutions to service the Coneburn SHA area to the satisfaction of Council.
    ii. Details of agreed interim and permanent wastewater servicing solutions to service the Coneburn SHA area to the satisfaction of Council.
    iii. Any agreed upgrades to existing Council water and wastewater infrastructure to facilitate the interim and permanent servicing solutions. This shall include confirmation of responsibility, timing, and cost apportionment for the required works.
    iv. The amount and timing of financial contributions payable over and above standard development contributions for water and wastewater capital upgrades to service the development. The amount payable by the consent holder towards any new wastewater rising main shall be calculated on the basis of the portion of the capacity of the proposed pipeline from the Coneburn SHA to the Shotover Delta Treatment Plant to be used by development in the Coneburn SHA and a credible estimate of costs.
    v. A bond payable to cover the cost of works to address downstream capacity constraints in the wastewater network and related terms
    vi. Any development contribution credits that may be agreed for works undertaken by the consent holder benefiting wider network upgrades beyond the Coneburn SHA.

9. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (1), to detail the following requirements:

Services

a) Prior to the commencement of works the consent holder shall provide details of a water supply sufficient to service the development in accordance with Council standards. This shall include details of any interim and permanent solutions proposed and the works required and timing of any switch from the interim to permanent solution. The proposed infrastructure required to service this development requires either;

    i. Evidence that a new Council water supply system to service the development has been installed to the boundary of the development, or
    ii. Provide detailed design plans for the provision of a new water supply system with reservoir and rising/falling main to vest in Council. Where this is intended to be placed

on neighbouring land, the design shall include confirmation of appropriate easements, or

iii. Provide detailed design plans for a direct connection to the existing Council bulk water main that crosses the site from Kelvin Heights. Direct connection the Council main will require a specific methodology for connection to be provided, or

iv. An alternative solution acceptable to QLDCs Property and Infrastructure team.

In any case the water supply solution proposed will need to include all necessary upgrades to Council's existing reticulation and storage network to ensure that required flows and pressures are provided to the subject development without affecting other development areas.

b) 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 (Appendix A), dated June 2017. Where the toby valve box is to be placed within a trafficable area a trafficable lid shall be included.

c) The provision of a minimum 32mm water supply lateral to each of the recreational reserve lots (Lot 800, 801, 813) to accommodate future Council facilities (toilets, water fountains, halls etc). These laterals shall be terminated with a gate valve and bulk flow meter located within a trafficable box. The requirement, location, and suitability of these laterals shall be checked and confirmed with QLDC Parks & Reserves prior to design acceptance and construction.

d) The provision of a minimum 63mm water supply lateral to Lot 901 and minimum 100mm water supply laterals to Lots 900 and 902. These laterals shall be terminated with a gate valve and bulk flow meter located within a trafficable box.

e) The provision of a landscaping irrigation plan with suitable backflow prevention for landscaping to be vested in Council (if required).

f) The provision of fire hydrants with adequate pressure and flow to service 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.

g) Prior to the commencement of works the consent holder shall provide details of a wastewater solution sufficient to service the development to the satisfaction of Council. This shall include details of any interim and permanent servicing solutions and necessary upgrades to Council's existing infrastructure.

The above wastewater solution shall include the provision of a centralised wastewater pump station/s to service the development that will collect and convey via a pressure rising main the total Coneburn development peak wet weather flow to the existing Hanley Farm Pump Station in accordance with QLDC standards. The pump station shall 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 be approved by Council, 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 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). If required by Council the design shall also include storage at the pump station/s to buffer peak flows with the objective of delaying any requirement to invest in upgrades to address downstream constraints.

The wastewater pump station/s shall be designed to allow for connection of the Coneburn Pump Station to both the Hanley Farm Pump Station and subsequent direct conveyance to Project Shotover. The latter shall include future proofing through the provision of a suitably sized blank rising main pipe from the pump station east to SH6, to allow ease of connection to possible future infrastructure within the state highway reserve.

The design of the wastewater pump station/s and any associated greater network upgrades 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 gravity foul sewer connection from each residential lot to the new centralised wastewater pump station/s in accordance with Council's standards. 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.

i) The provision of a minimum 150mm gravity foul sewer lateral to each of the recreational reserve lots (Lot 800, 801, 813) to accommodate future Council facilities (toilets, water fountains, halls etc). The requirement, location, and suitability of these laterals shall be checked and confirmed with QLDC Parks & Reserves prior to design acceptance and construction.

j) The provision of a minimum 150mm gravity foul sewer lateral to Lots 900, 901, 902 in accordance with Council's standards. 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.

k) 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 and commercial lots, in accordance with Council's standards and connection policy. This shall include:

    i) 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 and commercial 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 a dedicated outfall/s on the Woolshed Creek Floodway. This outfall/s shall be designed to ensure that non-scouring velocities are maintained and/or suitable energy dissipation and scour protection measure are installed. The outfall/s shall also be designed to ensure no public access is available back into the pipe network, noting that maintenance access shall be provided.

    The primary system shall include the provision of a gross pollutant trap on the outfall/s to the Woolshed Creek Floodway. The gross pollutant trap/s shall have the ability to remove approximately 75% TSS. The traps shall be located as to enable ease of ongoing maintenance and clearing. Note traps will likely take the form of a Hynds Downstream Defender, SW360 Vortcapture, or similar.

    The design shall include confirmation that the proposed primary system, in combination with the Woolshed Creek floodway and detention design, will not result in increased flooding of downstream properties. To ensure that the design and associated calculations are suitable, the information provided shall be peer reviewed at the consent holder cost.

    ii) 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.

l) 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.

m) 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.

n) The provision of a suitable power supply to Council recreational reserve Lots 800, 801, 813, 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

o) 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 mythology 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

p) Formation of the following roading assets-

Collector Road 1 - East
The eastern third of Road 1 from the SH6 boundary to the Woolshed Creek culvert (approximately 500m) 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 (target operating speed of 50 km/hr) with the following specific requirements and exceptions:

- The legal width of the road reserve shall be increased to a minimum 21m.
- A minimum 500mm berm strip is required between the footpath and lot boundaries.
- The carriageway shall be formed in asphaltic concrete and design to cater for the intended future traffic flows and heavy traffic movements (public buses).
- Footpaths shall be formed in concrete.
- The Road 1 crossing of the existing Council trunk water main (500mm) and trunk pressure sewer (450mm) shall include specific confirmation that minimum or greater cover (or protection) will be afforded to these services.
- The kerb and channel shall not be included in any movement lane or parking bay width provisions.

Collector Road 1 - North
The northern two thirds of Road 1 from the Woolshed Creek culvert crossing north (approximately 930m) 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 (target operating speed of 50 km/hr) with the following specific requirements and exceptions:

- The legal width of the road reserve may be reduced to a minimum 16m.
- The carriageway shall be formed in asphaltic concrete and design to cater for the intended future traffic flows and heavy traffic movements (public buses).
- Intersections between the collector and local roads shall be delineated through placement of an exposed aggregate concrete threshold treatment on the local road branch (or alternative surface treatment as agreed by Council).
- A minimum 500mm berm strip is required between the footpath and lot boundaries.
- Footpaths shall be formed in concrete.
- The Road 1 crossing of the existing Council trunk water main (500mm) and trunk pressure sewer (450mm) shall include specific confirmation that minimum or greater cover (or protection) will be afforded to these services.
- The kerb and channel shall not be included in any movement lane or parking bay width provisions.

Collector Road 2
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 (target operating speed of 50 km/hr) with the following specific requirements and exceptions:

- The carriageway shall be formed in asphaltic concrete and design to cater for the intended future traffic flows and heavy traffic movements (public buses).
- A minimum 500mm berm strip is required between the footpath and lot boundaries.
- Footpaths shall be formed in concrete.
- Intersections between the collector and local roads shall be delineated through placement of an exposed aggregate concrete threshold treatment on the local road branch (or alternative surface treatment as agreed by Council).
- The kerb and channel shall not be included in any movement lane or parking bay width provisions.

- The physical formation of Road 2 is not required to be extended south beyond residential Lots 196/197 (i.e. the southern portion of road Lot 1019 may be a paper road only).

Local Roads 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Designed and formed in accordance with the QLDC LDCP, Table 3.2 "Suburban, Live and Play, Primary Access to housing up to 200 du", Figure E12 (target operating speed of 40 km/hr) with the following specific requirements and exceptions:

- The legal width of the road reserves shall be increased to a minimum 16m (unless specifically accepted below).
- The carriageway shall be a minimum 7.2m 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.
- The portion of Road 3 fronting reserve lot 808 may have a reduced legal width of 14m and a footpath on the western side only.
- The portion of Road 4 fronting reserve lot 809 may have a reduced legal width of 14m and a footpath on the western side only.
- The portion of Road 6 fronting reserve lots 803 & 813 may have a reduced legal width of 14m and a footpath on the eastern side only.
- The portion of Road 11 fronting reserve lot 811 may have a reduced legal width of 14m and a footpath on the north side only.
- The kerb and channel shall not be included in any movement lane or parking bay width provisions.

Roading Summary Table (with agreed exceptions)

Road	Lot	Figure	Legal Width	Footpath	Movement Lane (excl K&C)	Parking
Road 1 – East of Woolshed Creek	1010 (part) 1002	E13	21m	2m both sides	8.4m	Separate (recessed)
Road 1 – North of Woolshed Creek	1010 (part) 1011 1014	E13	16m	2m west side only	8.4m	Separate (recessed) West side only
Road 2	1003 1007 1019	E13	21m	2m both sides	8.4m	Separate (recessed)
Road 3	1004	E12	16m	1.5m both sides	7.2m	Shared
Road 3 – Fronting Lot 808	1004 (east part)	E12	14m	1.5m west side only	7.2m	Shared
Road 4	1005	E12	16m	1.5m both sides	7.2m	Shared
Road 4 – Fronting Lot 809	1005 (east part)	E12	14m	1.5m west side only	7.2m	Shared
Road 5	1006	E12	16m	1.5m both sides	7.2m	Shared
Road 6	1008	E12	16m	1.5m both sides	7.2m	Shared
Road 6 – Fronting Lot 803 & 813	1008 (west part)	E12	14m	1.5m east side only	7.2m	Shared
Road 7	1018	E12	16m	1.5m both sides	7.2m	Shared
Road 8	1017	E12	16m	1.5m both sides	7.2m	Shared
Road 9	1012	E12	16m	1.5m both sides	7.2m	Shared
Road 10	1013	E12	16m	1.5m both sides	7.2m	Shared
Road 11	1015	E12	16m	1.5m both	7.2m	Shared

				sides		
Road 11 – Fronting Lot 811	1015 (south part)	E12	14m	1.5m north side only	7.2m	Shared
Road 12	1016	E12	16m	1.5m both sides	7.2m	Shared

q) The provision of either two distinct areas of 2-3 indented parallel on-street parks on Road 1 at either end of Lot 804 and the legal road reserve locally widened by 2m to accommodate the parks, or the developer in consultation with Council Parks & Reserves shall construct and vest an appropriate off-road parking provision within Lot 804.

r) The provision of suitable land area for future bus shelters is to be included in the detailed design for Roads 1 and 2. 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.

s) The provision of a culvert or bridge crossings of Road 1 over the Woolshed Creek Floodway and Peninsula Hill Floodway capable of conveying full highway loadings and specifically designed to cater for any liquification risk. These crossings shall be design in accordance with Council standards and the NZTA Bridge Manual to meet HN-HO-72 and shall be accompanied by a PS1 producer statement. As a minimum these crossings shall be designed to convey the 50yr ARI flows with 0.5m of freeboard and include an overflow path for super design events or blockages.

   The design of the Road 1 culvert/bridge and the upstream Woolshed Creek Floodway shall ensure that any heading up of flows on the upstream side of the structure under the 100yr event will not result in flooding of properties and loss of required freeboard.

t) The formation of a roundabout intersection between collector Roads 1 & 2. The roundabout shall be designed by a suitably qualified traffic engineer in accordance with the latest Austroads intersection design guides. All associated signage and marking shall be in accordance with MOTSAM and the TCD Manual.

   This roundabout design shall include confirmation that the following has been specifically allowed for:

   - public bus movements,
   - volumes of traffic likely to result from the future development of land to the south and connection of Woolshed Road. This design should assume that the existing Woolshed Road intersection 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.
   - volumes of traffic likely to result from the future development of land to the north. This design should assume that all suitable land between the subject development and the SH6 dog leg to the north will be developed to a density similar to that proposed within the subject development and key access routes will be as per the QLDC Network Operating Framework (NOF) for the area.

u) The formation of all road intersections in accordance with the latest Austroads intersection design guides. Specific consideration shall be given to ensuring suitable sightlines are provided at the intersection between collector Road 1 and local Road 7, 9, 11. All lots adjacent to road intersections shall be configured with compliant sight distance splays. All associated signage and marking shall be in accordance with MOTSAM and the TCD Manual.

v) The provision of permanent sealed turning head at the north extent of Road 2 in accordance with Council standards. Alternatively the termination of the formed road in line with Road 3 through the placement of a kerb and channel radius bend that directs traffic flows into Road 11, where the design and increased grassed area is specifically accepted by Council's Property & Infrastructure department.

w) The provision of permanent sealed turning head at the southern extent of Road 2 in accordance with Council standards. Alternatively the termination of the formed road in line

with the southern extent of Roads 4 & 6 through the placement of kerb and channel, where the design and increased grassed area is specifically accepted by Council's Property & Infrastructure department.

x) The provision of permanent sealed turning head at the north extent of Road 1 (including localised widening of the legal road reserve to accommodate this feature) in accordance with Council standards. Alternatively the termination of the formed road in line with Road 11 through the placement of a kerb and channel radius bend that directs traffic flows into Road 11, where the design and increased grassed area is specifically accepted by Council's Property & Infrastructure department.

y) The provision of concrete vehicle crossings that shall be constructed to each residential lot to Council's standards. The proposed vehicle crossings to Lots 123, 182, 334, 510, 901, 912 (crossing A-F) shall be specifically relocated in accordance with section 26 of the Novo Group final Section 92.2 transport review report dated 11th April 2020.

All the proposed vehicle crossings shall be confirmed to be located to provide minimum or greater visibility sightlines in accordance with Council standards, noting that a lesser sightline may be accepted where supported with specific assessment from a suitably qualified traffic engineer.

z) 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 design shall be supplied as standalone drawings.

aa) 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 shall be consistent with those installed on recent neighbouring developments and vested roads (i.e. Hanley Farm).

bb) 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.

cc) 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.

dd) The provision of all off-road trails/paths through the vested reserve lots. These paths shall be constructed to a Grade 1 trail typology under the QLDC Cycle Trail Design Standards & Specifications. Where these paths cross drainage channels (example Lot 811) specific design and certification (either a PS1 producer statement or Schedule 1A signed by a chartered professional engineer) shall be provided for the formation of a culvert or bridge crossing. Likewise, where these paths cross the collector road carriageway specific design shall be provided for provision of pedestrian crossing points and refuges (if required). Deviations to Grade 1 typology requirement, if any, shall be agreed with Council parks team in writing prior to detailed design submission.

ee) The provision of an off-road path over the northern portion of Lot 916 and linking the paths/trails within the development to Woolshed Road. This path shall be extended south-west down the northern berm of Woolshed Road to the south-western extent of Lot 916. The path shall be constructed to a Grade 1 trail typology under the QLDC Cycle Trail Design Standards & Specifications. Where this path crosses the southern floodway channel drainage channel, specific design and certification (either a PS1 producer statement or Schedule 1A signed by a chartered professional engineer) shall be provided for the formation of a culvert or bridge crossing. This path shall be secured via a public access easement over Lot 916.

Hazards

ff) Upgrading of the Woolshed Creek Floodway (Lots 802 & 803) through the development in accordance with the Fluent Solutions report titled '*Coneburn Flood Management – Full Site Flood Mitigation Assessment*' ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. The upgraded channel shall have a capacity suitable to convey the 100yr ARI event with provision for the freeboard as required under the Section 4 of the QLDC Code of Practice. This design shall also include suitable measures (armouring, drop structures etc) to ensure that velocities are controlled, and any associated risk of scour damage to the development and downstream properties mitigated in accordance with best practice guidelines.

To ensure that the design and associated modelling/calculations for the provision of the upgraded Woolshed Creek Floodway are suitable, the information provided shall be peer reviewed at the consent holder cost.

The above floodway design shall demonstrate adequate upstream and downstream provisions to convey the 100yr ARI flood flows under/over the Road 1 culvert/bridge crossing (designed for 1 in 50 year event with 500mm freeboard) including provision of a suitable super design event or blockage overflow path. The design shall also ensure that any heading up of flows on the upstream side of the Road 1 culvert/bridge structure under the 100yr event will not result in flooding of upstream properties and loss of required freeboard.

The above detailed design shall also include specific confirmation that 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.

gg) The upgrading of the Southern Floodway (Lots 915 & 916) in accordance with the Fluent Solutions report titled '*Coneburn Flood Management – Full Site Flood Mitigation Assessment*' ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. The floodway channel shall have a capacity suitable to convey the 100yr ARI event with addition of a bund to ensure the provision for the freeboard as required under the Section 4 of the QLDC Code of Practice. This design shall also include suitable measures (armouring, drop structures etc) to ensure that velocities are controlled, and associated risk of scour damage to the development and downstream properties are mitigated in accordance with best practice guidelines. If required by Council, a peer review of this design and supporting calculations shall be undertaken at the consent holder's cost.

hh) The provision of the Peninsula Hill Floodway (Lot 811) in accordance with the Fluent Solutions report titled '*Coneburn Flood Management – Full Site Flood Mitigation Assessment'* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. The floodway channel shall have a capacity suitable to convey the 100yr ARI event with addition of a bund to ensure the provision for the minimum freeboard as required under the Section 4 of the QLDC Code of Practice. This design shall also include suitable measures (armouring, drop structures etc) to ensure that velocities are controlled, and associated risk of scour damage to the development and downstream properties are mitigated in accordance with best practice guidelines. If required by Council, a peer review of this design and supporting calculations shall be undertaken at the consent holder's cost.

ii) The provision of a flood protection bund located within Lots 806, 807, and the northern portion of Lot 1003. This bund shall be design in accordance with the Fluent Solutions report titled '*Coneburn Flood Management – Full Site Flood Mitigation Assessment'* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020 and shall ensure that the residential lots within the development are protected from flood and associated debris under the 100yr rainfall event with the required level of freeboard

jj) The provision of a flood protection and visual amenity bund within Lot 808 and 809. This bund shall be designed in general accordance with the Fluent Solutions report titled *'Coneburn Flood Management – Full Site Flood Mitigation Assessment'* ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020 and shall ensure that the residential lots within the development are protected from flood waters and associated debris under the 100yr rainfall event with the required level of freeboard.

kk) The provision of detention ponding areas within Lots 804 and 814 in general accordance with the Fluent Solutions report titled '*Coneburn Flood Management – Full Site Flood Mitigation Assessment*' ref Rp-20-01-31-Aop-Q000511 Rev1, dated 3rd February 2020. These ponds shall be designed to ensure that the development does not increase flooding of neighbouring or downstream properties from the pre-development situation.

To ensure that the ponding areas will drain they shall be formed with a minimum 0.5% grade towards the outlet. To further assist the drainage of the ground and ensure areas remain suitable for informal recreational purposes, the ponding areas should be fitted with subsoil drainage and/or utilise specific design such as a free draining sub-base etc that will ensure the areas can be maintained (mowed) and remain relatively dry and usable for year round informal recreation.

The Lot 814 detention pond (the upstream pond) shall be formed with a maximum; 1V:6H batter slope for the portion of the pond fronting recreational reserve Lots 800 and 801, 1V:5H grassed batter slope for the portion acting as the spill weir, and either 1V:5H and grassed or 1V:3H and planted on all other batter slopes. To allow for possible refinement in this design, these batters may be formed to steeper or different batter slope on the basis that associated written approval is gained from both Council P&I and Parks & Reserves.

The Lot 804 detention pond (the downstream pond) shall be formed with a maximum; 1V:5H batter slope for the portion of the pond fronting Road 1, and 1V:5H grassed batter slope for the portion acting as the spill weir. To allow for possible refinement in this design, these batters may be formed to steeper or different batter slope on the basis that associated written approval is gained from both Council P&I and Parks & Reserves.

To ensure that the design and associated modelling/calculations for the provision of the required detention is suitable, the information provided shall be peer reviewed at the consent holder cost. This peer review shall be undertaken in conjunction with the peer review for the primary stormwater disposal system.

To ensure that final design and operation of these ponds are acceptable to Council Park & Reserves (as the future owners), the design shall also be reviewed and accepted by Council Park & Reserves.

ll) The provision of two rock fall protection catch bunds generally within Lots 511-515 and Lots 519-521. These bunds shall be designed to address the rock fall hazard risk identified within Section 6 of the Geosolve report titled '*Geotechnical Report for Resource Consent – Coneburn Residential Development*' dated August 2019 ref 180668.01 and in general accordance with the Geosolve concept bund design drawings titled '*Coneburn Valley SHA – Rockfall Embankment Concept Design*' Job 160668.02, dated 21/01/2020. The design of these bunds shall include suitable design certification from a suitably qualified engineer/geo professional.

Certification

mm) 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 2018* Schedule 1A Certificate.

nn) 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.

oo) The provision of a Design Certificate/s submitted by a suitably qualified design professional for the culvert or bridge road crossings of the Woolshed Creek Floodway and Peninsula Hill Floodway. The certificate/s shall be in the format of an IPENZ Producer Statement PS1 or Schedule 1A certificate signed by a chartered professional engineer.

pp) The provision of a Design Certificate/s submitted by a suitably qualified design professional for the culvert or bridge road crossings associated with any public trails/cycleways. The certificate/s shall be in the format of an IPENZ Producer Statement PS1 or Schedule 1A certificate signed by a chartered professional engineer.

To be monitored throughout earthworks

10. The earthworks, geotechnical works, and fill procedures shall be supervised and monitored by the person named in Condition (4) above.

11. Earthworks shall be undertaken in accordance with the recommendations of the Geosolve report titled '*Geotechnical Report for Resource Consent – Coneburn Residential Development*' dated August 2019 ref 180668.01.

12. 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.

13. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding Council roads (Woolshed Road) by vehicles moving to and from the site. If any material from the development is deposited on any Council roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.

14. No earthworks, temporary or permanent, are to breach the boundaries of the greater Coneburn SHA development site without the prior approval of the associated landowner. With the specific exception of earthworks within the SH6 reserve specifically agreed with NZTA and works required to install services and a pathway within Woolshed Road.

15. 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.

To be completed before Council approval of the Title Plan

16. Prior to the Council signing the Survey Plan pursuant to Section 45 of the HASHAA (as per s223 of the RMA), 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) An access and maintenance works easement in gross shall be shown in favour of QLDC over the full extent of the 'Southern Floodway' (overland flow channel) and bunds contained within private Lots 915 & 916. The easement instrument wording shall be subject to legal review by Council to ensure Council legal and maintenance interests are protected. This easement instrument shall in no way imply that QLDC will be responsible for the ongoing maintenance of this private asset

c) Access and maintenance works easements shall be secured over the rock fall bunds located within Lots 511-515 and Lots 518-521. These easements shall be in favour of the lots serviced (not Council).

d) Covenant areas shall be shown over Lots 511-515 and Lots 518-521 for the area of the rock fall bund and leeward slope. These areas shall be subject to the consent notice required under Condition (19).

e) The names of all roads which require naming in accordance with Council's road naming policy shall be shown on the survey plan.

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

Amalgamation Conditions (s43 HASHAA – as per s220(1)(b) of the RMA)

17. The following shall be registered with Land Information New Zealand:

- That Lot 915 and 916 are to be amalgamated and be held together in the same Computer Freehold Register (CSN XXXX)

To be completed before issue of the section 46 certificate of the HASHAA (as per s224(c) of the RMA)

18. Prior to issue of the section 46 certificate of the HASHAA, as per s224(c) of the RMA, the consent holder shall complete the following :

a) Written confirmation from the NZ Transport Agency that access for the subdivision via a new intersection with State Highway 6 has been designed and constructed to a safe and acceptable standard, and is fully operational.

b) 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, Bridges, Water, Irrigation, Wastewater, Stormwater reticulation, and pump stations.

c) The completion and implementation of all works detailed in Condition (9) above.

d) An Elster PSM V100 or Sensus 620 provided to Council's maintenance contractor Veolia for each residential lot as per condition (9b) above, and evidence of supply shall be provided to Council's Subdivision Inspector.

e) 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.

f) 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.

g) 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 boundaries of Council recreational reserve Lots 800, 801, 813 (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.

h) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of a suitable bulk underground electricity supply has been made available to the boundaries Lots 900, 901, 902 and that all the network supplier's requirements for making such means of supply available have been met. These connections shall be capable of servicing the maximum development potential of the lots.

i) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone and data services have 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.

j) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone and data services have been made available to the boundaries of boundaries Lots 900, 901, 902 and that all the network supplier's requirements for making such means of supply available have been met. These connections shall be capable of servicing the maximum development potential of the lots.

k) 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.

l) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.

m) At the completion of onsite earthworks the geo-professional identified under Condition (4) shall incorporate the results of ground bearing test results for each residential allotment (regardless of whether affected by development cut and fill earthworks) and include these with a Geotechnical Completion Report and Schedule 2A certificate covering all lots within the subdivision.

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.

n) The consent holder shall engage an independent and suitably qualified traffic engineer to carry out a post-construction road safety audit 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.

o) 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 2018* Schedule 1B and 1C Certificate.

p) 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.

q) The submission of a Completion Certificates from both the Contractor and Approved Certifier for the culvert or bridge road crossings of the Woolshed Creek Floodway and Peninsula Hill Floodway. 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.

r) The provision of an operation & maintenance plan for the wastewater pump station/s. This plan shall be reviewed by the Principal Resource Management Engineer at Council prior to acceptance.

s) The provision of an operation & maintenance plan for the Woolshed Creek Floodway, Peninsula Hill Floodway, and detention ponding areas to ensure that conveyance of design flows and levels of protection are maintained in consideration of the preliminary plans reviewed under engineering acceptance. This plan shall be reviewed by the Principal Resource Management Engineer and Manager of Park & Reserves at Council prior to acceptance.

t) The provision of an operation & maintenance plan for the Southern Floodway and associated bunds to ensure that conveyance of design flows and levels of protection are maintained in consideration of the preliminary plans reviewed under engineering acceptance. This plan shall be reviewed by the Principal Resource Management Engineer and Manager of Park & Reserves at Council prior to acceptance. Note as this asset is not intended to vest to Council at this time the approved O&M plan shall be held and implemented by landowner until such a time as the asset is vested along with any additional assessed requirements for the time.

u) The consent holder shall ensure that all silt attributable to the construction of the development is removed from mud-tanks within the road network, stormwater treatment devices at the network outlets, flood detention ponds, and from the Woolshed Creek Floodway, Peninsula Hill Floodway, Southern Floodway.

Note: To ensure siltation in the months following 224c does not adversely impact the mud-tanks, stormwater treatment devices, detention ponds, Woolshed Creek Floodway, Peninsula Hill Floodway, Southern Floodway, 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.*

v) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

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

Ongoing Conditions/Consent Notices pursuant to section 44 of the HASHAA, as per s221 of the RMA

19. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant section 44 of the HASHAA, as per s.221 of the RMA:

    a) Covenant area X on Lots 511-515 and covenant area X on Lots 518-521 contain a rockfall protection bund. This bund is required to protect the buildable area of the lots from rockfall from the hillslopes to the west and shall remain unmodified and well maintained by the lots served in accordance with the geotechnical design and reporting provided for the underlying subdivision (SH190488).

    b) Covenant area X on Lots 511-515 and covenant area X on Lots 518-521 contain the leeward (eastern) batter slope of a rockfall protection bund. This area may only be excavated/modified with suitable advice and design from a suitably qualified geotechnical engineer and taking into account the need to maintain the structural integrity and purpose of the rock fall protection bund as design and installed at time of the underlying subdivision (SH190488).

20. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the Titles of Lot 915 and 916 by way of Consent Notice pursuant to section 44 of the HASHAA, as per s.221 of the RMA:

    a) Lots 915 & 916 contains the 'Southern Floodway' and associated bunds. This channel and associated bunds are required to provide flood protection to the Coneburn development residential lots to the north. The channel and bunds shall be maintained unchanged by the lot owner(s) in their constructed form to ensure that the required minimum 100yr flood protection with freeboard is provided to the residential lots to the north. Maintenance of the floodway and bunds shall be undertaken in perpetuity by the lot owner(s) and in accordance with the operations and maintenance plan accepted by Council under consent SH190488. Note if this asset is vested in Council then this condition is no longer required on the title of the subject lot and can be surrendered on request.

21. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the Title of Lot 900 by way of Consent Notice pursuant to section 44 of the HASHAA, as per s.221 of the RMA:

    a) The owner or developer of Lot 900 shall be aware that under PAS SNZ 4509:2008 (the New Zealand Fire Fighting Water Supplies Code of Practice) only FW2 (residential) fire flow are currently available from the Council reticulated hydrants. At time of future development, the commercial buildings constructed shall be fitted with a fire suppression sprinkler system or alternatively the developer shall confirm that appropriate flows and pressure are available to service the development in accordance with PAS SNZ 4509:2008.

    b) At the time of future development of Lot 900 the owner for the time being shall be responsible for the construction of a commercial vehicle crossing/s to the lot from Council's road network in accordance with Council standards. The design and location of this crossing/s shall be subject to the specific review of Council prior to installation.

    c) At the time of future development of Lot 900 the owner for the time being shall install a bulk flow meter and back flow prevention on the water supply lateral to the lot in accordance with Council standards. The design and location of the required flow meter and backflow prevention shall be subject to the specific review of Council prior to installation.

22. In The following conditions of the consent shall be complied with in perpetuity and shall be registered on the Title of Lots 901 and 902 by way of Consent Notice pursuant to section 44 of the HASHAA, as per s.221 of the RMA:.

    a) At the time of future development of Lot 901 and 902 the owner for the time being shall be responsible for the construction of a vehicle crossing/s to the lot from Council road network in accordance with Council standards. The design and location of this crossing/s shall be subject to the specific review of Council prior to installation.

    b) At the time of future development of Lot 901 and 902 the owner for the time being shall install a bulk flow meter and back flow prevention on the water supply lateral to the lot in accordance with Council standards. The design and location of the required flow meter and backflow prevention shall be subject to the specific review of Council prior to installation.

23. In the event that the Schedule 2A certificate issued under Condition (18m) 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).

24. Where deemed necessary by Council to satisfy Condition 9(k)(ii) above, a consent notice condition pursuant to section 44 of the HASHAA shall be registered on the Records of Title for the relevant lots providing for the performance of any ongoing requirements for protection of secondary flow paths or minimum floor levels for buildings,. 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.

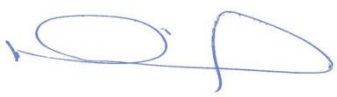
25. In the event that the Engineering Acceptance issued under Condition (9) contains ongoing conditions or requirements associated with the installation, ownership, monitoring and/or maintenance of any infrastructure subject to Engineering Acceptance, then at Council's discretion, a consent notice (or 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:

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. The consent holder should be aware that areas of works are located within known waterways and drainage channels and therefore resource consent should be obtained from the Otago Regional Council as required.
3. The consent holder is responsible for obtaining any required approvals from NZTA for the temporary movement of construction traffic to/from SH6 and the install of any associated temporary vehicle crossings.
4. It is a requirement pursuant to Section 51 of the Government Roading Powers Act 1989 that any person wanting to carry out works on a state highway first gain the approval of the NZ Transport Agency for the works, and that a Corridor Access Request is applied for and approved before any works commence. The NZ Transport Agency will then oversee the works in accordance with the Corridor Access Request approval. A complete Corridor Access Request shall be submitted at least 15 working days before the scheduled date of works. For advice on what is required for a complete Corridor Access Request and how to apply please contact Aspiring Highways planning@aspiringhighways.co.nz. A completed copy of this application should also be sent to the NZ Transport Agency System Design and Delivery Team at Consentsandapprovals@nzta.govt.nz.
5. 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.

Prepared by: Reviewed by:



Alan Hopkins
CONSULTING ENGINEER

Michael Wardill
TEAM LEADER RM ENGINEERING

APPENDIX 6 - QLDC TRAFFIC ASSESSMENT

11 April 2020

Novo Group Limited
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
O - 03 365 5570
info@novogroup.co.nz

Queenstown Lakes District Council

Attention: Alan Hopkins

By email: s 9(2)(a)

Dear Niamh,

SH190488: CONEBURN SPECIAL HOUSING AREA TRANSPORT REVIEW

1. This letter sets out our review of the transport information provided for the proposed Special Housing Area (SHA) at Coneburn. The proposal is broadly a 632-lot residential subdivision (plus additional commercial activity) located directly to the north of the Woolshed Road / SH6 intersection. The site sits approximately 700m north of the northern extent of the Hanley Farm development boundary (Jacks Point Zone, Queenstown).

2. The development is proposed to be accessed directly from State Highway 6 via a new roundabout that was provisionally approved by Waka Kotahi New Zealand Transport Agency (the NZTA) under the original Council acceptance for the SHA. The developer is understood to be in negotiations with the NZTA on the exact layout and design of the SH6 roundabout. The operation of this roundabout is understood to be outside the scope of this review and is subject to separate approval with the NZTA.

3. In undertaking this work, we have reviewed the following information:

   a. Coneburn SHA Plans by Patterson Pitts Group (dated 27 April 2020);

   b. Transport elements of the *Engineers Feasibility Assessment for Consent Application for Coneburn Residential Development* by Stantec (dated September 2019);

   c. Email response to Council's initial Request for Further Information (RFI) (dated 26 May 2020) along with the associated attachments;

   d. Email response to our RFI dated 07 July 2020, along with the associated attachments; and

   e. Email response to our outstanding RFI queries dated 04 August 2020, along with the associated attachments.

Subdivision Review

4. We are generally satisfied with the information provided and the layout of the proposed subdivision from a transport perspective. The following sets out the points of concern that were identified during our review and the responses received.

Road 1 / Road 2 Roundabout

5. The Road 1 / Road 2 intersection is proposed to be a single lane roundabout. This roundabout facilitates access to future land to the north and south of the application site (via the roads in Lot 1003 and Lot 1019). This roundabout will also need to accommodate buses and delivery vehicles associated with the Commercial land.

6. It is understood that a more refined layout of the roundabout will be provided when the Engineering Plans are prepared. The applicant has provided vehicle tracking of a single lane roundabout at this intersection that is able to accommodate a bus, which is considered to be a suitable design vehicle. The applicant also noted that minor adjustments can be made to the adjacent Lots in the next stage of design (if required). Given this, we are satisfied that the land identified to accommodate the roundabout is acceptable.

7. The capacity of the roundabout has been assessed using information from the Highway Capacity Manual. This indicates there should be sufficient capacity in the single lane roundabout for it to operate satisfactorily and we agree with this assessment.

Collector Road Widths

Corridor Widths

8. Lots 1010, 1011 and 1014 are understood to accommodate a potential future bus service and are narrower than the 20m corridor required by the *Queenstown Lakes District Council Land Development and Subdivision Code of Practice* (the QLDC Code of Practice). The proposed width of this corridor is 16m.

9. Our initial concern included the lack of parking on the eastern side of the road, as this was indicated as playing fields at that time. These are now shown as drainage reserves, so the anticipated car parking demand would be notably less compared to playing fields.

10. Overall, I am satisfied the width of this road corridor will be acceptable.

Lane Widths

11. The initial proposal for Lots 1010, 1011 and 1014 included lane widths that were in the order of 3.3m to 3.6m. This raised concerns regarding the ability to satisfactorily accommodate buses within their own lane at bends, as well as accommodating cyclists on road.

12. It is understood the lanes within this segment are now proposed to be 4.2m wide, which addresses our concern. We now consider these lane widths to be acceptable.

Local Road Widths

Corridor Widths

13. The Infrastructure Report indicated the corridor width of Local Roads would be 16m, whereas several of the road reserves are illustrated as being 14m wide (such as Lots 1004, 1005, 1008 and 1015). The applicant has advised that these narrower widths are only used where there is development on one side of the road. As such, footpaths on the

opposite side of the road to the development will be incorporated into the reserve area, which we consider to be acceptable.

14. The exception to the above is Lot 1015, which has been widened by 1.0m so it is now a 15m wide road reserve. This allows the footpath to be located within the road, most likely hard against the boundary of the reserve. Again, this is acceptable.

Lane Widths

15. The Local Road layout indicates there will be a carriageway width ranging between 7.2m and 7.8m (assuming a 0.3m channel on both sides is included). There is also a requirement for one on-street car park per residential unit in the QLDC Code of Practice. The width of the residential Lots suggests the on-street car parking provision would only be meet if parking occurs both sides of the road. This in turn restricts the carriageway to one-way traffic flow with very limited potential for passing.

16. The applicant has noted that these widths conform to the requirements of the QLDC Code of Practice. We accept this road arrangement meets the requirements, although there remains potential for extended segments of car parking to lead to road efficiency concerns, should this occur.

17. We have sought feedback from engineers at QLDC to better understand the extent to which on-street car parking can lead to traffic efficiency issues where these types of road layout have been constructed. Following these discussions, we understand these roads remain functional, so we are satisfied that the proposed arrangement is acceptable.

Commercial Centre Footpath Widths

18. The proposed cross-sections suggest the footpath adjacent to the Commercial Centre will be 2.0m wide, whereas the QLDC Code of Practice indicates a footpath width of 3.0m to 3.5m would be applicable in this area. The applicant has advised that a footpath width of 3.5m is able to be accommodated within the road reserve (should this be required). This is considered to be sufficient for the purposes of this Resource Consent.

Lot 1015 Visiblity

19. The visibility to the north when turning out of the road in Lot 1015 may be constrained by the boundaries of Lot 463. The applicant has advised that adjustments can be made to the Lot boundaries at the detailed design stage. This is considered to be an acceptable solution.

Access Visiblity

20. There will be sight line non-compliances out of some of the residential Lots where they are located near bends in the road (such as Lots 2 to 5 and Lots 34 to 37). The assessment provided in respect of this non-compliance indicates that a visibility splay of 27m is sufficient to cater for a 30km/hr speed environment. The example provided in the RFI response is included as **Figure 1**. The commentary provided with this is as follows:

    In this example the black line is a 27m line indicative of the requirements from a 3m setback. This suggests that Lots 1 and 2 can achieve the ASD for a 30km/h operating speed. Lot 34 would be borderline if the access was on the eastern frontage but comply if

close to its boundary with Lot 33. Given the desired target operating speed of 40km/h we believe 30km/h is an acceptable figure to use in relation to curves of this type.

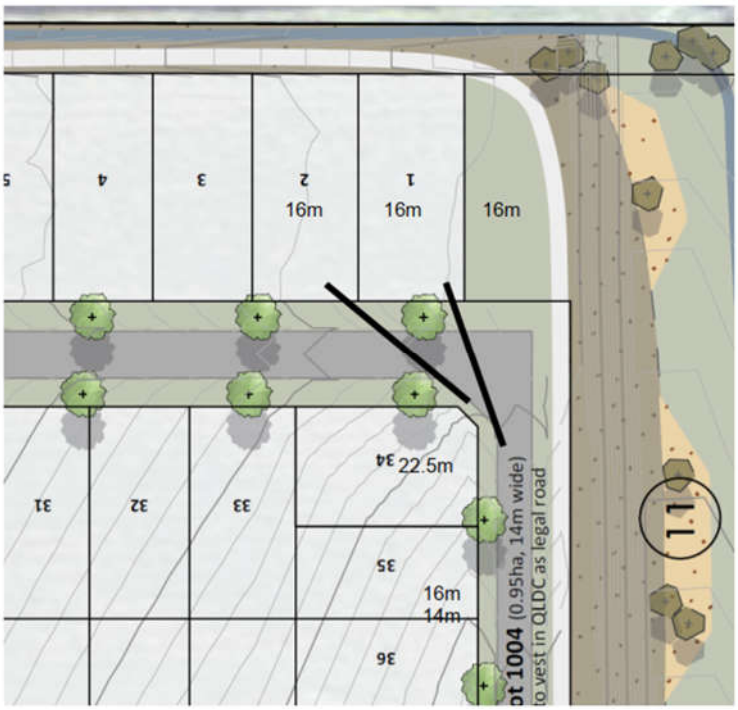


Figure 1: Site Access Visibility Example

21. We are satisfied that a visibility splay of 27m is acceptable for the Local Roads, particularly where the accesses are located close to bends that restrict vehicle speeds. It is apparent from the RFI response that access locations adjacent to these bends have not been determined, although acceptable locations can be found.

22. Overall, I am satisfied that the visibility at the accesses can be made acceptable, subject to the location of these accesses. Non-compliant accesses will need to be addressed at the time of seeking Resource Consent for those Lots, although the proposed road layout provides an arrangement in which acceptable locations can be found.

Seperation of Accesses to Intersections

23. A series of diagrams were provided within the application that seeks non-compliant crossing locations with regards to the proximity to intersections. The RFI response refers to crossings that are *likely to be constructed*, which suggests there is some scope for these crossing locations to be altered. In this regard, we assume that the crossing locations identified will be no closer to the intersections than identified.

24. We acknowledge that there are urban design reasons why non-compliances may be sought with regards to vehicle crossing locations. That said, there are road safety reasons why vehicle crossings are required to be located set distances from intersections. In this instance, we also note that vehicles will be permitted to reverse to the roads, as the Proposed Replacement District Plan enables this for Local Roads and Collector Roads.

25. In reviewing the proposed crossing locations, we have adopted the following principles:

    a. Accesses are best located to the lower order or lower volume road where possible;

    b. If accesses are to the higher order road, this is more acceptable on the approach to an intersection (as opposed to a departure). This is because this is less likely to lead to confusion regarding turning movements and therefore less likely to result in crashes;

    c. If non-compliances are required, the access location would be best on the southern side to derive the urban design benefits sought.

26. Attachment 1 of this letter is a copy of the plan provided that illustrates the proposed locations of the non-compliant accesses. The majority of the proposed access locations are accepted, although the following sets out the accesses that we consider are unacceptable, as well as our rationale for this;

    a. **Access A:** This is considered to be acceptable for a single residential property. Our concern is that the Lot is large and may be developed for a more intensive activity that would warrant further assessment;

    b. **Access B:** This access is on the departure side of an intersection and has the potential to lead to crashes, as drivers exiting Road 4 become confused as to the where vehicles are turning. Ideally, this access would be relocated to a compliant location on the lower order road;

    c. **Access C:** This access is on the departure side of an intersection and has the potential to lead to crashes, as drivers exiting Road 4 become confused as to the where vehicles are turning. Ideally, this access would be relocated to a compliant location on the lower order road;

    d. **Access D:** It appears this access could be located further from the intersection without affecting the urban design outcomes sought. This reduces the potential a vehicle enters the side road and encounters another vehicle reversing out of the access;

    e. **Access E:** This access could be located opposite the intersection with Road 10, which would simplify turning movements; and

    f. **Access F:** This access is on the departure side of an intersection and has the potential to lead to crashes. This access is also indicated as being on the northern side of the site, which does not appear to be consistent with the urban design benefits that are given as the rationale for the non-compliance. Ideally, this access would be relocated to a compliant location on the lower order road.

Conclusion

27. Our review of the proposed subdivision transport network indicates that it is considered to be acceptable, subject to altering access locations labelled A to F (as highlighted in paragraph 29).

28. It is also our understanding that visibility splays at site accesses will be more formally reviewed at a later date, given specific access locations have not been identified for these sites. That said, the proposed layout appears to accommodate site accesses with a reduced visibility splay of 27m at corners, which we consider to be acceptable.

29. We trust this letter satisfactorily sets out our review of the transport components of the proposals, but please feel free to contact the undersigned if you have any queries regarding this letter.

Yours sincerely,

Novo Group Limited

Nick Fuller

Senior Transport Engineer

D: 03 972 5714 | s 9(2)(a) | **O**: 03 365 5570

s 9(2)(a) | W: www.novogroup.co.nz

013-011

Attachment 1: Access Location Review

Coneburn SHA – SH190488

Breaches relating to the distance between vehicle crossings and intersections.

Red circles indicate a vehicle crossing that breaches standard 29.5.22 of the Proposed District Plan.

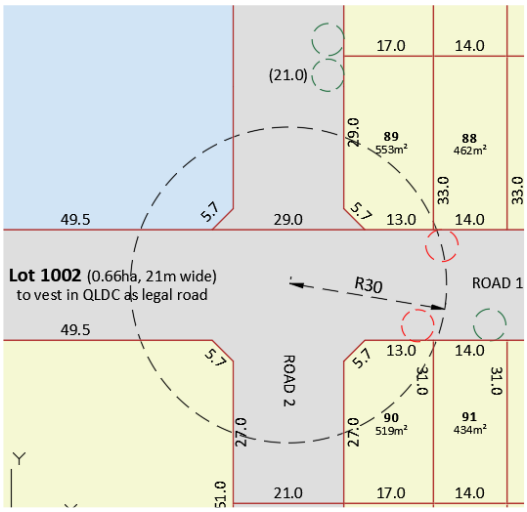


Figure 1: Intersection of Road 1 with Road 2

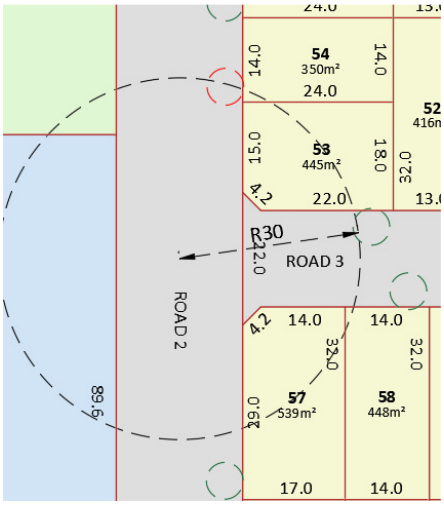


Figure 2: Intersection of Road 2 with Road 3

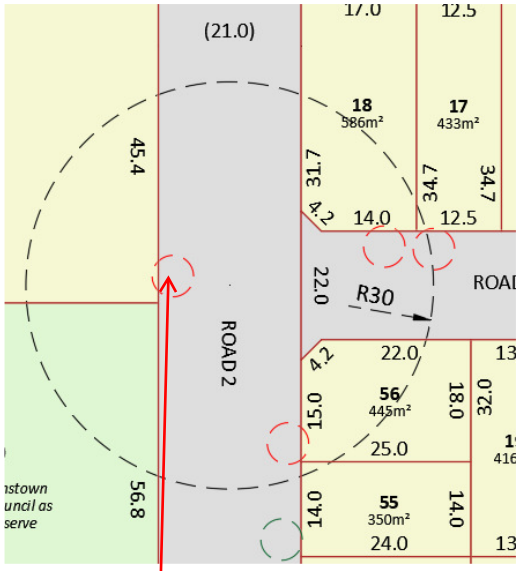


Figure 3: Intersection of Road 2 with Road 3

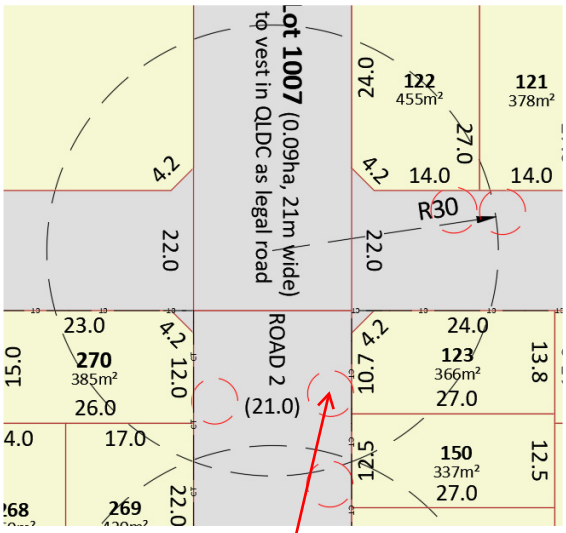


Figure 4: Intersection of Road 2 with Road 4

Access A: Acceptable for a single residential property.

Access B

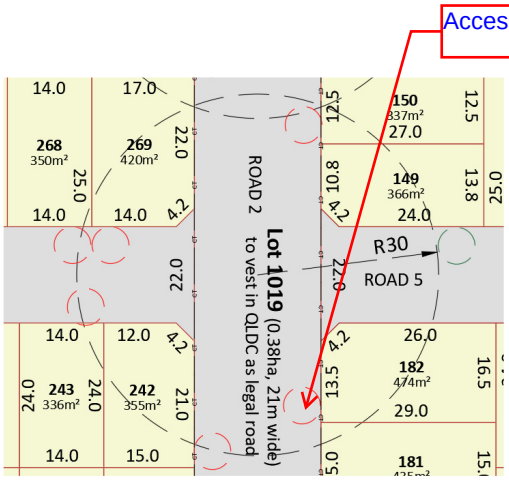


Figure 5: Intersection of Road 2 with Road 5

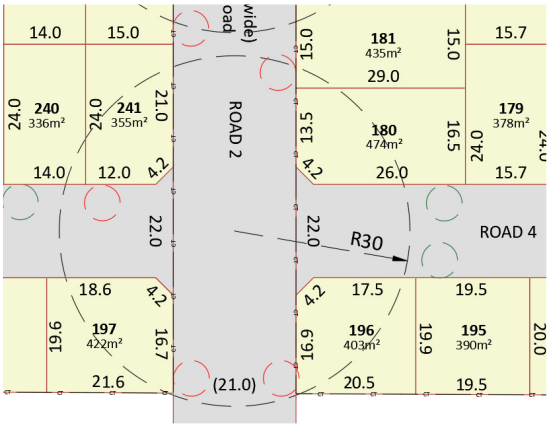


Figure 6: Intersection of Road 2 with Road 4

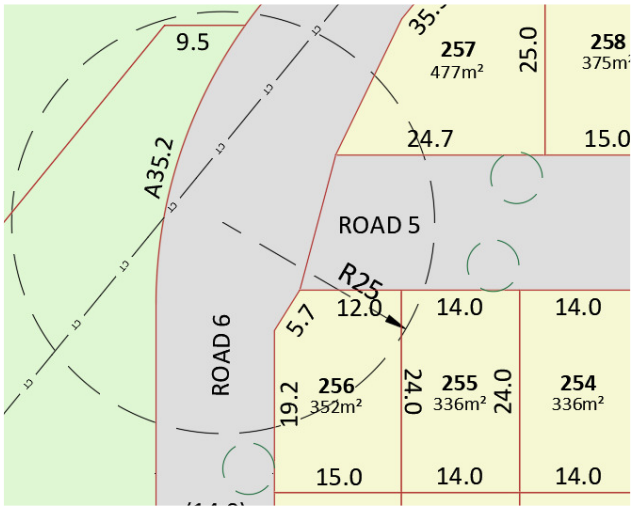


Figure 7: Intersection of Road 6 with Road 5

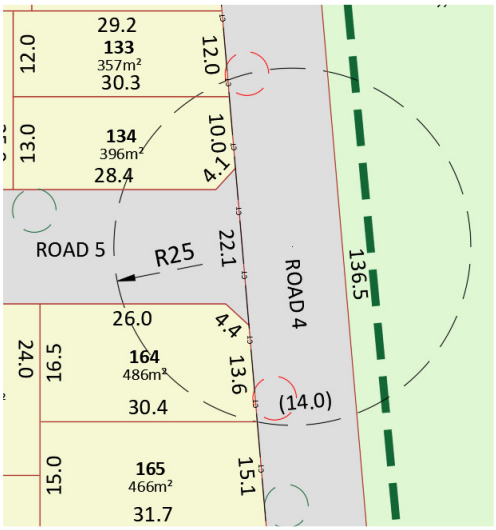


Figure 8: Intersection of Road 4 with Road 5

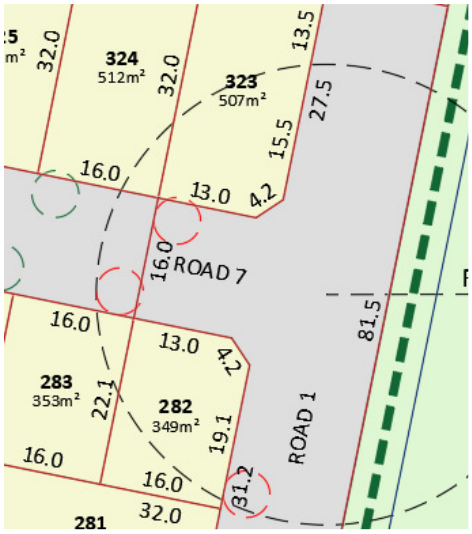


Figure 9: Intersection of Road 1 with Road 7

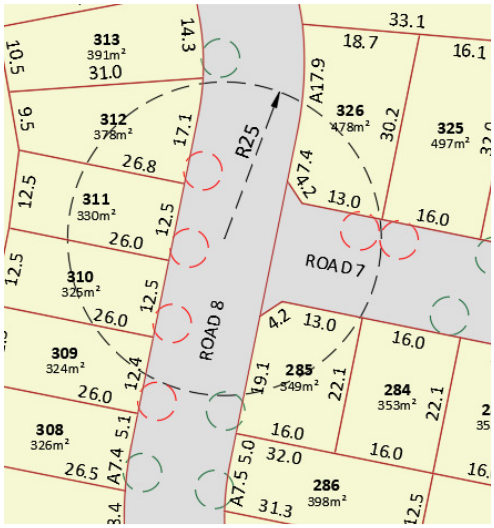


Figure 10: Intersection of Road 8 with Road 7

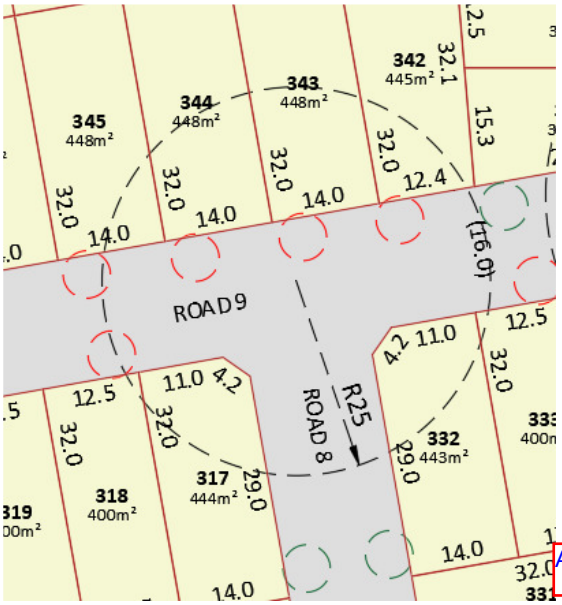


Figure 11: Intersection of Road 9 to Road 8

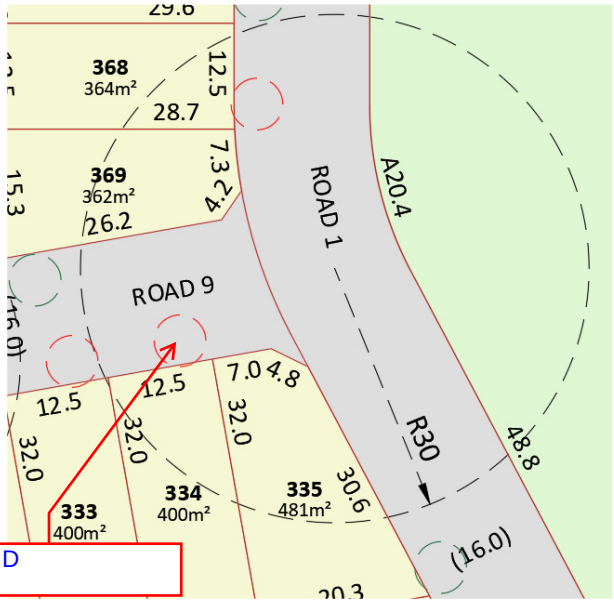


Figure 12: Intersection of Road 1 with Road 9

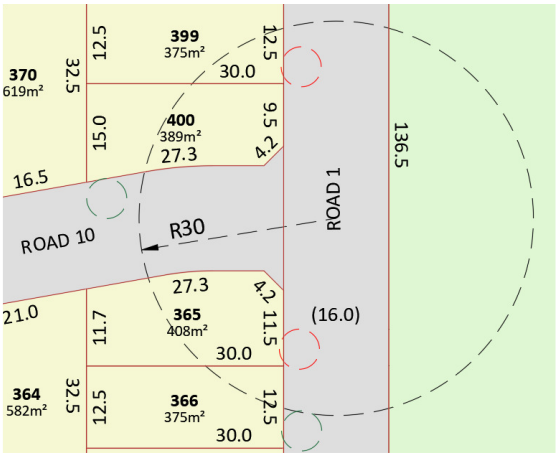


Figure 13: Intersection of Road 1 with Road 10

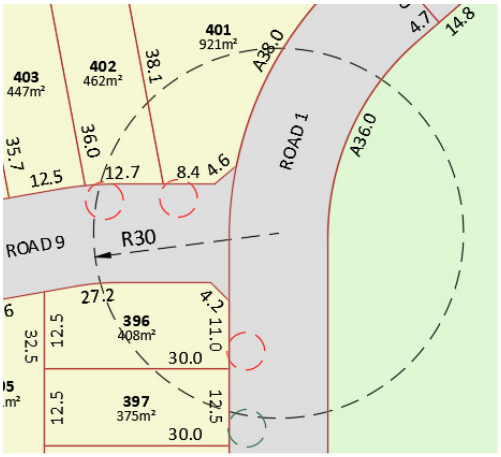


Figure 14: Intersection of Road 1 with Road 9

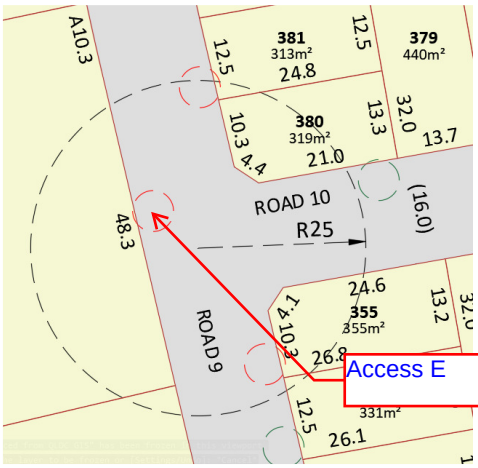


Figure 15: Intersection of Road 9 with Road 10

Figure 16: Intersection of Road 1 with Road 11

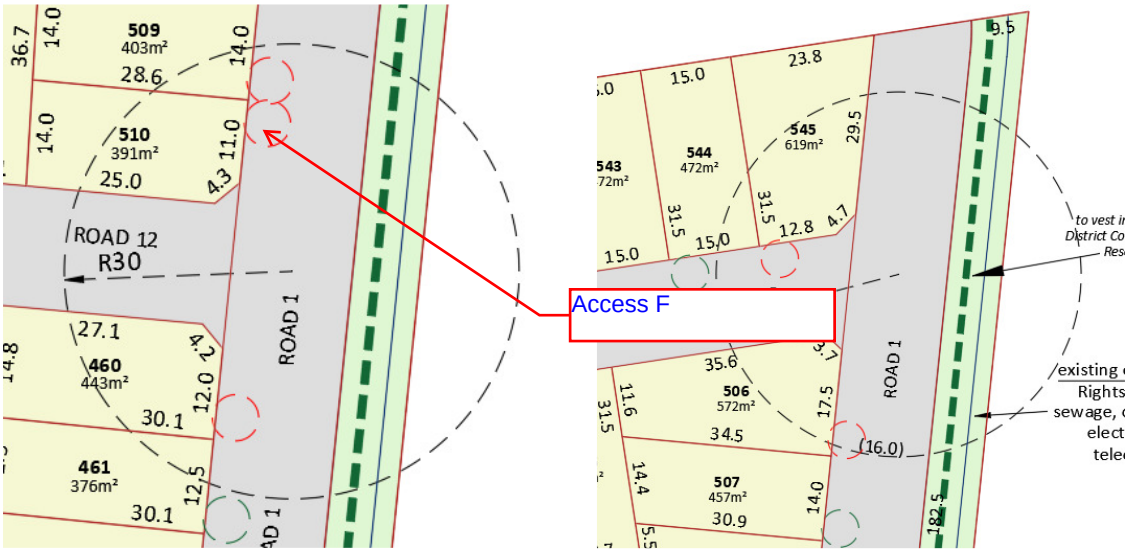


Figure 17: Intersection of Road 1 with Road 12

Figure 18: Intersection of Road 1 with Road 11

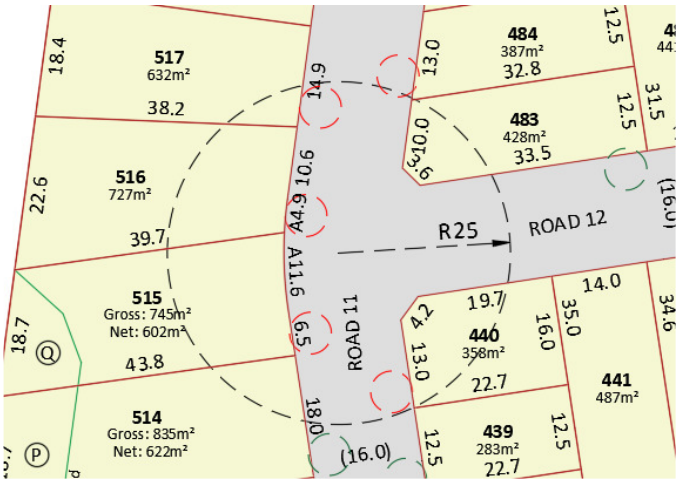


Figure 19: Intersection of Road 11 with Road 12

Coneburn SHA – SH190488

Breaches relating to the distance between vehicle crossings and intersections onto State Highways.

Red circles indicate a vehicle crossing that breaches standard 29.5.23 of the Proposed District Plan.

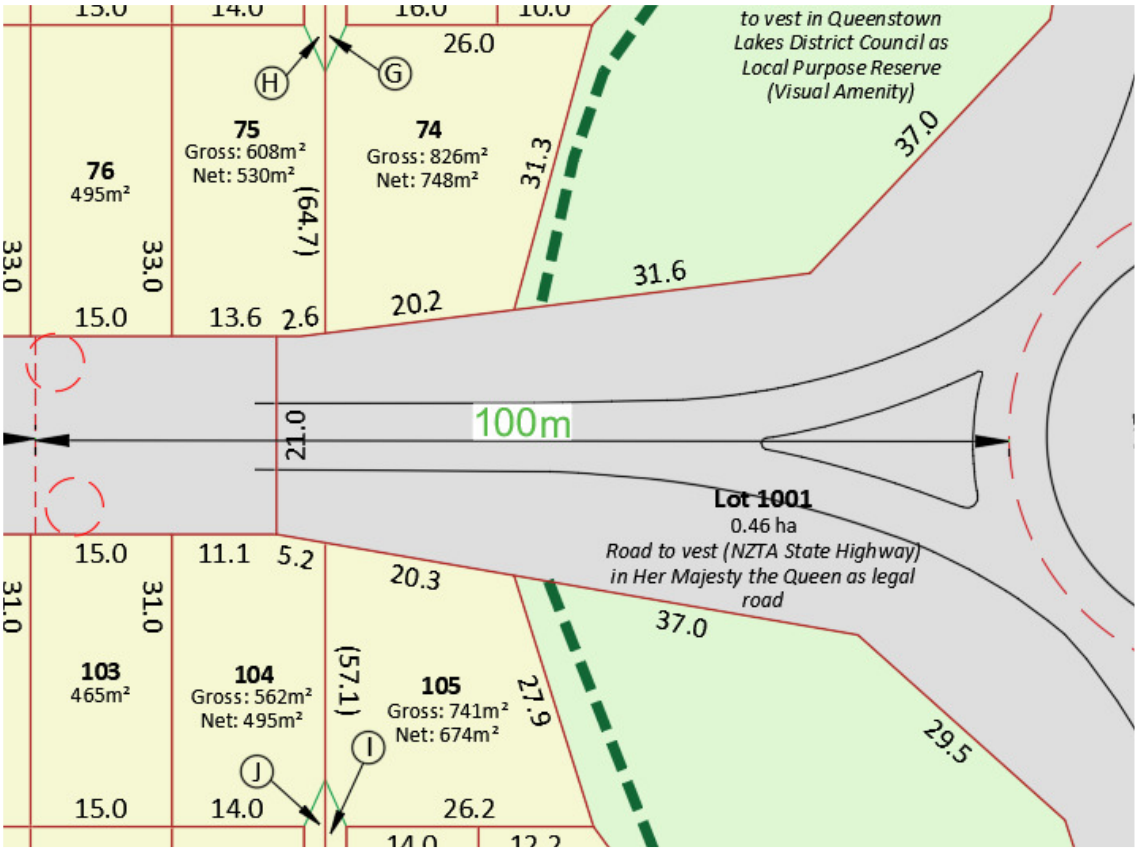


Figure 20: 100m from State Highway roundabout, on SH6, for posted speed of 70km/hr – 89km/hr

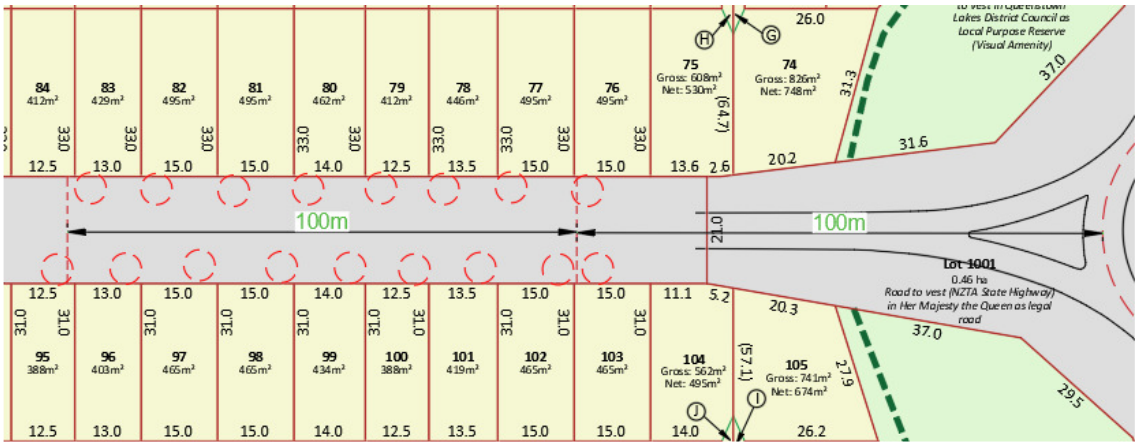


Figure 21: 200m from State Highway roundabout, on SH6, for posted speed equal to or greater than 90km/hr

APPENDIX 7 - QLDC PARKS AND RESERVES MEMO 19 SEPTEMBER 2019

QUEENSTOWN LAKES DISTRICT COUNCIL

www.qldc.govt.nz

PARKS & RESERVES REPORT

TO: **Kenny Macdonald, Principal Planner, QLDC**

FROM: **Jeannie Galavazi, Senior Parks and Reserves Planner, QLDC**

DATE: **30 July 2020**

APPLICATION DETAILS	
REFERENCE	SH190488
APPLICANT	Queenstown Housing Limited

SH190488 is a Special Housing Area, in the Southern Corridor area of the Wakatipu Basin, below the Remarkables, known as Coneburn. The development is for approximately 615 Dwellings, predominantly comprised of medium density residential with some townhouses/apartments. For 615 dwellings the QLDC Development Contributions Policy generates a requirement for approximately 1.7ha of recreation reserve land.

This report is to be read in conjunction with the previous parks memo provided on 19 September 2019. This report relates to the attached plans that were submitted on Friday24 July 2020.

Three Recreation Reserves and twelve Local Purpose Reserves are proposed under the development, being:

1) Lot 800 Recreation Reserve: Area of3860m2
2) Lot 801 Recreation Reserve: Area of 8000m2
3) Lot 813 Recreation Reserve: Area of 5200m2
4) Lot 802 Local Purpose(Stormwater) Reserve: Area of 16600m2
5) Lot 803 Local Purpose (Stormwater) Reserve: Area of 17200m2
6) Lot 804 Local Purpose (Stormwater) Reserve: Area of 12700m2
7) Lot 805 Local Purpose (Stormwater) Reserve: Area of 1600m2
8) Lot 806 Local Purpose (Stormwater) Reserve: Area of 400m2
9) Lot 807 Local Purpose (Stormwater) Reserve: Area of 2200m2
10) Lot 808 Local Purpose (Amenity Setback) Reserve: Area of 6800m2
11) Lot 809 Local Purpose (Amenity Setback) Reserve: Area of 7600m2
12) Lot 810 Local Purpose (Connection) Reserve: Area of 176m2
13) Lot 811 Local Purpose (Stormwater) Reserve: Area of 4200m2
14) Lot 812 Local Purpose (Connection) Reserve: Area of 199m2
15) Lot 814 Local Purpose (Stormwater) Reserve: Area of 6900m2

Coneburn needs to accommodate significant stormwater flows from the upstream catchment and a floodway runs through the centre of the development. Subsequently there are a number of Local Purpose Stormwater Reserves ranging in size from 400m2 to 17 200m2. Lots 804 and 814 are stormwater detention basins.

Lot 813 (5200m2) and is proposed to be vested as Recreation Reserve. While adjacent to the floodway, it will be engineered and built up out of the floodzone. This reserve would align with the function of a 'Local Park' as identified in the Parks and Open Space Strategy (2017). Such parks require a minimum of 0.3ha of open space in greenfield developments and should be of a configuration that provides a transition/buffer space from adjacent roads. Such parks should also accommodate a flat kick-around space of approximately 30x30m and be accessible to a residential catchment. However, this position is wholly dependent upon there being no stormwater functions within this reserve. Consent conditions are required to ensure that the final reserve design will meet the requirements of the Parks and Reserves Team, and can meet the needs of the surrounding community.

Lots 800 (3860m2) and 801 (8000m2) are adjacent and connected and as such they can be considered collectively as a Community Park. The Parks and Open Spaces Strategy recommends up to 20000m2, so at 11860m2 this is smaller than the guidelines, however, the two reserves are centrally located, potentially next to a commercial development and carparking, appropriately sized (not too elongated or irregularly shaped), predominantly flat and out of the floodzone. As such a range of recreation uses such as BBQs, playgrounds, community gathering locations can be accommodated and it is anticipated with the appropriate reserve improvements this Community Park will be well utilised by the future Coneburn community.

It is anticipated that some of the Local Purpose Reserves will accommodate underground infrastructure and services. These are yet to be determined by the applicant. Easements on the reserves are likely to be required. Full Council (and the Community Services Committee) agreement for these easements is required. Otherwise, reserves must be unencumbered.

It is considered that Lots 810 and 812 can provide an adequate connection, provided that any formed pathway is to a minimum Grade 2 standard. The expectation is that built form will not extend up to the reserve boundaries, and that all fencing along the reserve will not be greater than 1.2m in height, and will be at least 50% visually permeable. This is to ensure that the pedestrian/cycle connections are open, visible and not walled in by adjacent development to the extent that they might otherwise become hidden from view and unsafe.

At this time, there is no commitment to any improvements from Council's Parks team, as it is considered appropriate to facilitate mixed use, and the needs of the community need to be established prior to committing to any specific reserve improvements. The nature of any subsequent reserve improvements can be ascertained at a later date, and at this stage the reserves are being considered as an identified extent of land. However, it is expected that reserves are designed to accommodate improvements (such as playgrounds, furniture, BBQ areas etc.) and that any stormwater functions in adjacent local purpose reserves should not impinge upon the ability for such improvements to be reasonably accommodated within the recreation reserve areas.

An increasing concern is that proposed reserves intended to fulfil recreation functions in (potential) multiple staged developments need to be vested in the initial stage to seek title. This is because when reserves are included in the potentially last stage, a residential development might be mostly developed and then the final stage might be deferred indefinitely, or not transpire. Also, reserves very often gain subdivision consent, and are then removed from the development by variations to the consent. This means that a reserve that might otherwise be expected or relied upon, might not eventuate. It is a requirement of the Council decision that the creation of the Recreation Reserves should be bound to the first stage of any development to seek title, unless otherwise agreed by the Parks & Open Spaces Planning Manager.

Councils reserve acceptance process require that the Community Services Committee agrees to any reserves, and the decision to accept reserves falls to Full Council. This process is separate and distinct from any RMA processes, and contains its own conditions that must be fulfilled. The following are likely requirements that can reasonably be expected.

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

i. Consent being granted (as necessary and subject to any subsequent variations) for any subdivision required to formally create the reserves, and to also level out topography (if advised necessary by the Parks & Open Spaces Planning Manager);

ii. Such a consent for any reserves with a recreation purpose shall ensure that in any staged development, the creation of a such reserves is bound to the first stage to seek title, or subject to alternate timing requirements deemed necessary by the Parks & Open Spaces Planning Manager;

iii. Presentation of all reserves in accordance with Council's standards for reserves;

iv. The submission of a Landscape Plans to Council by the developer for certification as appropriate, including subsequent implementation of landscape and planting for the reserves. The certification of such a plan shall be by the Parks and Open Spaces Planning Manager.

v. The formation of sealed pathways on the reserves to a minimum 2 metre wide width, and to also meet the Grade 2 standard of the QLDC Cycle Trail and Track Design Standards & Specifications (2016);

vi. A potable water supply point to be provided at the boundary of the reserve lots;

vii. The registration of a fencing covenant under s6 of the Fencing Act 1978 on the reserves to vest in QLDC to protect the Council from liability to contribute towards any work on a fence between an public reserve vested in or administered by the Council and any adjoining land;

viii. The registration of a Consent Notice on any land within the development adjoining the reserves, to ensure any fences on land adjoining, or boundaries along any reserve, shall no greater than 1.2m in height, and be 50% visually permeable;

ix. A three-year maintenance period by the current landowner commencing from vesting of the reserves;

x. A maintenance agreement being prepared and signed by the Parks and Open Spaces Planning Manager specifying how the reserves will be maintained during the maintenance period; and

xi. Vesting of reserves to be undertaken in accordance with the QLDC Vesting of Roads and Reserves Policy.

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

Recommended Conditions

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

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

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

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

b) Ensure that areas of reserve exclude any areas of road.

c) Details of landscape trees and plants that includes the species, size and location.

d) Irrigation plan showing how trees are to be irrigated

e) Tree pit details showing root ball treatment and staking

f) Ensure that all batter slopes and mounds are to a gradient not exceeding 1:5 when measured across any point to ensure that all slopes are mowable. This will require that plans clearly demonstrate that this gradient will not be exceeded.

g) Path width, material and construction details so that all tracks achieve a grade 2 standard as set out in standards http://www.qldc.govt.nz/assets/Uploads/Council-Documents/Parks-Planning-Documents/QLDC-Cycle-Trail-Track-Design-Standard-2016.pdf

h) Detail of any stormwater detention areas, including planting, maintenance and confirmation that these areas can be easily mown.

i) Details and locations for any other proposed assets, such as park seats, irrigation and fencing.

j) Maintenance requirements

k) A potable water supply point to be provided to the boundary of reserve lots.

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

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

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

Council Officers may undertake inspections as necessary, and also on an annual basis. The purpose being to assist and ensure that potential issues might be identified earlier, so the Consent Holder has more opportunity to attend to matters that could delay the ultimate handover.

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

x. The Consent Holder shall obtain a Full Council decision confirming that all areas of reserve have been formally agreed to be vested.

X The completion and implementation of the earthworks in accordance with the reserve contour plan certified in condition X(a) above.

x. The completion and implementation of the landscaping and requirements detailed in Condition X above.

x. The Consent Holder shall enter into a maintenance agreement under S207A of the Local Government Act 2002 Amendment Act, with the QLDC (Parks and Reserves), with the obligation being upon the Consent Holder to fulfil the requirements detailed in (i) to (iv) below. The maintenance period shall be three years from any issue of 224(c):

(i) All new assets, including irrigation and fencing, shall be kept in good working order and be free of defects or disrepair.

(ii) Trees and vegetation shall be irrigated and maintained to an acceptable standard as specified by QLDC Parks and Reserves Planning team. It shall be the responsibility of the consent holder to ensure that any new plantings, as shown on the approved landscape plans, that die or decline at any time over the 3-year maintenance period following the initial planting shall be replaced. The replacement plants shall be of the same species, grade and size as the original specimens and planted no later than the following planting season or as instructed by QLDC.

(iii) The vested Reserve shall be kept in a tidy condition and shall be free of litter and refuse.

(iv) Health and safety plans shall be provided for all non-QLDC approved contractors undertaking maintenance in the reserves or road reserves.

Ongoing Conditions/Consent Notices

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

(i) All boundary fences along or adjoining any areas of reserve shall be no greater than 1.2 metres in height and shall be no less than 50% visually permeable.

Covenant

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

Prepared by:

Jeannie Galavazi
SENIOR PLANNER: PARKS & RESERVES

ATTACHED:
Coneburn Landscape Concept 1022-2Arev13
Plan of Proposed Subdivision PPQ6522-02 2L-13L

APPENDIX 8 - QLDC PARKS AND RESERVES MEMO 30 JULY 2020

QUEENSTOWN LAKES DISTRICT COUNCIL

www.qldc.govt.nz

QLDC PARKS & RESERVES MEMO

TO: **Kenny McDonald, QLDC Senior Planner**

FROM: **Jeannie Galavazi, QLDC Senior Parks and Reserves Planner**

DATE: **19 September 2019**

SUBJECT: **SH190488 CONEBURN SPECIAL HOUSING AREA**

Coneburn Special Housing Area (SHA) is approximately 48 hectares (ha) in area and is proposed along Queenstown-Kingston Highway within the Queenstown Lakes District.

The application is for a residential development, which includes the following:

- Up to 632 residential lots (may result in a higher number of units)
- Internal roading, trails, parking and footpaths; and
- A central reserve
- Stormwater reserves

The proposal includes one area that have been identified as recreation reserve (Landscape Concept Plan). This memo provides Parks and Reserves input on the following components of the proposed subdivision design.

Proposed Recreation Reserve

A large central reserve is proposed and is approximately 1.75ha. This is a reduction from the reserve area proposed in the Expression of Interest which was for 2.5 – 3 ha. The proposed reserve is located in a prominent position centrally located within the development which is positive and is open to the street on 3 sides. The concept plans show good transport and cycling/walking access to the reserve.

1.75ha is not generally sufficient for a multiuse reserve and is likely not big enough for a Sportsground Park. It is not clear from the plans if sufficient buffers from the road are provided. The plans show a number of proposed reserve developments such as a playground, bbq shelter, community centre, sportsfields, outdoor courts. While it is good to see a variety of reserve improvements and activities, no carparking, bus stops or public toilets have been shown. Inclusion of these would further reduce usable recreation land. The proposed dimensions appear too narrow to adequately accommodate a sportsfield that could be used for formal games (the width of the reserve has not been shown on the plans). Public toilets in this development of this size and in this location are strongly recommended.

There is no detail provided for the Community Centre, no carparking is provided and the reserve is likely not large enough to accommodate this sort of facility.

A **3ha** reserve would be consistent with the definition of a 'Community Park' as identified in the QLDC Parks and Open Space Strategy (2017). 3ha would also be large enough to provide for a 'Sportsground Park'.

<u>Community Park characteristics:</u>

- Provide for a variety of recreation experiences
- Multiple kick around or playspaces

- Socialising areas, including picnic and BBQ facilities
- Perimeter or walking trail.

Sportsground Park characteristics:

- Designed and used for organised sport
- Has turf or playing surfaces formally maintained to an appropriate standard.
- Can include sports fields, hard-court areas
- Has associated infrastructure such as car parking and changing rooms.

A 3ha reserve would have allowed for the co-location of a sportsground and community park to create a multifunctional open space. Multifunctional open spaces are desirable as they enable socialising, flexibility for a range of recreational and community uses and they are an efficient use of land and facilities.

Local Parks

No local parks are proposed. A local park is easily accessible for the immediate community and provides a basic informal recreation experience for nearby residents. It should be designed to have a 30x30m flat area (with buffers from the road) to provide for play opportunities and a kick around area.

A development of this size and density should have a mix of reserve types to provide for a range of recreation opportunities.

Trails and Connections

Connections within the development seem well designed and logical. Beyond the development future connectivity is shown conceptually to the existing trails however they do not actually connect. While I acknowledge that it's difficult for the applicant to show connections over land owned by others it's strongly recommended that public easements for a cycleway are sought, particularly for the land parcel between Hanleys and Coneburn which is only a short distance but would enable residents from both developments a route that is safe and more direct than via the roads. Without easements across other private land the subdivision will largely be an isolated island of development and active transport networks are limited.

A sealed pathway rather than compacted gravel is more appropriate for a development of this density.

Stormwater reserve

The concept plans show a network of stormwater reserves throughout the development. If these is well designed the stormwater reserves may also provide for connections and some recreation and native planting opportunity. Contours should be provided on a plan so this can be assessed.

Stormwater reserves are not usually accepted as reserve land contributions unless they provide recreation value consistent with a local park.

Other

- The EOI also proposed a 0.25ha recreation reserve in the northwest area of the development, this is now stormwater reserve.
- The subdivision plans show the stormwater reserve to the west of SH6 as recreation reserve while the Stantec engineering report clearly states this is a floodway.

- The Stantec report indicates a detention pond will be located in the northwest of the main recreation reserve, this isn't shown on the landscape plans. This would further reduce the usable recreation area.
- From reading the geotechnical and engineering reports it appears (but is not clear) that the recreation reserve land is TC3, and has flooding and liquefaction risks – higher than the rest of the site. What impact will this have on building and maintaining recreation facilities, including the proposed community centre?
- The urban design report appears to have been prepared for the EOI landscape plans and has not been updated for the latest plans. The statement that Hanleys and Jacks Point recreation reserves and facilities are close by is limited by the fact residents would have to drive out to SH6 and into those areas to access which does not make them easily accessible.

In conclusion, the original proposed 2.5 – 3ha reserve size would have better met the open space and recreation needs of the residents. Higher density and smaller section sizes increases the need for quality, well designed open space that provides for a range of recreation experiences. I have concerns that the proposed 1.75ha reserve will be further reduced by the need for car parking, bus stops, stormwater infrastructure, that aren't shown on the plans.

Prepared by:

Jeannie Galavazi
SENIOR PARKS AND RESERVES PLANNER

APPENDIX 9 - GENERAL CONSENT NOTICE LOTS 1-207 AND 227-545

IN THE MATTER of Lots 1 – 207 and Lots 227-545 being a subdivision of Lot 1-2 DP 475609

AND

IN THE MATTER of Resource Consent SH190488 Queenstown Lakes District Council

---

CONSENT NOTICE PURSUANT TO 44 OF THE HOUSING ACCORDS AND SPECIAL HOUSING AREAS ACT 2013 (as per SECTION 221 OF THE RESOURCE MANAGEMENT ACT 1991)

- BUILDING CONTROLS -

BACKGROUND

A. Queenstown Housing Ltd Limited has applied to the Queenstown Lakes District Council (*Council)* pursuant to provisions of the Resource Management Act 1991 for its consent to subdivide land comprised and described in Record of Title 655559 as Lot 1-2 DP 475609 (Otago Registry).

B. Council has granted resource consent (SH190488) to the proposed subdivision subject to certain conditions which are required to be complied with on a continuing basis by the owner of the land from time to time being those conditions set out in this Consent Notice.

OPERATIVE PART

The following conditions pertaining to this Consent Notice are to be registered against the titles of the following allotments:

- *all lots except for*
  - *Reserve lots*
  - *900-914 (inclusive)*

Conditions

Building Controls

1. All buildings are subject to the following minimum building setback rules from internal site boundaries:
   a. One setback of 3.5m
   b. One setback of 1m (or on sites 400m^2 or smaller, two setbacks of 1m)
   c. All other setbacks 1.5m

   Except that:

   a) eaves, fascia & gutters, which may encroach front, side and rear setbacks by up to 0.4m; and

   b) porches/verandas less than 3.6m in height, steps/landings less than 1.0m above ground level and chimneys which may encroach into side and rear setbacks, provided they are setback at least 0.5m from the boundary; and

   c) accessory buildings (as defined by the Queenstown Lakes District Plan and including garages), which may encroach side and rear setbacks, provided they do not exceed 3.5m in height and 7.0m in length/width and contain no openings or windows orientated towards the boundary which is being encroached; and

   d) No setback is required where a common wall is shared on a boundary.

2. All buildings are subject to a minimum setback from road boundaries of 4m; except that:

   a. For corner sites (being sites with boundaries with more than one road) one setback can be reduced to 1.5m; and

   b. porticos, bay windows and unroofed balconies less than 4.0m in height, which may encroach into the front setback by up to 2.0m; and

   c. Garages must be setback 5.5m from the road boundary unless the vehicle entrance is perpendicular (+/- 15 degrees) to the road boundary.

3. The overall height of a building must not exceed the following limitations when measured from property boundaries (aside from road boundaries):

a. 7 metres on sloping sites (as defined by the Queenstown Lakes District Plan); or

b. 8 metres on flat sites (as defined by the Queenstown Lakes District Plan) and;

buildings shall comply with the following recession plane requirements:

i) No part of any building shall protrude through the following recession lines inclined towards the site at:

a. Northern Boundary: 55 degrees;
b. Western and Eastern Boundaries: 45 degrees;
c. Southern Boundaries 35 degrees;

commencing at:3.5m above ground level at any given point along any internal site boundary up to a distance of 10m from a rear internal boundary

ii). Application of recession line rules – clarification:

a. Gable end roofs may penetrate the building recession plane by no more than one third of the gable height;
b. A recession line restriction shall not apply to accessory buildings nor common walls shared at a boundary and parts of building that do not extend beyond the length of that wall;
c. chimneys measuring up to 2.2m in any direction may encroach into the above;
d. recession planes do not apply to site boundaries fronting the road, or a park or reserve.

Advice Notes:

For corner sites, being sites that have a frontage to more than one road, the shortest internal site boundary shall be considered the rear internal boundary.

4. Window Sill heights: Window sill heights above the first storey shall not be set lower than 1.5m above the floor level where the external face of the window is within 4m of the site boundary. Exceptions to this rule are where building elevations face the street or reserves, or where opaque glass is used for windows. In these scenarios the rule does not apply.

5. Buildings shall not exceed:
   a. 50% of the net site area of lots 401m^2 and larger
   b. 55% of the net site area of lots between 300m^2 and 400m^2
   c. 60% of the net site area of lots 300m^2 or smaller.

6. No more than one residential unit may be built on a site, except for lots 277, 401 and 511 where up to two units may be built.

7. At least 70% of the total painted or galvanised external surface of buildings (excluding roofs and windows) shall having a reflectance value of between 0 and 35%;

8. Roof colours shall have a reflectance value of 20% or less, and be in the range of browns, greys and black.

9. No fences above 1.2m in height shall be located within 4m of a road boundary

10. Any fences along the boundaries adjoining a reserve shall no greater than 1.2m in height and shall be 50% visually permeable.

11. Garage doors widths when visible from the street to occupy no more than 50% of frontage.

12. Front doors shall be visible from the street.

13. Any fences adjoining the northern boundary of lots 1 – 18 (inclusive) and lots 521 – 545 (inclusive), and the southern boundary of lots 183-207 (inclusive) shall be no more than 1.2m in height and shall be visually permeable.

14. All planting established within residential lots in accordance with the approved Landscape Plan shall be maintained and irrigated in perpetuity. This shall include planting established within the following lots:
    a. along the northern boundary of lots 1-18 (inclusive) and lots 521 – 545); and
    b. along the southern boundary of lots183 – 207 (inclusive); and
    c. on the batter slopes of the rockfall bunds within lots 511-515 (inclusive) and 518-521 (inclusive).

    If any plant or tree should die or become diseased it shall be replaced within the next available planting season.

15. All buildings on Lots 183 – 207 (inclusive) shall be set back a minimum of 5m from the southern boundary of the lot.

16. That any residential activities on lots 1 – 2, lots 33 – 38 (inclusive), lots 71 – 75 (inclusive), lots 104 – 108 (inclusive), lots 132 – 134 (inclusive), lots 164 – 166 (inclusive), and lots 183 – 184 or otherwise located within 80 m of the seal edge of State Highway 6, shall be designed and constructed to meet noise performance standards for noise from traffic on the State Highway that will not exceed 35dBA Leq(24 hour) in bedrooms and 40 dBA (Leq (24 hour) for other habitable rooms in accordance with the satisfactory sound levels recommended by Australian and New Zealand Standard AS/NZ2107:2000 Acoustics Recommended design sound levels and reverberation times for building interiors.

17. No residential visitor accommodation or visitor accommodation (as defined by the Queenstown Lakes District Plan) shall take place on site.

18. Geotech condition [To be inserted if good ground is not confirmed prior to completion of the subdivision]:

DATED this day of 2020

SIGNED for and on behalf of
QUEENSTOWN LAKES DISTRICT COUNCIL under delegated authority by its Team Leader – Subdivision and Property

---

To be added

APPENDIX 10 – COMMERCIAL/COMMUNITY CONSENT NOTICE, LOT 900

IN THE MATTER of Lot 900 being a subdivision of Lot 1-2 DP 475609

AND

IN THE MATTER of Resource Consent SH190488 Queenstown Lakes District Council

---

CONSENT NOTICE PURSUANT TO 44 OF THE HOUSING ACCORDS AND SPECIAL HOUSING AREAS ACT 2013 (AS PER SECTION 221 OF THE RESOURCE MANAGEMENT ACT 1991)

- DENSITY AND DESIGN CONTROLS: LOT 900

BACKGROUND

A. Queenstown Housing Ltd Limited has applied to the Queenstown Lakes District Council (*Council)* pursuant to provisions of the Resource Management Act 1991 for its consent to subdivide land comprised and described in Record of Title 655559 as Lot 1-2 DP 475609 (Otago Registry).

B. Council has granted resource consent (SH190488) to the proposed subdivision subject to certain conditions which are required to be complied with on a continuing basis by the owner of the land from time to time being those conditions set out in this Consent Notice.

OPERATIVE PART

The following conditions pertaining to this Consent Notice are to be registered against the titles of the following allotments:

- *Lot 900*

Conditions

1. Lot 900 shall only be used for commercial or community purposes (as defined within Chapter 2 of the PDP).

2. At the time development is proposed, a comprehensive land use consent application shall be submitted to Council for approval in respect of proposed built form which demonstrates the following:

    - Bulk, location and external appearance of buildings.
    - Details of proposed landscaping.
    - How the proposal creates active frontages adjacent to roads and public spaces.
    - The adequate provision of storage and loading/ servicing areas.
    - Car parking which shall be located so it is not visually dominant or otherwise be incorporated into the street.

3. The maximum height of any building within Lot 900 shall be two storeys/8m.

4. The consent holder is advised that works within the adjacent road reserves may be required as a condition of any land use consent that may be granted (in terms of such matters as footpaths, vehicle access, car parking, and landscaping).

5. The owner or developer of Lot 900 shall be aware that under PAS SNZ 4509:2008 (the New Zealand Fire Fighting Water Supplies Code of Practice) only FW2 (residential) fire flow are currently available from the Council reticulated hydrants. At time of future development, the commercial buildings constructed shall be fitted with a fire suppression sprinkler system or alternatively the developer shall confirm that appropriate flows and pressure are available to service the development in accordance with PAS SNZ 4509:2008.

6. At the time of future development of Lot 900 the owner for the time being shall be responsible for the construction of a commercial vehicle crossing/s to the lot from Council's road network in accordance with Council standards. The design and location of this crossing/s shall be subject to the specific review of Council prior to installation.

7. At the time of future development of Lot 900 the owner for the time being shall install a bulk flow meter and back flow prevention on the water supply lateral to the lot in accordance with Council standards. The design and location of the required flow meter and backflow prevention shall be subject to the specific review of Council prior to installation.

DATED this day of 2020

SIGNED for and on behalf of
QUEENSTOWN LAKES DISTRICT COUNCIL under delegated authority by its Team Leader – Subdivision and Property

---

To be added

APPENDIX 11 - MULTI-UNIT CONSENT NOTICE, LOTS 901-914

IN THE MATTER of Lots 901 - 914 being a subdivision of Lot 1-2 DP 475609

AND

IN THE MATTER of Resource Consent SH190488 Queenstown Lakes District Council

---

CONSENT NOTICE PURSUANT TO SECTION 44 OF THE HOUSING ACCORDS AND SPECIAL HOUSING AREAS ACT 2013 (as per 221 OF THE RESOURCE MANAGEMENT ACT 1991)

- DENSITY AND DESIGN CONTROLS: LOTS 901-914 -

BACKGROUND

A. Queenstown Housing Ltd Limited has applied to the Queenstown Lakes District Council (*Council)* pursuant to provisions of the Resource Management Act 1991 for its consent to subdivide land comprised and described in Record of Title 655559 as Lot 1-2 DP 475609 (Otago Registry).

B. Council has granted resource consent (SH190488) to the proposed subdivision subject to certain conditions which are required to be complied with on a continuing basis by the owner of the land from time to time being those conditions set out in this Consent Notice.

C. Lots 903-914 (and to a lesser extent lot 903) will form a border to the outstanding natural landscape when viewed from public vantage points such as the state highway. Accordingly, detailed attention to design is warranted to promote desirable visual amenity outcomes. To enable such design work to occur at an appropriate scale, in contrast to most lots created under SH190488, on Lots 903-914 it is anticipated that construction of more than one residential unit and potentially further subdivision will occur. The purpose of this consent notice is to provide some certainty as to the level and type of development anticipated on these sites, to establish some design controls, and to draw attention to the types of issues needing assessment as part of future applications for resource consent.

OPERATIVE PART

The following conditions pertaining to this Consent Notice are to be registered against the titles of the following multi-unit allotments:

- *Lots 901 – 914 (inclusive)*

Specific Conditions

The following conditions shall apply to lots 901-902:

1. At the time of future development of Lot 901 and 902 the owner for the time being shall be responsible for the construction of a vehicle crossing/s to the lot from Council road network in accordance with Council standards. The design and location of this crossing/s shall be subject to the specific review of Council prior to installation.

2. At the time of future development of Lot 901 and 902 the owner for the time being shall install a bulk flow meter and back flow prevention on the water supply lateral to the lot in accordance with Council standards. The design and location of the required flow meter and backflow prevention shall be subject to the specific review of Council prior to installation.

Density

3. Lots 901-914 have been granted land use consent to contain multi-unit residential activities. The density of each lot shall be within the following limits:

Lot	**Maximum number of residential units**
901	9
902	34
903	10
904	8
911	5
906, 908, 909, 910, 912	4
905, 907	3
913, 914	2

4. No development shall occur within these lots until such time as approval is obtained from Council for a comprehensively planned and designed development, meaning consents for both land use and subdivision shall be submitted concurrently. As a minimum, any resource consent application shall include details of the following:

    - Location and bulk of all buildings.
    - Design and appearance of buildings (in accordance with conditions 5-15 below).
    - Access, parking and manoeuvring areas.
    - Outdoor living space around buildings.
    - Earthworks required to create a suitable building platform.
    - Landscaping.

- For Lots 904-914 (inclusive), any additional design controls (over and above those identified in conditions 5-15 below) to ensure the landscape values of the adjoining ONF (Peninsula Hill) are adequately protected.

Design Controls

The following design controls shall apply to lots 901-902:

5. The maximum height of any building shall be two storeys/8m.

6. At least 70% of the total painted or galvanised external surface of buildings (excluding roofs and windows) shall having a reflectance value of between 0 and 35%;

7. Roof colours shall have a reflectance value of 20% or less, and be in the range of browns, greys and black.

8. The consent holder is advised that additional and/or revised design controls may be established through future resource consents.

The following design controls shall apply to lots 903-914:

9. Exterior colours and finishes for all painted and galvanized surfaces of buildings shall be in the range of browns, greens or greys, with roofing having a light reflectance value of not greater than 20%, and all other surface finishes except for schist having a light reflectance value of not greater than 30%.

10. Not less than 75% of planted areas within each lot shall be from the prescribed Jacks Point plant list contained within Part 41.8 of the PDP, of which 50% shall be native species.

11. Fences (including boundary fencing) located further than 5m from a residential building shall be post and wire.

12. All buildings shall be set back a minimum of 10m from the western boundary of the lot, except lot 903 where the 10m setback applies to the southern boundary, and lot 904 where the 10m setback applies to the western and southern boundaries.

13. The maximum building height shall be 6m, except lot 903 where the maximum building height shall be 7m for a sloping site or 8m for a flat site.

14. The ground floor area of any building shall not exceed 500m^2.

15. The consent holder is advised that additional and/or revised design controls may be established through future resource consents.

DATED this day of 2020

SIGNED for and on behalf of
QUEENSTOWN LAKES DISTRICT COUNCIL under delegated authority by its Team Leader – Subdivision and Property

---

To be added

APPENDIX 12 - FLOODWAY CONSENT NOTICE, LOTS 915-916

IN THE MATTER of Lots 915 - 916 being a subdivision of Lot 1-2 DP 475609

AND

IN THE MATTER of Resource Consent SH190488 Queenstown Lakes District Council

---

CONSENT NOTICE PURSUANT TO SECTION 44 OF THE HOUSING ACCORDS AND SPECIAL HOUSING AREAS ACT 2013 (as per 221 OF THE RESOURCE MANAGEMENT ACT 1991

- BUILDING CONTROLS -

BACKGROUND

A. Queenstown Housing Ltd Limited has applied to the Queenstown Lakes District Council (*Council)* pursuant to provisions of the Resource Management Act 1991 for its consent to subdivide land comprised and described in Record of Title 655559 as Lot 1-2 DP 475609 (Otago Registry).

B. Council has granted resource consent (SH190488) to the proposed subdivision subject to certain conditions which are required to be complied with on a continuing basis by the owner of the land from time to time being those conditions set out in this Consent Notice.

OPERATIVE PART

The following conditions pertaining to this Consent Notice are to be registered against the titles of the following allotments:

- *915-916 (inclusive)*

Conditions

1. Lots 915 & 916 contain the 'Southern Floodway' and associated bunds. This channel and associated bunds are required to provide flood protection to the Coneburn development residential lots to the north. The channel and bunds shall be maintained unchanged by the lot owner(s) in their constructed form to ensure that the required minimum 100yr flood protection with freeboard is provided to the residential lots to the north. Maintenance of the floodway and bunds shall be undertaken in perpetuity by the lot owner(s) and in accordance with the operations and maintenance plan accepted by Council under consent SH190488.

   Note if this asset is vested in Council then this condition is no longer required on the title of the subject lot and can be surrendered on request.

2. No structures are allowed, nor earthworks that would modify the shape except for the purposes of flood management, road or trail construction. The owner is advised of their responsibility to keep the channel generally free of overgrown vegetation and debris.

DATED this day of 2020

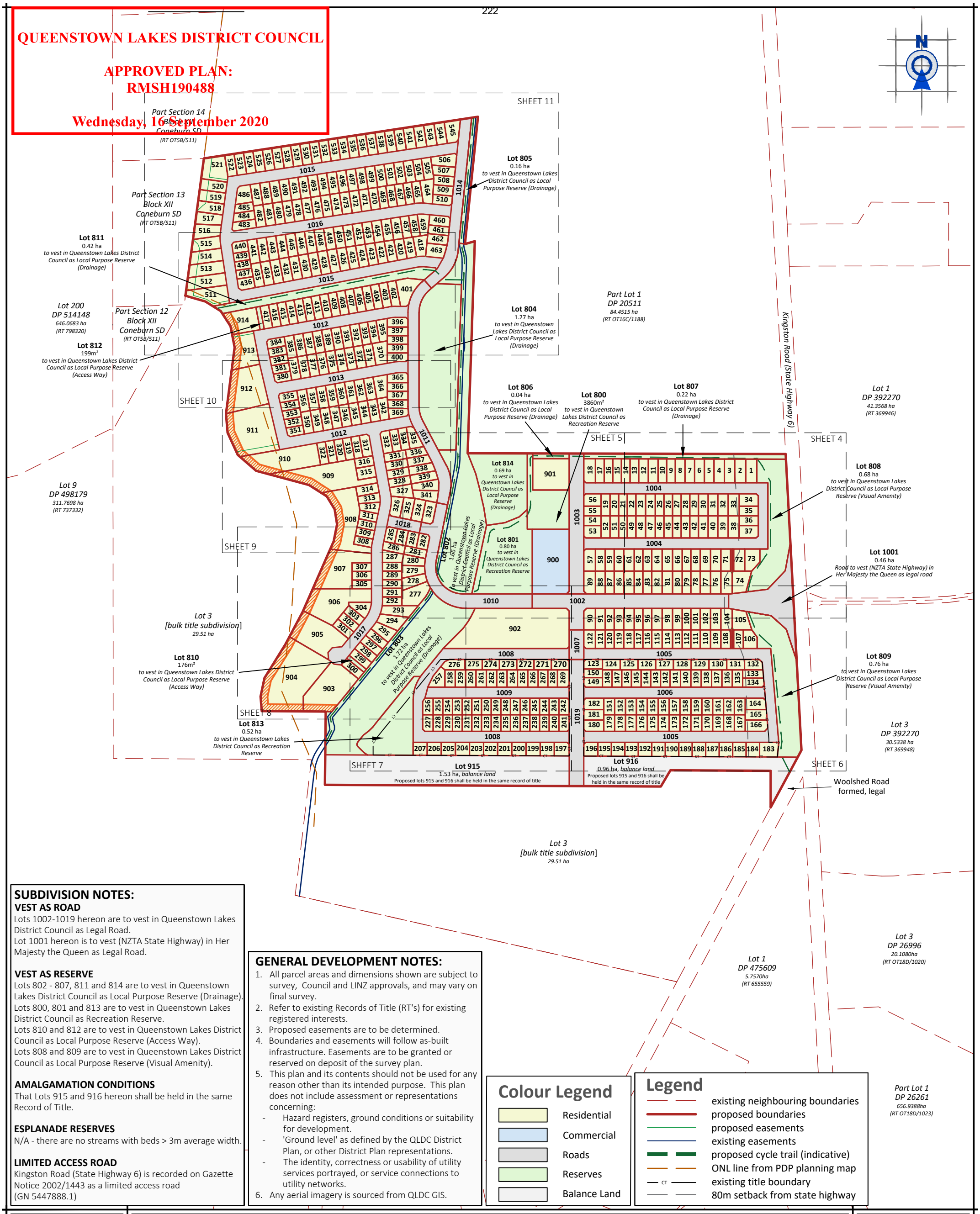
SIGNED for and on behalf of
QUEENSTOWN LAKES DISTRICT COUNCIL under delegated authority by its Team Leader – Subdivision and Property

---
To be added

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RMSH190488

Wednesday, 16 September 2020



SUBDIVISION NOTES:

VEST AS ROAD
Lots 1002-1019 hereon are to vest in Queenstown Lakes District Council as Legal Road.
Lot 1001 hereon is to vest (NZTA State Highway) in Her Majesty the Queen as Legal Road.

VEST AS RESERVE
Lots 802 - 807, 811 and 814 are to vest in Queenstown Lakes District Council as Local Purpose Reserve (Drainage).
Lots 800, 801 and 813 are to vest in Queenstown Lakes District Council as Recreation Reserve.
Lots 810 and 812 are to vest in Queenstown Lakes District Council as Local Purpose Reserve (Access Way).
Lots 808 and 809 are to vest in Queenstown Lakes District Council as Local Purpose Reserve (Visual Amenity).

AMALGAMATION CONDITIONS
That Lots 915 and 916 hereon shall be held in the same Record of Title.

ESPLANADE RESERVES
N/A - there are no streams with beds > 3m average width.

LIMITED ACCESS ROAD
Kingston Road (State Highway 6) is recorded on Gazette Notice 2002/1443 as a limited access road (GN 5447888.1)

GENERAL DEVELOPMENT NOTES:

1. All parcel areas and dimensions shown are subject to survey, Council and LINZ approvals, and may vary on final survey.
2. Refer to existing Records of Title (RT's) for existing registered interests.
3. Proposed easements are to be determined.
4. Boundaries and easements will follow as-built infrastructure. Easements are to be granted or reserved on deposit of the survey plan.
5. This plan and its contents should not be used for any reason other than its intended purpose. This plan does not include assessment or representations concerning:
   - Hazard registers, ground conditions or suitability for development.
   - 'Ground level' as defined by the QLDC District Plan, or other District Plan representations.
   - The identity, correctness or usability of utility services portrayed, or service connections to utility networks.
6. Any aerial imagery is sourced from QLDC GIS.

Colour Legend

- Residential
- Commercial
- Roads
- Reserves
- Balance Land

Legend

- existing neighbouring boundaries
- proposed boundaries
- proposed easements
- existing easements
- proposed cycle trail (indicative)
- ONL line from PDP planning map
- existing title boundary
- 80m setback from state highway

QUEENSTOWN:
Terrace Junction,
1092 Frankton Road.
PO Box 2645,
Queenstown 9349.
T 03 441 4715
E queenstown@ppgroup.co.nz

Notes:
0m 100m 200m 300m
SCALE BAR 1:5000

If this plan is used as the basis for any sale and purchase agreement, then it is done so on the basis that the areas and dimensions are preliminary, and may vary upon completion of the final survey.

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Client/Location:
Queenstown Housing Limited
Lot 2 DP 475609
Coneburn Residential (SHA)

Purpose/Drawing Title:
Lots 1 - 207, 227 - 545, 800 - 814, 900 - 916 and 1001 - 1019 being a Proposed Subdivision of Lots 1, 2 and 4 [bulk title subdivision]

Surveyed by:	HT Oct 2019	Original Size:	Scale:
Designed by:	MA Dec 2019	A3	1:5000 at A3
Drawn by:	MA July 2020		DO NOT SCALE
Checked by:	DB July 2020		
Approved by:			
Job Ref: Q6522 - 02		Sheet No: 2	Revision No: M
			Date Created: 03/08/2020

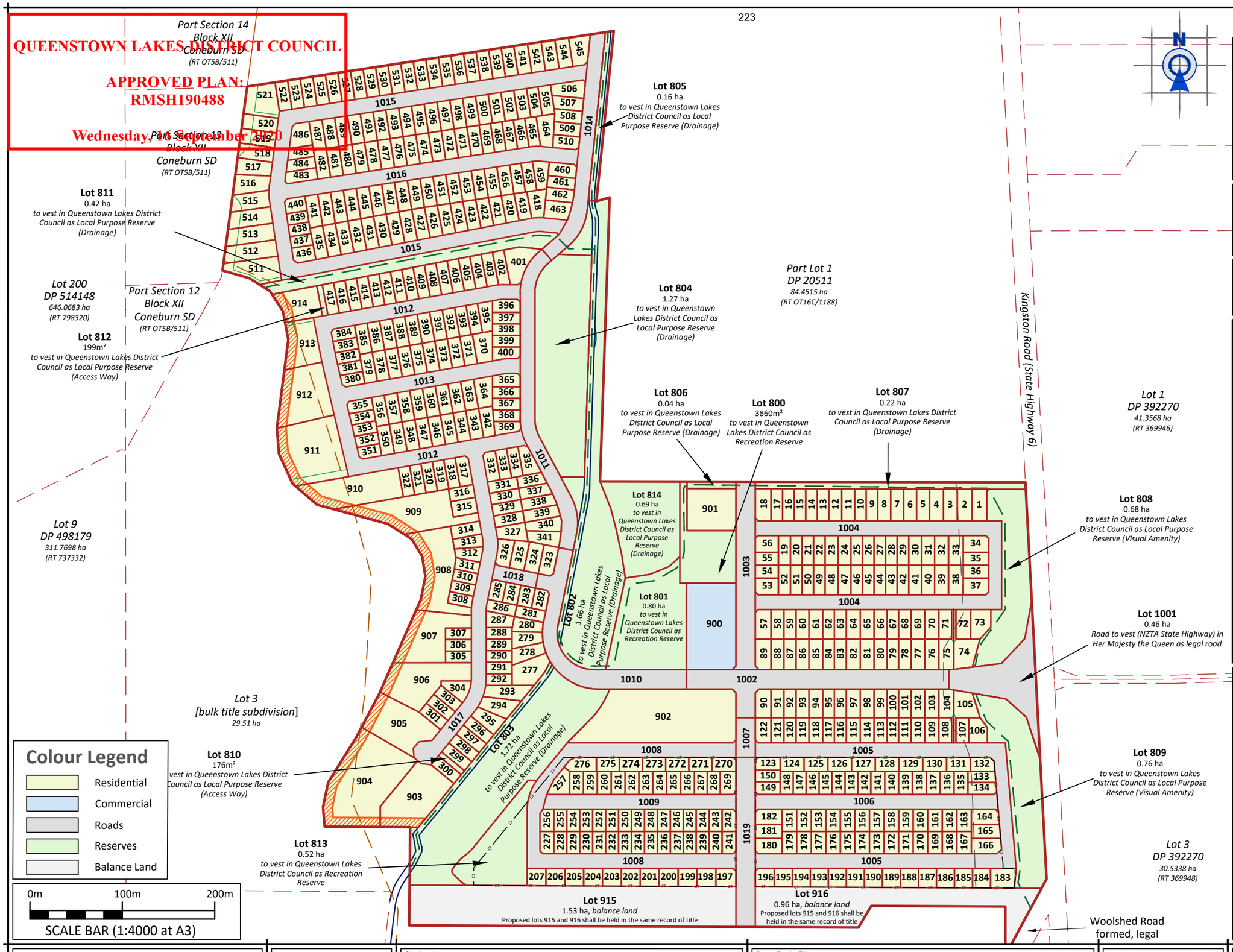
PLOT DATE: 03 August, 2020 - 2:22 PM BY: Michael Allan

C:\12DS\DATA\QTSVR01\Q6522 - CONEBURN RESIDENTIAL SHA_61\5 - DRAWINGS\1 - DWG\PPQ6522-02 2-13 PLAN OF PROPOSED SUBDIVISION.DWG

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RMSH190488

Wednesday, 16 September 2020



Legend

- existing neighbouring boundaries
- proposed boundaries
- proposed easements
- existing easements
- proposed cycle trail (indicative)
- ONL line from PDP planning map
- existing title boundary
- 80m setback from state highway

INDEX

Sheets 4 - 11: Lot Layouts
Sheet 12: Existing Title Interests and Aerial Image

If this plan is used as the basis for any sale and purchase agreement, then it is done so on the basis that the areas and dimensions are preliminary, and may vary upon completion of the final survey.

SUBDIVISION NOTES:

VEST AS ROAD
Lots 1002-1019 hereon are to vest in Queenstown Lakes District Council as Legal Road.
Lot 1001 hereon is to vest (NZTA State Highway) in Her Majesty the Queen as Legal Road.

VEST AS RESERVE
Lots 802 - 807, 811 and 814 are to vest in Queenstown Lakes District Council as Local Purpose Reserve (Drainage).
Lots 800, 801 and 813 are to vest in Queenstown Lakes District Council as Recreation Reserve.
Lots 810 and 812 are to vest in Queenstown Lakes District Council as Local Purpose Reserve (Access Way).
Lots 808 and 809 are to vest in Queenstown Lakes District Council as Local Purpose Reserve (Visual Amenity).

AMALGAMATION CONDITIONS
That Lots 915 and 916 hereon shall be held in the same Record of Title.

ESPLANADE RESERVES
N/A - there are no streams with beds > 3m average width.

LIMITED ACCESS ROAD
Kingston Road (State Highway 6) is recorded on Gazette Notice 2002/1443 as a limited access road (GN 5447888.1)

GENERAL DEVELOPMENT NOTES:

1. All parcel areas and dimensions shown are subject to survey, Council and LINZ approvals, and may vary on final survey.
2. Refer to existing Records of Title (RT's) for existing registered interests.
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   - Hazard registers, ground conditions or suitability for development.
   - 'Ground level' as defined by the QLDC District Plan, or other District Plan representations.
   - The identity, correctness or usability of utility services portrayed, or service connections to utility networks.
6. Any aerial imagery is sourced from QLDC GIS.

Colour Legend

- Residential
- Commercial
- Roads
- Reserves
- Balance Land

0m 100m 200m
SCALE BAR (1:4000 at A3)

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QUEENSTOWN:
Terrace Junction,
1092 Frankton Road.
PO Box 2645,
Queenstown 9349.
T 03 441 4715
E queenstown@ppgroup.co.nz

Client/Location:
Queenstown Housing Limited
Lot 2 DP 475609
Coneburn Residential (SHA)

Purpose/Drawing Title:
Lots 1 - 207, 227 - 545, 800 - 814, 900 - 916 and 1001 - 1019 being a Proposed Subdivision of Lots 1, 2 and 4 [bulk title subdivision]

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Surveyed by:	HT Oct 2019	Original Size:	Scale:
Designed by:	MA Dec 2019	A3	1:4000
Drawn by:	MA July 2020		DO NOT SCALE
Checked by:	DB July 2020		
Approved by:			
Job Ref: Q6522 - 02		Sheet No: 3	Revision No: M
			Date Created: 03/08/2020

PLOT DATE: 03 August, 2020 - 2:22 PM BY: Michael Allan

C:\12DS\DATA\QTSVR01\Q6522 - CONEBURN RESIDENTIAL SHA_61\5 - DRAWINGS\1 - DWG\PPQ6522-02 2-13 PLAN OF PROPOSED SUBDIVISION.DWG

0m 20m 40m 60m

SCALE BAR 1:1000

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RMSH190488

Wednesday, 16 September 2020

224

Lot 807
0.22 ha
to vest in Queenstown Lakes District Council as Local Purpose Reserve (Drainage)

Part Lot 1
DP 20511
84.4515 ha
(RT OT16C/1188)

291.2

42.1

121.0

0.96

Kingston Road (State Highway 6) legal road, 20.12m wide

Lot 1003 (0.43ha, 21m wide) to vest in QLDC as legal road

ROAD 3 (16.0)

Lot 1004 (0.95ha, 16m wide) to vest in QLDC as legal road

80m setback line from state highway edge of seal (to be confirmed upon construction)

Lot 1004 (0.95ha, 14m wide) to vest in QLDC as legal road

ROAD 2

ROAD 1 (21.0)

Lot 1002 (0.67ha, 21m wide) to vest in QLDC as legal road

(4.5)

Lot 808
0.68 ha
to vest in Queenstown Lakes District Council as Local Purpose Reserve (Visual Amenity)

Lot 1001
0.46 ha
Road to vest (NZTA State Highway) in Her Majesty the Queen as legal road

171.3

Legend

- existing neighbouring boundaries
- proposed boundaries
- proposed easements
- existing easements
- proposed cycle trail (indicative)
- ONL line from PDP planning map
- CT existing title boundary
- 80m setback from state highway

If this plan is used as the basis for any sale and purchase agreement, then it is done so on the basis that the areas and dimensions are preliminary, and may vary upon completion of the final survey.

Schedule of Proposed Easements

also see rockfall embankment easements on sheet 11

Purpose	Shown	Burdened Land	Benefited Land / Grantee
Right of way, right to convey water, right to drain sewage and water, right to convey electricity and telecommunications	G	Lot 74	Lot 75
	H	Lot 75	Lot 74
	I	Lot 105	Lot 104
	J	Lot 104	Lot 105
	K	Lot 913	Lot 3 [bulk title subdivision]
Right to drain water	L	Lot 911	Queenstown Lakes District Council

Schedule of Proposed Reserves to Vest in QLDC

Lots 800, 801, 813	Recreation Reserve
Lots 802 - 807, 811, 814	Local Purpose Reserve (Drainage)
Lots 810, 812	Local Purpose Reserve (Access Way)
Lots 808, 809	Local Purpose Reserve (Visual Amenity)

Please refer to sheet 3 for plan notes

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Client/Location:
Queenstown Housing Limited
Kingston Road
Coneburn Residential (SHA)

Purpose/Drawing Title:
Lots 1 - 207, 227 - 545, 800 - 814, 900 - 916 and 1001 - 1019 being a Proposed Subdivision of Lots 1, 2 and 4 [bulk title subdivision]

Surveyed by:	HT Oct 2019	Original Size:	Scale:
Designed by:	MA Dec 2019	A3	1:1000
Drawn by:	MA July 2020		
Checked by:	DB July 2020		DO NOT SCALE
Approved by:			
Job Ref: Q6522 - 02		Sheet No: 4	Revision No: M / Date Created: 03/08/2020

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RMSH190488

Wednesday, 16 September 2020

SCALE BAR 1:1000 — 0m 20m 40m 60m

Legend

- existing neighbouring boundaries
- proposed boundaries
- proposed easements
- existing easements
- proposed cycle trail (indicative)
- ONL line from PDP planning map
- CT existing title boundary
- 80m setback from state highway

If this plan is used as the basis for any sale and purchase agreement, then it is done so on the basis that the areas and dimensions are preliminary, and may vary upon completion of the final survey.

Schedule of Proposed Easements

also see rockfall embankment easements on sheet 11

Purpose	Shown	Burdened Land	Benefited Land / Grantee
Right of way, right to convey water, right to drain sewage and water, right to convey electricity and telecommunications	G	Lot 74	Lot 75
	H	Lot 75	Lot 74
	I	Lot 105	Lot 104
	J	Lot 104	Lot 105
	K	Lot 913	Lot 3 [bulk title subdivision]
Right to drain water	L	Lot 911	Queenstown Lakes District Council

Schedule of Proposed Reserves to Vest in QLDC

Lots 800, 801, 813	Recreation Reserve
Lots 802 - 807, 811, 814	Local Purpose Reserve (Drainage)
Lots 810, 812	Local Purpose Reserve (Access Way)
Lots 808, 809	Local Purpose Reserve (Visual Amenity)

Please refer to sheet 3 for plan notes

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Client/Location:
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Kingston Road
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Purpose/Drawing Title:
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Surveyed by:	HT Oct 2019	Original Size:	Scale:
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Drawn by:	MA July 2020		
Checked by:	DB July 2020		DO NOT SCALE
Approved by:			
Job Ref: Q6522 - 02		Sheet No: 5	Revision No: M / Date Created: 03/08/2020

PLOT DATE: 03 August, 2020 - 2:22 PM BY: Michael Allan

C:\12DS\DATA\QTSVR01\Q6522 - CONEBURN RESIDENTIAL SHA_61\5 - DRAWINGS\1 - DWG\PPQ6522-02 2-13 PLAN OF PROPOSED SUBDIVISION.DWG

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RMSH190488

Wednesday, 16 September 2020

Lot 1002 (0.67ha, 21m wide)
to vest in QLDC as legal road

Lot 1001
0.46 ha
Road to vest (NZTA State Highway) in Her Majesty the Queen as legal road

ROAD 1

ROAD 2

ROAD 4

ROAD 5

Lot 1007 (0.09ha, 21m wide)
to vest in QLDC as legal road

Lot 1019 (0.38ha, 21m wide)
to vest in QLDC as legal road

Lot 1005 (1.03ha, 16m wide)
to vest in QLDC as legal road

Lot 1006 (0.42ha, 16m wide)
to vest in QLDC as legal road

80m setback line from state highway edge of seal (to be confirmed upon construction)

Lot 809
0.76 ha
to vest in Queenstown Lakes District Council as Local Purpose Reserve (Visual Amenity)

Lot 916
0.96 ha, *balance land*
Proposed lots 915 and 916 shall be held in the same record of title

Lot 3
[bulk title subdivision]
29.51 ha

0m 20m 40m 60m
SCALE BAR 1:1000

Legend

- existing neighbouring boundaries
- proposed boundaries
- proposed easements
- existing easements
- proposed cycle trail (indicative)
- ONL line from PDP planning map
- existing title boundary
- 80m setback from state highway

If this plan is used as the basis for any sale and purchase agreement, then it is done so on the basis that the areas and dimensions are preliminary, and may vary upon completion of the final survey.

Schedule of Proposed Easements

also see rockfall embankment easements on sheet 11

Purpose	Shown	Burdened Land	Benefited Land / Grantee
Right of way, right to convey water, right to drain sewage and water, right to convey electricity and telecommunications	G	Lot 74	Lot 75
	H	Lot 75	Lot 74
	I	Lot 105	Lot 104
	J	Lot 104	Lot 105
	K	Lot 913	Lot 3 [bulk title subdivision]
Right to drain water	L	Lot 911	Queenstown Lakes District Council

Schedule of Proposed Reserves to Vest in QLDC

Lots 800, 801, 813	Recreation Reserve
Lots 802 - 807, 811, 814	Local Purpose Reserve (Drainage)
Lots 810, 812	Local Purpose Reserve (Access Way)
Lots 808, 809	Local Purpose Reserve (Visual Amenity)

Please refer to sheet 3 for plan notes

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Client/Location:
Queenstown Housing Limited
Kingston Road
Coneburn Residential (SHA)

Purpose/Drawing Title:
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Surveyed by:	HT Oct 2019	Original Size: A3	Scale: 1:1000
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Drawn by:	MA July 2020		
Checked by:	DB July 2020		DO NOT SCALE
Approved by:			
Job Ref: Q6522 - 02		Sheet No: 6	Revision No: M / Date Created: 03/08/2020

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN
RMSH190488

Wednesday, 16 September 2020

ROAD 1 | ROAD 2 | ROAD 5 | ROAD 6 | ROAD 8

Lot 1010 (0.52ha, 21m wide) to vest in QLDC as legal road

Lot 1002 (0.66ha, 21m wide) to vest in QLDC as legal road

Lot 1007 (0.09ha, 21m wide) to vest in QLDC as legal road

Lot 1019 (0.38ha, 21m wide) to vest in QLDC as legal road

Lot 1008 (0.84ha, 16m wide) to vest in QLDC as legal road

Lot 1009 (0.33ha, 16m wide) to vest in QLDC as legal road

Lot 1008 (0.84ha, 14m wide) to vest in QLDC as legal road

Lot 803
1.72 ha
to vest in Queenstown Lakes District Council as Local Purpose Reserve (Drainage)

Lot 810
176m²
to vest in Queenstown Lakes District Council as Local Purpose Reserve (Access Way)

Lot 813
0.52 ha
to vest in Queenstown Lakes District Council as Recreation Reserve

boundaries to be confirmed with detailed design

stormwater floodway works boundaries to be confirmed with detailed design follow

existing easements to remain
Rights (in gross) to drain sewage, convey water, convey electricity and convey telecommunications

Lot 915
1.53 ha, *balance land*
Proposed lots 915 and 916 shall be held in the same record of title

0m 20m 40m 60m
SCALE BAR 1:1000

Legend

- existing neighbouring boundaries
- proposed boundaries
- proposed easements
- existing easements
- proposed cycle trail (indicative)
- ONL line from PDP planning map
- existing title boundary
- 80m setback from state highway

If this plan is used as the basis for any sale and purchase agreement, then it is done so on the basis that the areas and dimensions are preliminary, and may vary upon completion of the final survey.

Schedule of Proposed Easements

also see rockfall embankment easements on sheet 11

Purpose	Shown	Burdened Land	Benefited Land / Grantee
Right of way, right to convey water, right to drain sewage and water, right to convey electricity and telecommunications	G	Lot 74	Lot 75
	H	Lot 75	Lot 74
	I	Lot 105	Lot 104
	J	Lot 104	Lot 105
	K	Lot 913	Lot 3 [bulk title subdivision]
Right to drain water	L	Lot 911	Queenstown Lakes District Council

Schedule of Proposed Reserves to Vest in QLDC

Lots 800, 801, 813	Recreation Reserve
Lots 802 - 807, 811, 814	Local Purpose Reserve (Drainage)
Lots 810, 812	Local Purpose Reserve (Access Way)
Lots 808, 809	Local Purpose Reserve (Visual Amenity)

Please refer to sheet 3 for plan notes

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Client/Location:
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Coneburn Residential (SHA)

Purpose/Drawing Title:
Lots 1 - 207, 227 - 545, 800 - 814, 900 - 916 and 1001 - 1019 being a Proposed Subdivision of Lots 1, 2 and 4 [bulk title subdivision]

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Approved by:			
Job Ref: Q6522 - 02		Sheet No: 7	Revision No: M / Date Created: 03/08/2020

0m 20m 40m 60m

SCALE BAR 1:1000

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RMSH190488

Wednesday, 16 September 2020

Lot 3
[bulk title subdivision]
29.51 ha

ONL line from PDP planning map

external boundaries follow ONL line from JPZ structure plans

10m no-build setback

ROAD 8 (16.0)

ROAD 1

Lot 1010 (0.52ha, 16m wide), to vest in QLDC as legal road

existing easements to be surrendered over legal road to vest
Rights (in gross) to drain sewage, convey water, convey electricity and convey telecommunications

existing easements to remain
Rights (in gross) to drain sewage, convey water, convey electricity and convey telecommunications

Lot 1017 (0.54ha, 16m wide) to vest in QLDC as legal road

Lot 1008 (0.84ha, 14m wide) to vest in QLDC as legal road

Lot 810
176m²
to vest in Queenstown Lakes District Council as Local Purpose Reserve (Access Way)

Lot 803
1.72 ha
to vest in Queenstown Lakes District Council as Local Purpose Reserve (Drainage)

Legend

- existing neighbouring boundaries
- proposed boundaries
- proposed easements
- existing easements
- proposed cycle trail (indicative)
- ONL line from PDP planning map
- existing title boundary
- 80m setback from state highway

If this plan is used as the basis for any sale and purchase agreement, then it is done so on the basis that the areas and dimensions are preliminary, and may vary upon completion of the final survey.

Schedule of Proposed Easements

also see rockfall embankment easements on sheet 11

Purpose	Shown	Burdened Land	Benefited Land / Grantee
Right of way, right to convey water, right to drain sewage and water, right to convey electricity and telecommunications	G	Lot 74	Lot 75
	H	Lot 75	Lot 74
	I	Lot 105	Lot 104
	J	Lot 104	Lot 105
	K	Lot 913	Lot 3 [bulk title subdivision]
Right to drain water	L	Lot 911	Queenstown Lakes District Council

Schedule of Proposed Reserves to Vest in QLDC

Lots 800, 801, 813	Recreation Reserve
Lots 802 - 807, 811, 814	Local Purpose Reserve (Drainage)
Lots 810, 812	Local Purpose Reserve (Access Way)
Lots 808, 809	Local Purpose Reserve (Visual Amenity)

Please refer to sheet 3 for plan notes

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Client/Location:
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Purpose/Drawing Title:
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Surveyed by:	HT Oct 2019	Original Size:	Scale:
Designed by:	MA Dec 2019	A3	1:1000
Drawn by:	MA July 2020		
Checked by:	DB July 2020		DO NOT SCALE
Approved by:			
Job Ref: Q6522 - 02		Sheet No: 8	Revision No: M / Date Created: 03/08/2020

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM190488

Wednesday, 16 September 2020

Legend

- existing neighbouring boundaries
- proposed boundaries
- proposed easements
- existing easements
- proposed cycle trail (indicative)
- ONL line from PDP planning map
- CT existing title boundary
- 80m setback from state highway

If this plan is used as the basis for any sale and purchase agreement, then it is done so on the basis that the areas and dimensions are preliminary, and may vary upon completion of the final survey.

Schedule of Proposed Easements

also see rockfall embankment easements on sheet 11

Purpose	Shown	Burdened Land	Benefited Land / Grantee
Right of way, right to convey water, right to drain sewage and water, right to convey electricity and telecommunications	G	Lot 74	Lot 75
	H	Lot 75	Lot 74
	I	Lot 105	Lot 104
	J	Lot 104	Lot 105
	K	Lot 913	Lot 3 [bulk title subdivision]
Right to drain water	L	Lot 911	Queenstown Lakes District Council

Schedule of Proposed Reserves to Vest in QLDC

Lots 800, 801, 813	Recreation Reserve
Lots 802 - 807, 811, 814	Local Purpose Reserve (Drainage)
Lots 810, 812	Local Purpose Reserve (Access Way)
Lots 808, 809	Local Purpose Reserve (Visual Amenity)

Please refer to sheet 3 for plan notes

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Client/Location:

Queenstown Housing Limited
Kingston Road
Coneburn Residential (SHA)

Purpose/Drawing Title:

Lots 1 - 207, 227 - 545, 800 - 814, 900 - 916 and 1001 - 1019 being a Proposed Subdivision of Lots 1, 2 and 4 [bulk title subdivision]

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Checked by:	DB July 2020		
Approved by:			
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0m 20m 40m 60m
SCALE BAR 1:1000

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN

RM191488

Wednesday, 16 September 2020

NOTE FINAL LOCATION OF EASEMENTS TO BE FINALISED WITH DETAILED DESIGN AND AS-BUILT LOCATION SURVEY

Lot 812
199m²
to vest in Queenstown Lakes District Council as Local Purpose Reserve (Access Way)

Lot 3
[bulk title subdivision]
29.51 ha

0m 20m 40m 60m

SCALE BAR 1:1000

Legend

- existing neighbouring boundaries
- proposed boundaries
- proposed easements
- existing easements
- proposed cycle trail (indicative)
- ONL line from PDP planning map
- CT existing title boundary
- 80m setback from state highway

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Please refer to sheet 3 for plan notes

Lot 1015 (1.26ha, 15m wide) to vest in QLDC as legal road

Lot 811 0.42 ha to vest in Queenstown Lakes District Council as Local Purpose Reserve (Drainage)

Lot 1012 (0.96ha, 16m wide) to vest in QLDC as legal road

Lot 1013 (0.31ha, 16m wide) to vest in QLDC as legal road

Lot 1011 (0.54ha, 16m wide) to vest in QLDC as legal road

ROAD 11 ROAD 9 ROAD 10 ROAD 1

3.6m wide ROW

easement follows crest of bund

10m no-build setback

ONL line from PDP planning map

ONL line from JPZ structure plans

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Client/Location:
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Kingston Road
Coneburn Residential (SHA)

Purpose/Drawing Title:
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Checked by:	DB July 2020		
Approved by:			
Job Ref: Q6522 - 02		Sheet No: 10	Revision No: M / Date Created: 03/08/2020

PLOT DATE: 03 August, 2020 - 2:22 PM BY: Michael Allan

C:\12DS\DATA\QTSVR01\Q6522 - CONEBURN RESIDENTIAL SHA_61\5 - DRAWINGS\1 - DWG\PPQ6522-02 2-13 PLAN OF PROPOSED SUBDIVISION.DWG

QUEENSTOWN LAKES DISTRICT COUNCIL
APPROVED PLAN:
RM191088
Wednesday, 16 September 2020

Legend

- existing neighbouring boundaries
- proposed boundaries
- proposed easements
- existing easements
- proposed ONL line (indicative)
- ONL line from PDP planning map
- existing title boundary (CT)
- 80m setback from state highway

0m 50m 100m

SCALE BAR 1:1500

231

Part Lot 1 DP 20511 84.4515 ha (RT OT16C/1188)

Part Section 14 Block XII Coneburn SD (RT OT58/511)

Part Section 13 Block XII Coneburn SD (RT OT58/511)

Part Section 12 Block XII Coneburn SD (RT OT58/511)

Lot 3 [bulk title subdivision] 29.51 ha

NOTE FINAL LOCATION OF EASEMENTS TO BE FINALISED WITH DETAILED DESIGN AND AS-BUILT LOCATION SURVEY

NOTE FINAL LOCATION OF EASEMENTS TO BE FINALISED WITH DETAILED DESIGN AND AS-BUILT LOCATION SURVEY

Lot 1015 (1.26ha, 16m wide) to vest in QLDC as legal road

Lot 1016 (0.52ha, 16m wide) to vest in QLDC as legal road

Lot 1015 (1.26ha, 15m wide) to vest in QLDC as legal road

Lot 1012 (0.96ha, 16m wide) to vest in QLDC as legal road

Lot 1014 (0.41ha, 16m wide) to vest in QLDC as legal road

ROAD 1 ROAD 9 ROAD 11 ROAD 12

Lot 805 0.16 ha to vest in Queenstown Lakes District Council as Local Purpose Reserve (Drainage)

existing easements to remain
Rights (in gross) to drain sewage, convey water, convey electricity and convey telecommunications

Lot 811 0.42 ha to vest in Queenstown Lakes District Council as Local Purpose Reserve (Drainage)

Lot 812 199m² to vest in Queenstown Lakes District Council as Local Purpose Reserve (Access Way)

10m no-build setback

3.6m wide ROW

easement follows crest of bund

If this plan is used as the basis for any sale and purchase agreement, then it is done so on the basis that the areas and dimensions are preliminary, and may vary upon completion of the final survey.

Schedule of Proposed Easements, for rockfall embankment

Purpose	Shown	Burdened Land	Benefited Land / Grantee
Right of way, right to maintain rock fall embankment (wording to be confirmed)	M	Lot 511	Queenstown Lakes District Council
	N	Lot 512	
	O	Lot 513	
	P	Lot 514	
	Q	Lot 515	
	R	Lot 518	
	S	Lot 519	
	T	Lot 520	
	U	Lot 521	

Schedule of Proposed Easements

also see rockfall embankment easements on sheet 11

Purpose	Shown	Burdened Land	Benefited Land / Grantee
Right of way, right to convey water, right to drain sewage and water, right to convey electricity and telecommunications	G	Lot 74	Lot 75
	H	Lot 75	Lot 74
	I	Lot 105	Lot 104
	J	Lot 104	Lot 105
	K	Lot 913	Lot 3 [bulk title subdivision]
Right to drain water	L	Lot 911	Queenstown Lakes District Council

Schedule of Proposed Reserves to Vest in QLDC

Lots 800, 801, 813	Recreation Reserve
Lots 802 - 807, 811, 814	Local Purpose Reserve (Drainage)
Lots 810, 812	Local Purpose Reserve (Access Way)
Lots 808, 809	Local Purpose Reserve (Visual Amenity)

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Client/Location:
Queenstown Housing Limited
Kingston Road
Coneburn Residential (SHA)

Purpose/Drawing Title:
Lots 1 - 207, 227 - 545, 800 - 814, 900 - 916 and 1001 - 1019 being a Proposed Subdivision of Lots 1, 2 and 4 [bulk title subdivision]

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Designed by:	MA Dec 2019	A3	1:1500
Drawn by:	MA July 2020		DO NOT SCALE
Checked by:	DB July 2020		
Approved by:			
Job Ref: Q6522 - 02		Sheet No: 11	Revision No: M
			Date Created: 03/08/2020

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RMSH190488

Wednesday, 16 September 2020

232

Part Section 14
Block XII
Coneburn SD
(RT OT5B/511)

Part Section 13
Block XII
Coneburn SD
(RT OT5B/511)

Area B
LT 524681
Rights to convey water, drain sewage, convey electricity, convey telecommunications (not yet registered, to remain on local purpose reserves)

Part Lot 1
DP 20511
84.4515 ha
(RT OT16C/1188)

Kingston Road (State Highway 6)

Lot 1
DP 392270
41.3568 ha
(RT 369946)

Lot 200
DP 514148
646.0683 ha
(RT 798320)

Part Section 12
Block XII
Coneburn SD
(RT OT5B/511)

Lot 9
DP 498179
311.7698 ha
(RT 737332)

Area B
LT 524681
Rights to convey water, drain sewage, convey electricity, convey telecommunications to be **partially surrendered** over land to vest as road

Lot 1
[bulk title]
43.80 ha

Lot 3
[bulk title subdivision]
29.51 ha

Area B
LT 524681
Rights to convey water, drain sewage, convey electricity, convey telecommunications (not yet registered, to remain on local purpose reserves)

Lot 2
[bulk title]
3.36 ha

Lot 4
[bulk title]
3.73 ha

Right of way and service easements created for bulk title subdivision to be **surrendered** once alternative legal access to Lots 2 and 4 [bulk title subdivision] has been created.

Lot 3
DP 392270
30.5338 ha
(RT 369948)

Woolshed Road formed, legal

N

0m 100m 200m
SCALE BAR (1:4000 at A3)

Consent is applied to **cancel** Consent Notice 7919701.16.

Please refer to sheet 3 for plan notes

KEY

- proposed lot boundaries
- existing & adjacent parcel boundaries
- existing easement or covenant boundary
- existing title boundary
- subject site boundary (for subdivision)

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Client/Location:
Queenstown Housing Limited
Lot 2 DP 475609
Coneburn Residential (SHA)

Purpose/Drawing Title:
Existing Title Interests and Aerial Imagery Overlay

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Surveyed by:	HT Oct 2019	Original Size:	Scale:
Designed by:	MA Dec 2019	A3	1:4000
Drawn by:	MA July 2020		DO NOT SCALE
Checked by:	DB July 2020		
Approved by:			
Job Ref: Q6522 - 02		Sheet No: 12	Revision No: M
			Date Created: 03/08/2020

PLOT DATE: 03 August, 2020 - 2:22 PM BY: Michael Allan

C:\12DS\DATA\QTSVR01\Q6522 - CONEBURN RESIDENTIAL SHA_6115 - DRAWINGS\1 - DWG\PPQ6522-02 2-13 PLAN OF PROPOSED SUBDIVISION.DWG

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RMSH190488

Wednesday, 16 September 2020

NOTE FINAL LOCATION OF EASEMENTS TO BE FINALISED WITH DETAILED DESIGN AND AS-BUILT LOCATION SURVEY

Legend

- existing neighbouring boundaries
- proposed boundaries
- proposed easements
- existing easements
- ONL line from PDP planning map
- proposed bund linework
- proposed toe of batter
- indicative area within setbacks
- indicative shape factor areas (12 × 12)

NOTE FINAL LOCATION OF EASEMENTS TO BE FINALISED WITH DETAILED DESIGN AND AS-BUILT LOCATION SURVEY

Schedule of Proposed Easements, for rockfall embankment			
Purpose	Shown	Burdened Land	Benefited Land / Grantee
Right of way, right to maintain rock fall embankment (wording to be confirmed)	M	Lot 511	Queenstown Lakes District Council
	N	Lot 512	
	O	Lot 513	
	P	Lot 514	
	Q	Lot 515	
	R	Lot 518	
	S	Lot 519	
	T	Lot 520	
	U	Lot 521	

233

521 Gross: 1190m² Net: 738m²
520 Gross: 608m² Net: 425m²
519 Gross: 608m² Net: 425m²
518 Gross: 608m² Net: 507m²
517 632m²
516 727m²
515 Gross: 745m² Net: 602m²
514 Gross: 835m² Net: 622m²
513 Gross: 929m² Net: 716m²
512 Gross: 1024m² Net: 811m²
511 Gross: 1244m² Net: 933m²

522 433m² · 523 433m² · 524 433m² · 525 433m² · 526 433m² · 527 433m²

486 551m² · 487 441m² · 488 441m² · 489 441m² · 490 441m²
485 341m² · 484 387m² · 482 441m² · 481 441m² · 480 441m²
483 428m²

440 358m² · 441 487m² · 442 481m² · 443 475m² · 444 470m²
439 283m² · 438 285m² · 437 291m² · 435 482m² · 434 483m² · 433 482m² · 432 480m
436 388m²

417 417m² · 416 419m² · 415 421m²
914

3.6m wide ROW

QUEENSTOWN:
Terrace Junction,
1092 Frankton Road.
PO Box 2645,
Queenstown 9349.
T 03 441 4715
E queenstown@ppgroup.co.nz

Notes:

0m 25m 50m

SCALE BAR 1:750

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Your Land Professionals
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0800 PPGROUP

Client/Location:
Queenstown Housing Limited
Lot 2 DP 475609
Coneburn Residential (SHA)

Purpose/Drawing Title:
Indicative Rock Fall Embankment and Setbacks for Lots 511 - 521

Surveyed by:	HT Oct 2019	Original Size: A3	Scale: 1:750
Designed by:	MA Dec 2019		DO NOT SCALE
Drawn by:	MA June 2020		
Checked by:	DB June 2020		
Approved by:			
Job Ref: Q6522 - 02		Sheet No: 13	Revision No: M
			Date Created: 03/08/2020

PLOT DATE: 03 August, 2020 - 2:22 PM BY: Michael Allan

C:\12DS\DATA\QTSVR01\Q6522 - CONEBURN RESIDENTIAL SHA_61\5 - DRAWINGS\1 - DWG\PPQ6522-02 2-13 PLAN OF PROPOSED

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Typical Road Cross-sections

APPROVED PLAN:
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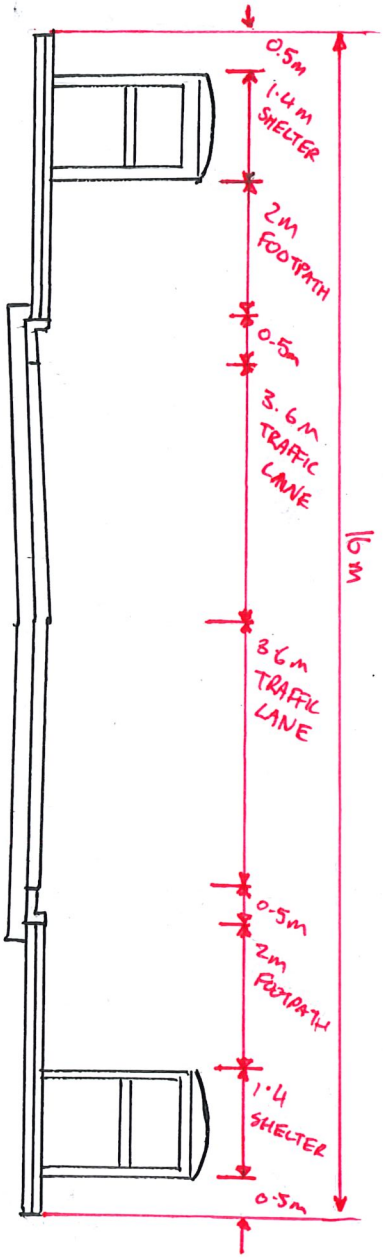
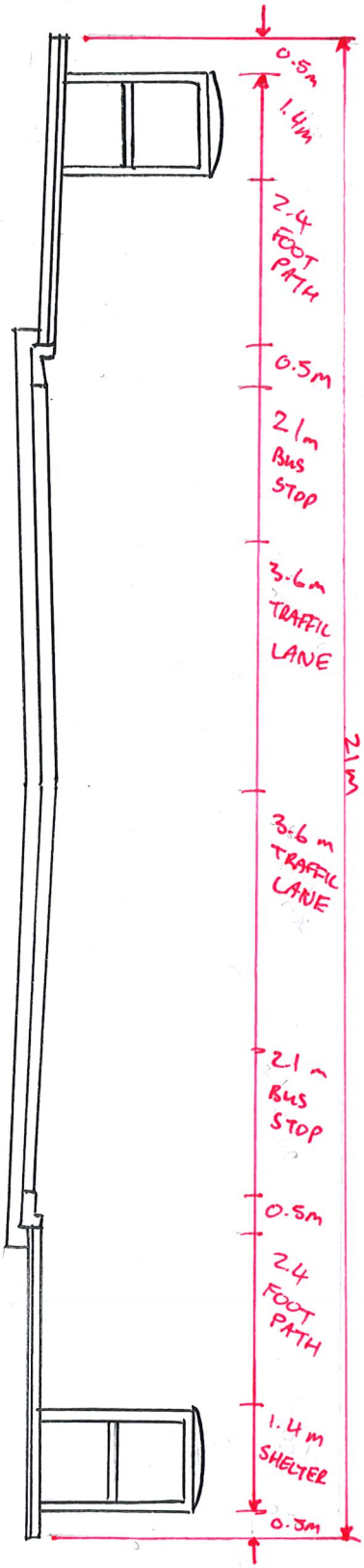
Wednesday, 16 September 2020



16 METER ROAD RESERVE
SCALE 1:100



21 METER ROAD RESERVE
SCALE 1:100

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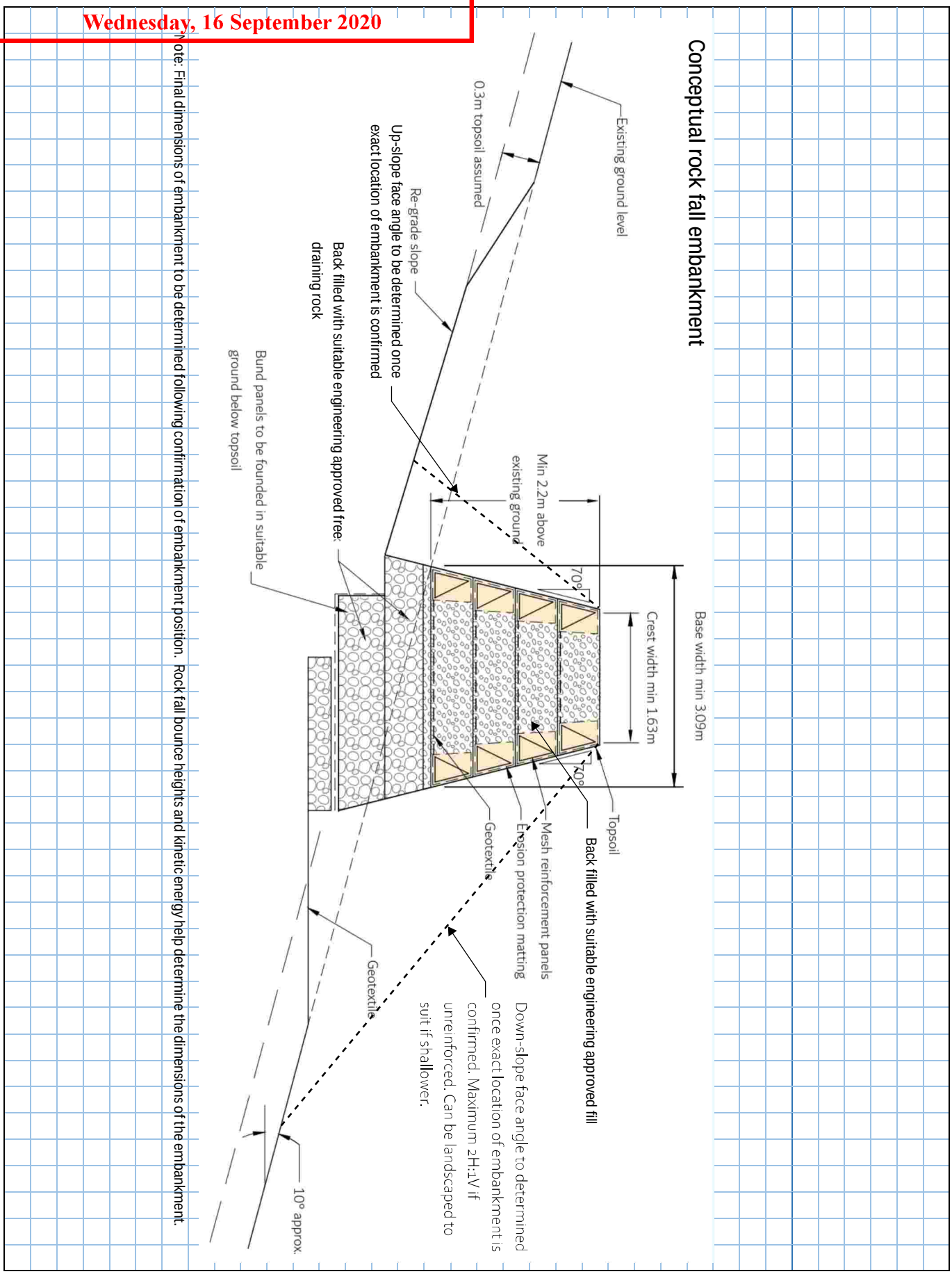
RMSH190488
Wednesday, 16 September 2020

GEOSOLVE ENGINEERING CONSULTANTS www.geosolve.co.nz	Project 235 Coneburn Valley SHA			Job Number 160668.02	
	Part Rockfall embankment concept design			Page 3 / 3	Revision 1
	Drawing Ref	Calc by LCG	Date 21/01/2020	Check by PGF	Date 21/01/2020



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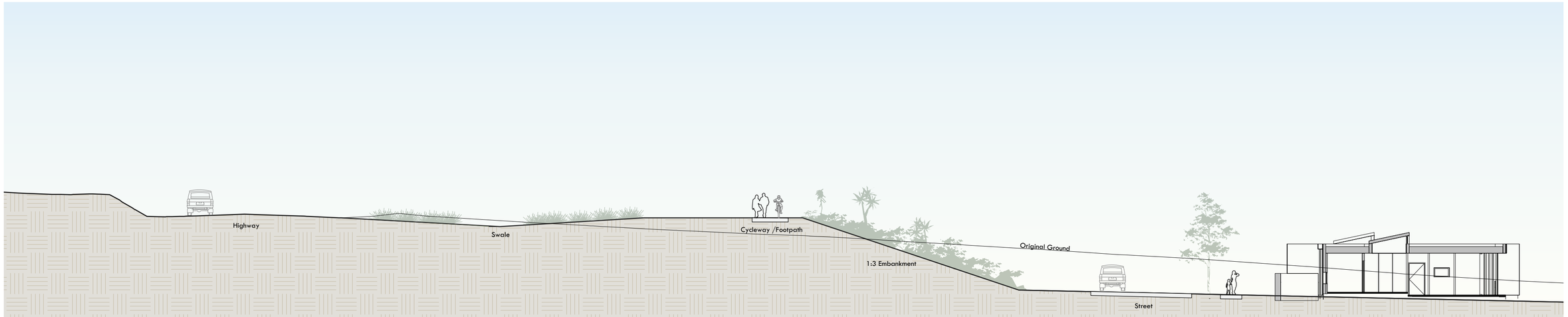
Wednesday, 16 September 2020



1 Highway Setback Section
Scale: 1:200

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Wednesday, 16 September 2020

No.	Date	Issue Notes
13	24/07/20	Adjust walkways & planting
12	24/07/20	Adj Reserve Batter
11	23/07/20	Revise Lot Layout
10	7/07/20	Remove CT lines
9	6/07/20	Revise Lot Layout
8	29/06/20	Add Engineering

Design Firm
Stephen Riddle Landscape Design
022 105 0225

Consultant
Paterson Pitts Group

Project Title
DRAFT
Proposed Subdivision
Coneburn

Sheet Title
Landscape Concept

Project Manager	SR	Project ID	1022
Drawn By	SR	Scale	1:1750@A1
Reviewed By		Sheet No.	L01 of 1
Date			
CAD File Name	1022-2A.vwx		

Notes
1. Playing Field
2. Commercial / Community Centre
3. Bridge for Pedestrain/Cycle access
4. Culvert
5. Possible location for BBQ/Shelter/Playground
6. Entry (eg Schist boulder retaining wall)
7. Parking
8. Wastewater Pump Station/ Public Toilet
9. 2-3m high screening hedge
10. Occasional Landscape Boulder

General Notes
1. All improvements shown for scale only. To be confirmed through detailed design.

Legend

- Native Beech (Specimen grade)
- Deciduous Street Tree (Specimen grade Large)
- Deciduous Street Tree (Specimen grade Medium)
- Grass berms and reserves (regularly mown)
- Floodway Basin (Occasionaly mown grass)
- Formed vehicle access/parking (asphalt/chipseal)
- Low Native Riparian Planting (eg. Red Tussock, sedges)
- Embankment Planting (Low Native Shrubland <2m)
- 2.5m wide Compacted Gravel Cycleway/Footpath
- Hard surface (exposed agg concrete or asphalt)
- Engineered floodway/Watercourse

Kingston Rd

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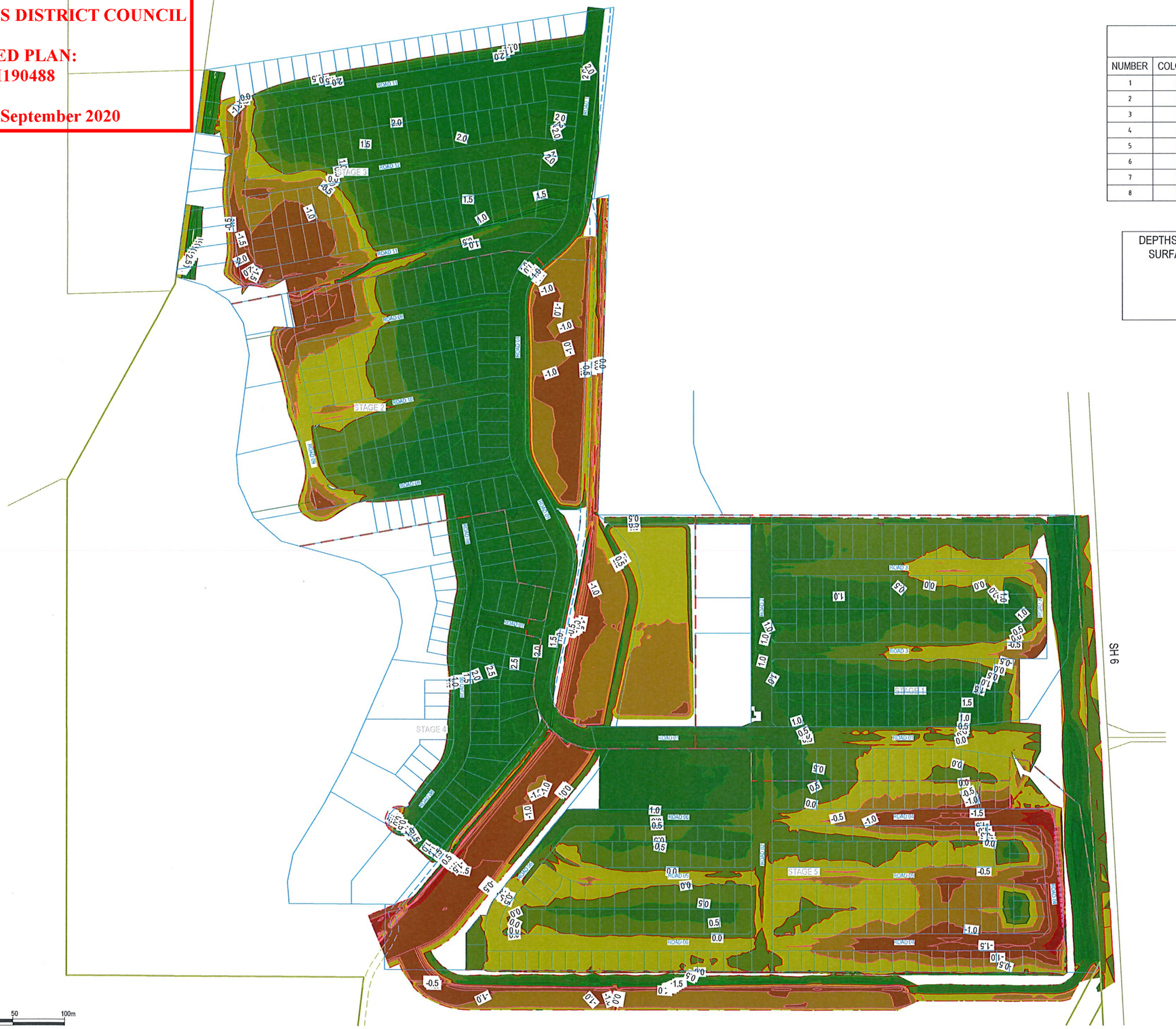
Wednesday, 16 September 2020



CUT/FILL DEPTHS TABLE			
NUMBER	COLOUR	RANGE LOWER DEPTH	RANGE UPPER DEPTH
1		-2.79	-2.00
2		-2.00	-1.00
3		-1.00	-0.50
4		-0.50	0.00
5		0.00	0.50
6		0.50	1.00
7		1.00	2.00
8		2.00	2.85

DEPTHS SHOWN ARE FROM EXISTING GROUND SURFACE TO FINISHED GROUND SURFACE.

VOLUMES
CUT 114,000 m3
FILL 269,000 m3

50 0 50 100m
SCALE 1:2000

NOT FOR CONSTRUCTION

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A1

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED	PPG	
DESIGNED	Peter Thomson	12.19
DRAWN	Peter Thomson	01.20
CAD REVIEW	G Heyden	31.01.20
DESIGN CHECK	Peter White	31.01.20
DESIGN REVIEW	Peter White	31.01.20
APPROVED	Peter White	31.01.20
PROF REGISTRATION:		

Stantec

Client: QUEENSTOWN HOUSING LTD.

CONEBURN RESIDENTIAL DEVELOPMENT

EARTHWORKS PLAN

Status Stamp: FOR CONSENT
Date Stamp: 31.01.20
Scales: AS SHOWN
Drawing No.: 310103213-01-001-D003
Rev.: 0

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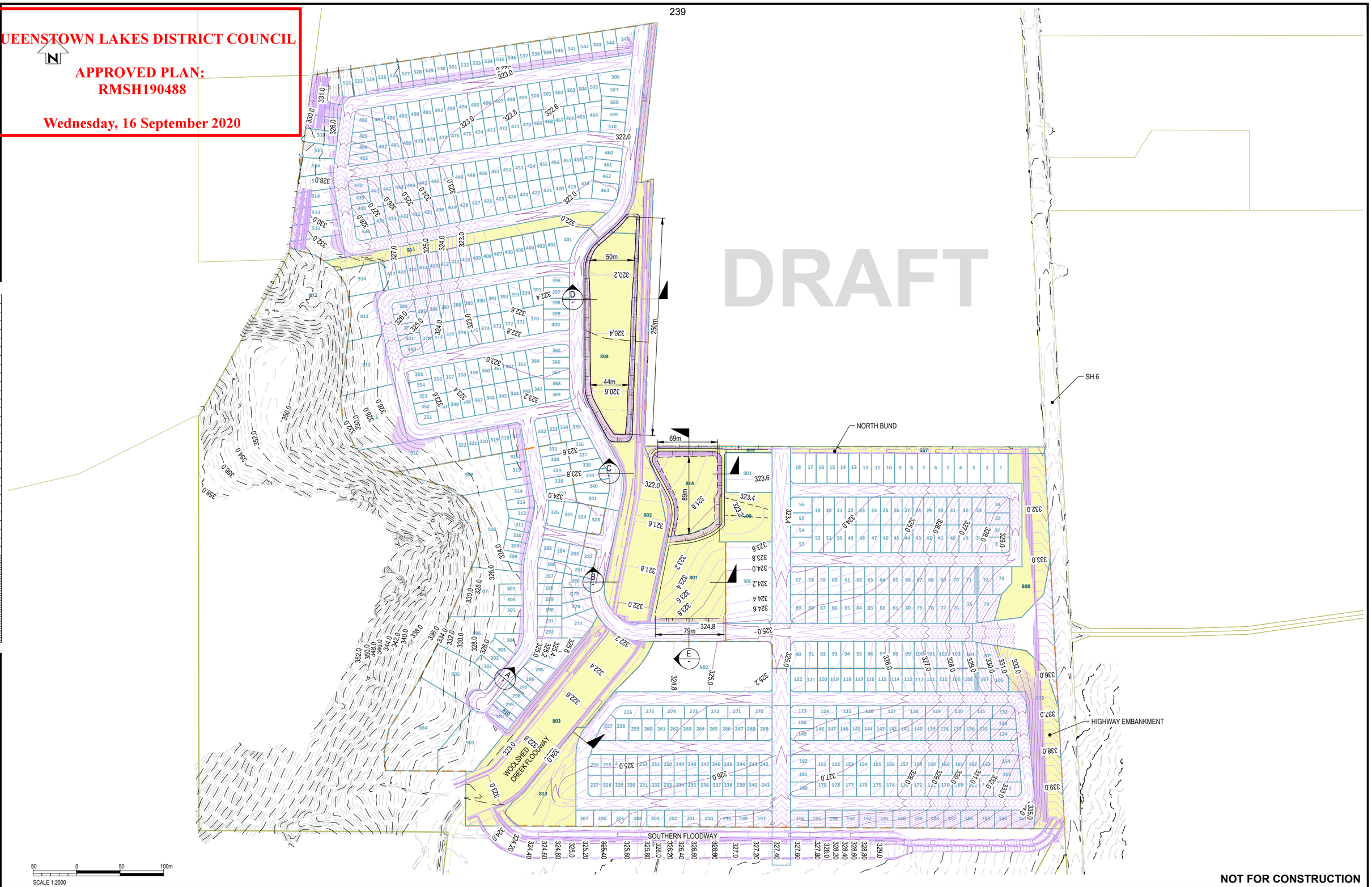
APPROVED PLAN:
RMSH190488

Wednesday, 16 September 2020

239



SCALE 1:2000

NOT FOR CONSTRUCTION

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE **A1**

Last modified: Jul 28 2020 By

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	P THOMSON	
DRAWN	P THOMSON	
CAD REVIEW	Peter White	25.03.20
DESIGN CHECK	Peter White	25.03.20
DESIGN REVIEW	Peter White	25.03.20
APPROVED	**NOT APPROVED**	
PROF REGISTRATION:		

Stantec

Client: QUEENSTOWN HOUSING LTD.

CONEBURN RESIDENTIAL DEVELOPMENT

RESERVES
OVERALL SUBDIVISION PLAN

Status Stamp: **WORKING PLOT**
Date Stamp: **28.07.20**
Scales: 1 : 2000
Drawing No.: 310103213-01-001-D004
Rev.: E

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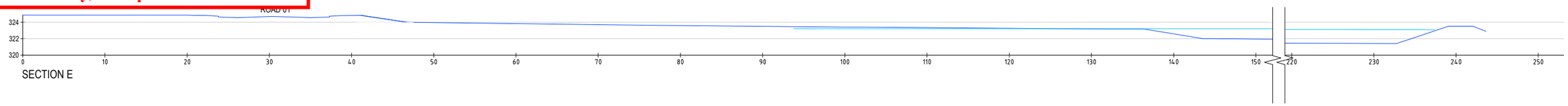
RMSH190488

Wednesday, 16 September 2020



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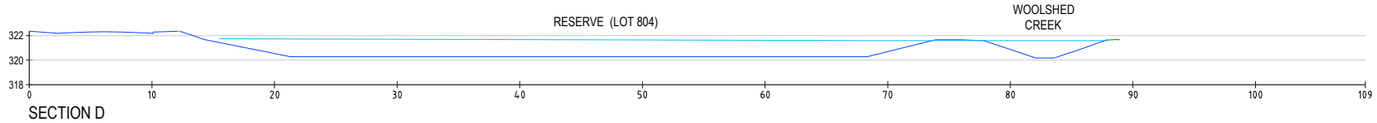
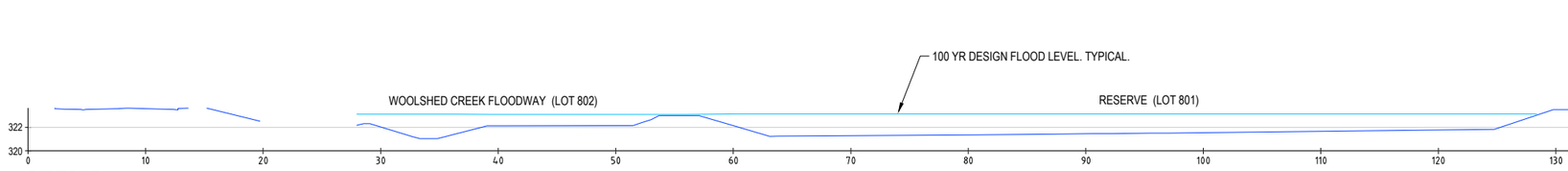


SECTION D

DRAFT



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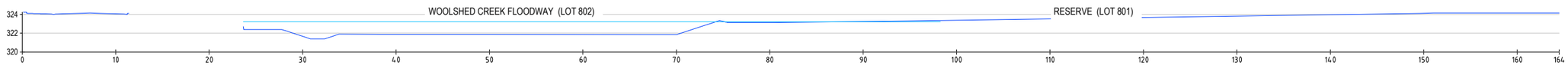

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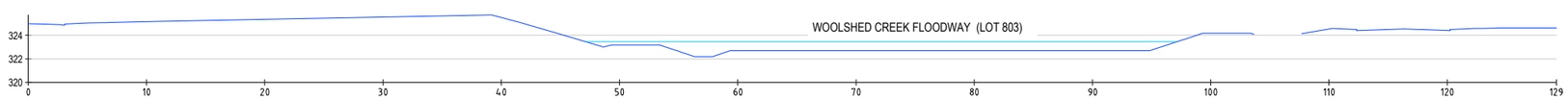

SECTION A

5 0 5 10m

SCALE 1:250

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Peter Thomson	12.19
DRAWN	Peter Thomson	12.19
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW	NOT APPROVED	
APPROVED		
PROF REGISTRATION:		

Stantec

Client: QUEENSTOWN HOUSING LTD.

CONEBURN RESIDENTIAL DEVELOPMENT

RESERVES
CROSS-SECTIONS

Status Stamp: WORKING PLOT
Date Stamp: 28.07.20
Scales: 1 : 250
Drawing No.: 310103213-01-001-D005
Rev.: D

ORIGINAL SIZE A1

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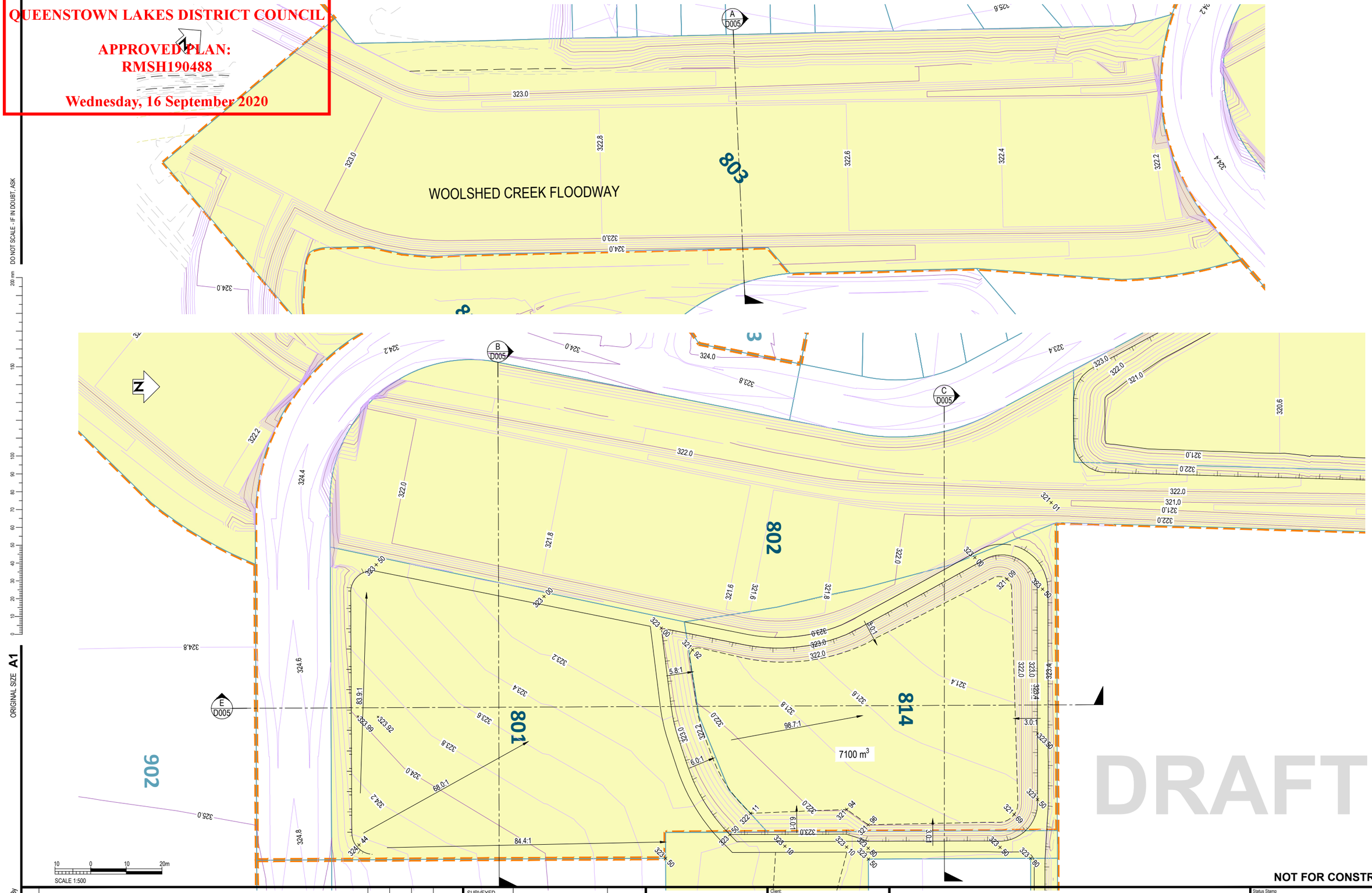
Wednesday, 16 September 2020



ORIGINAL SIZE A1

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Last modified: Jul 28 2020 By

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Peter Thomson	12.19
DRAWN	Peter Thomson	12.19
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW	NOT APPROVED	
APPROVED		
PROF REGISTRATION:		

Stantec

Client: QUEENSTOWN HOUSING LTD.

CONEBURN RESIDENTIAL DEVELOPMENT

RESERVES
LOTS 801, 802 AND 803

Status Stamp	WORKING PLOT
Date Stamp	28.07.20
Scales	1 : 500
Drawing No.	310103213-01-001-D006
Rev.	C

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QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
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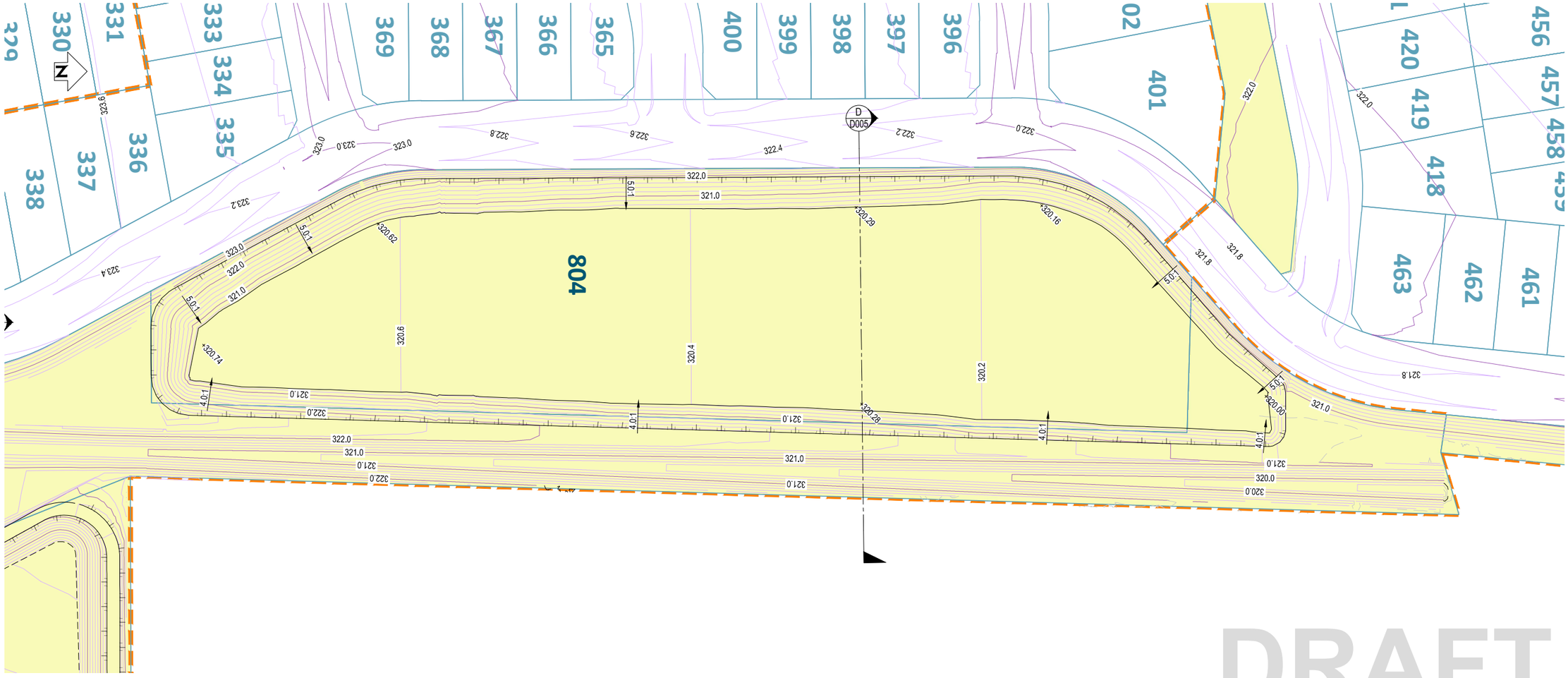
Wednesday, 16 September 2020



DRAFT

10 0 10 20m
SCALE 1:500

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Peter Thomson	12.19
DRAWN	Peter Thomson	12.19
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW	**NOT APPROVED**	
APPROVED		
PROF REGISTRATION:		

Stantec

Client: QUEENSTOWN HOUSING LTD.

CONEBURN RESIDENTIAL DEVELOPMENT

RESERVES
LOT 804

Status Stamp: **WORKING PLOT**
Date Stamp: **28.07.20**
Scales: 1 : 500
Drawing No.: 310103213-01-001-D007
Rev.: B

Last modified: Jul 28 2020 By

ORIGINAL SIZE A1

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QUEENSTOWN LAKES DISTRICT COUNCIL

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Wednesday, 16 September 2020

Coneburn SHA – SH190488

Breaches relating to the distance between vehicle crossings and intersections.

Red circles indicate a vehicle crossing that breaches standard 29.5.22 of the Proposed District Plan.

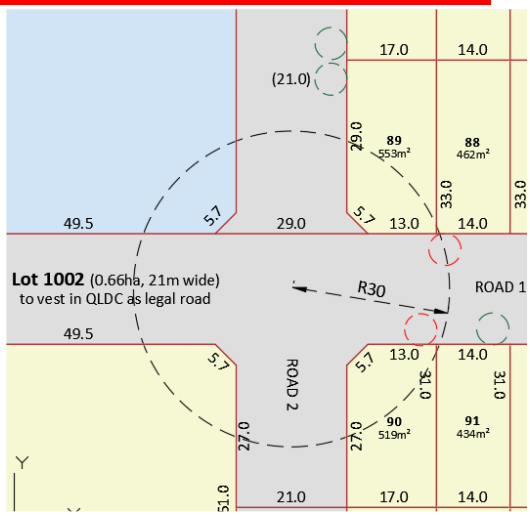

Figure 1: Intersection of Road 1 with Road 2

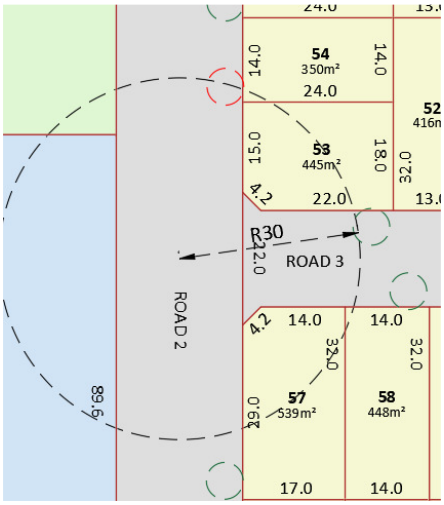

Figure 2: Intersection of Road 2 with Road 3

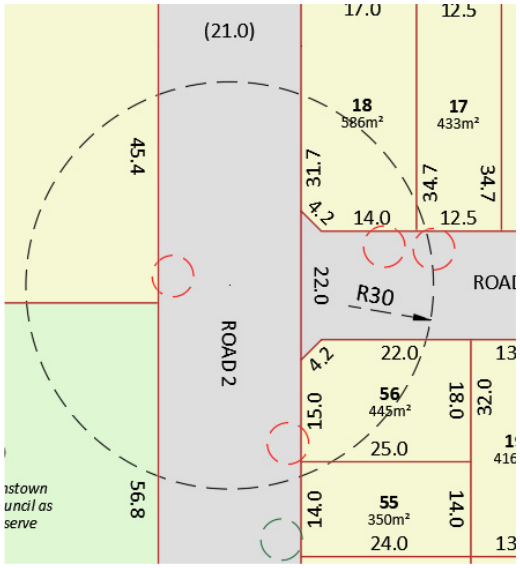

Figure 3: Intersection of Road 2 with Road 3

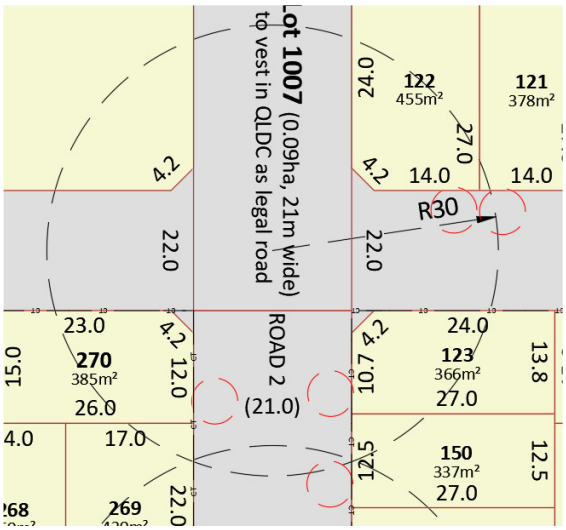

Figure 4: Intersection of Road 2 with Road 4

QUEENSTOWN LAKES DISTRICT COUNCIL
APPROVED PLAN:
RM SH190488
Wednesday, 16 September 2020

Figure 5: Intersection of Road 2 with Road 5

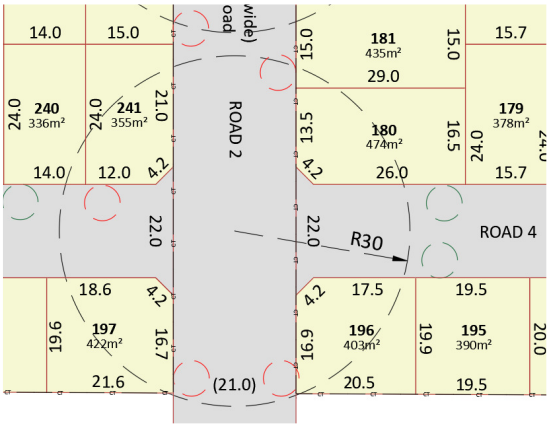

Figure 6: Intersection of Road 2 with Road 4

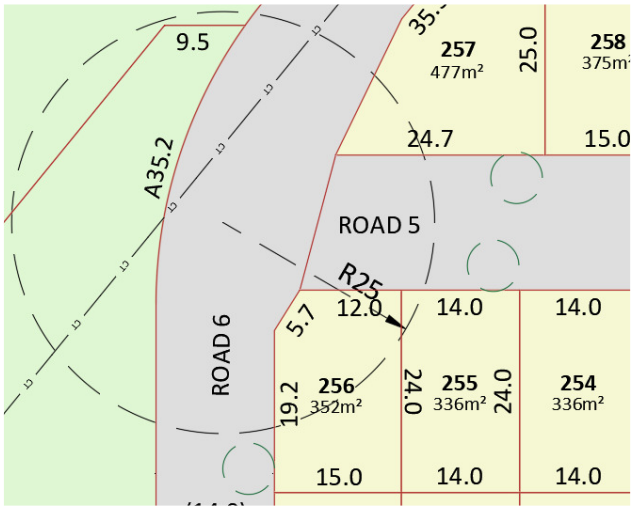

Figure 7: Intersection of Road 6 with Road 5

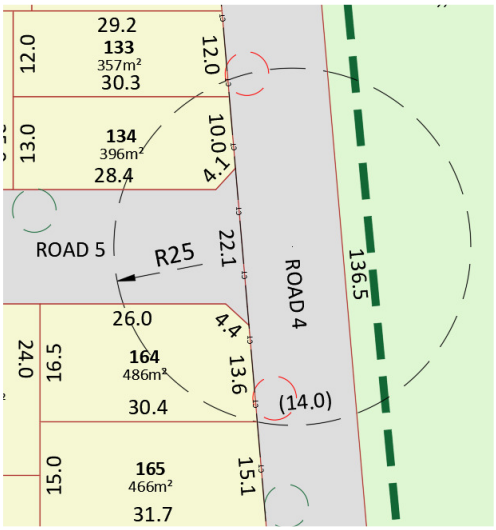

Figure 8: Intersection of Road 4 with Road 5

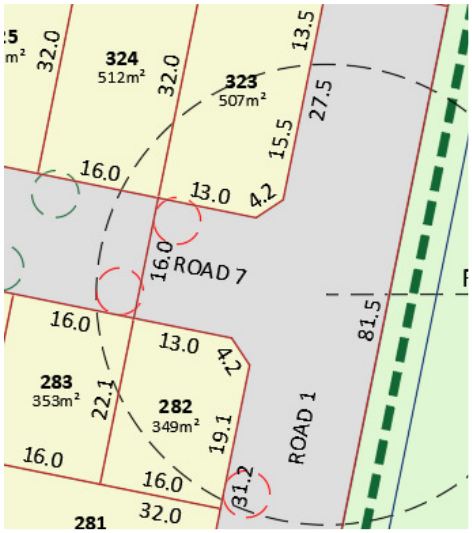

Figure 9: Intersection of Road 1 with Road 7

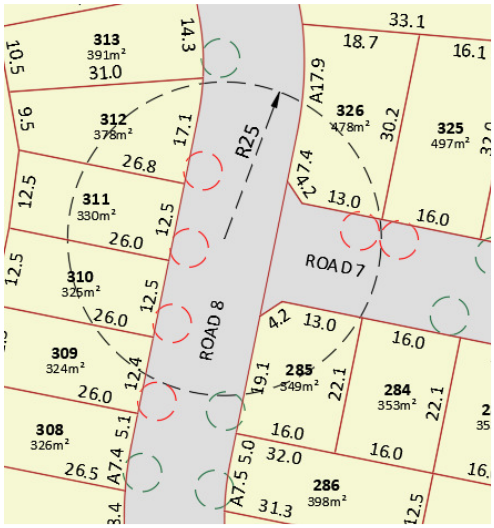

Figure 10: Intersection of Road 8 with Road 7

QUEENSTOWN LAKES DISTRICT COUNCIL
APPROVED PLAN:
RMSH190488
Wednesday, 16 September 2020

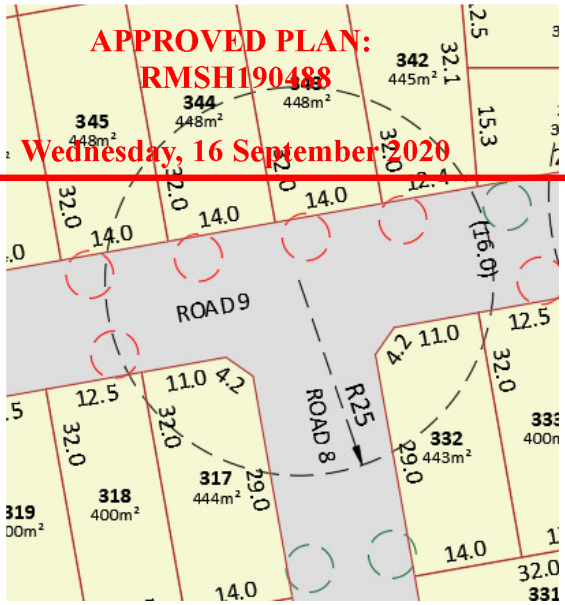

Figure 11: Intersection of Road 9 to Road 8

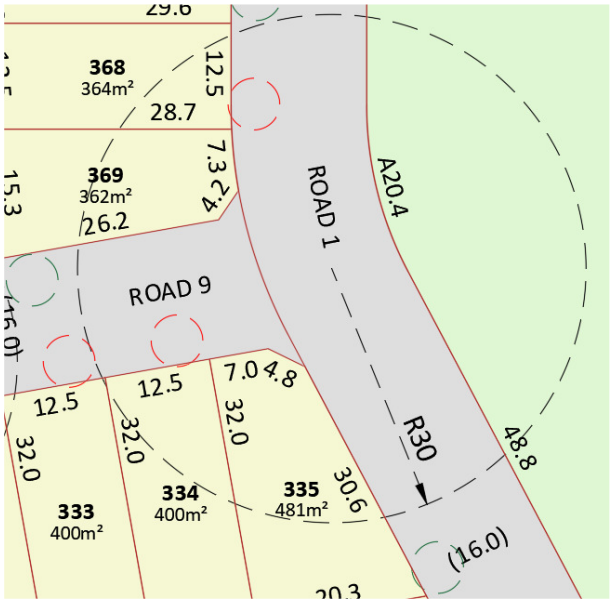

Figure 12: Intersection of Road 1 with Road 9

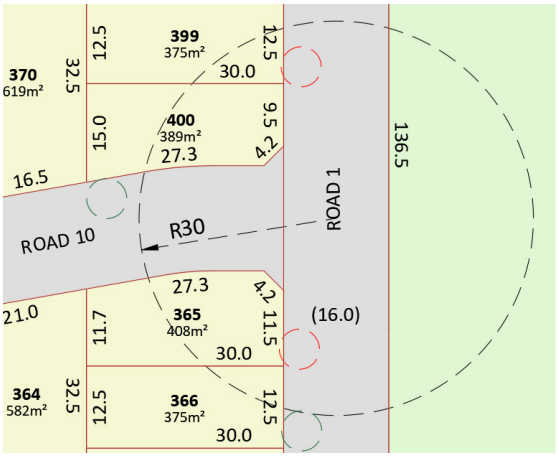

Figure 13: Intersection of Road 1 with Road 10

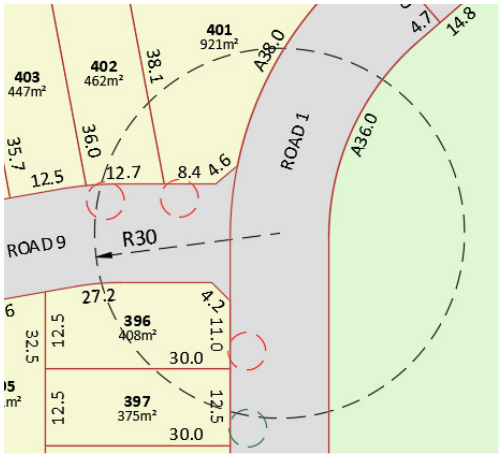

Figure 14: Intersection of Road 1 with Road 9

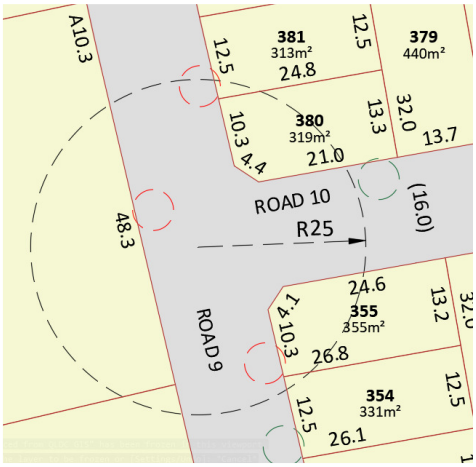

Figure 15: Intersection of Road 9 with Road 10

Figure 16: Intersection of Road 1 with Road 11

QUEENSTOWN LAKES DISTRICT COUNCIL
APPROVED PLAN:
RMSH190488
Wednesday, 16 September 2020

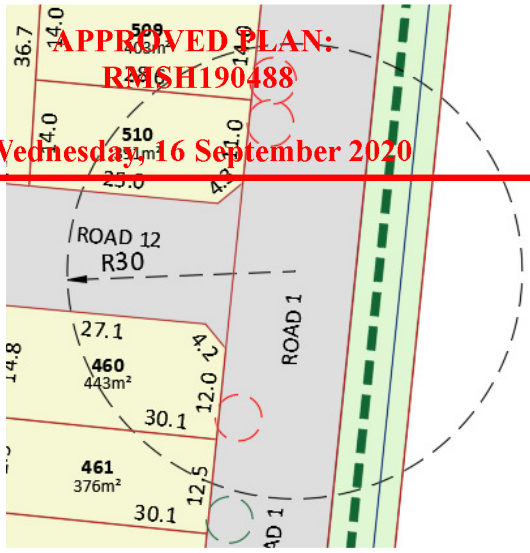

Figure 17: Intersection of Road 1 with Road 12

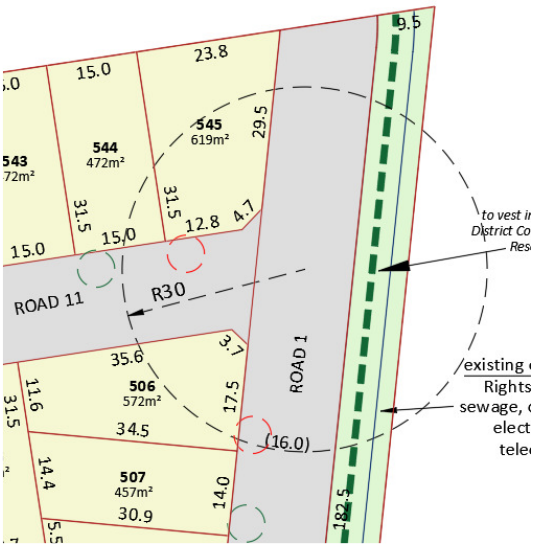

Figure 18: Intersection of Road 1 with Road 11

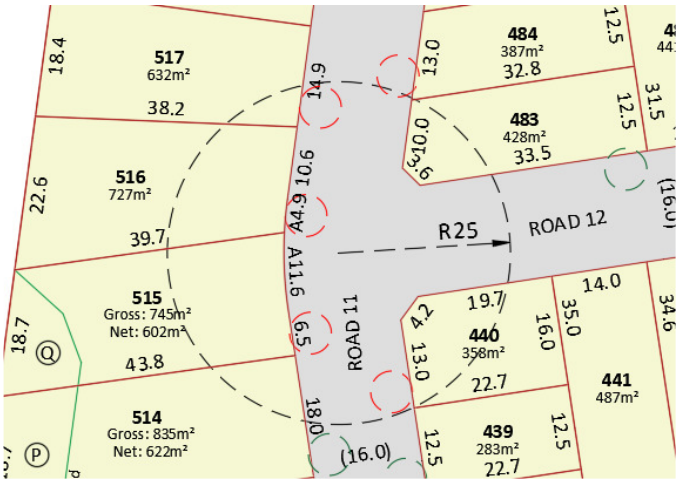

Figure 19: Intersection of Road 11 with Road 12

QUEENSTOWN LAKES DISTRICT COUNCIL

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RMSH190488

Wednesday, 16 September 2020

Coneburn SHA – SH190488

Breaches relating to the distance between vehicle crossings and intersections onto State Highways.

Red cycles indicate a vehicle crossing that breaches standard 29.5.23 of the Proposed District Plan.

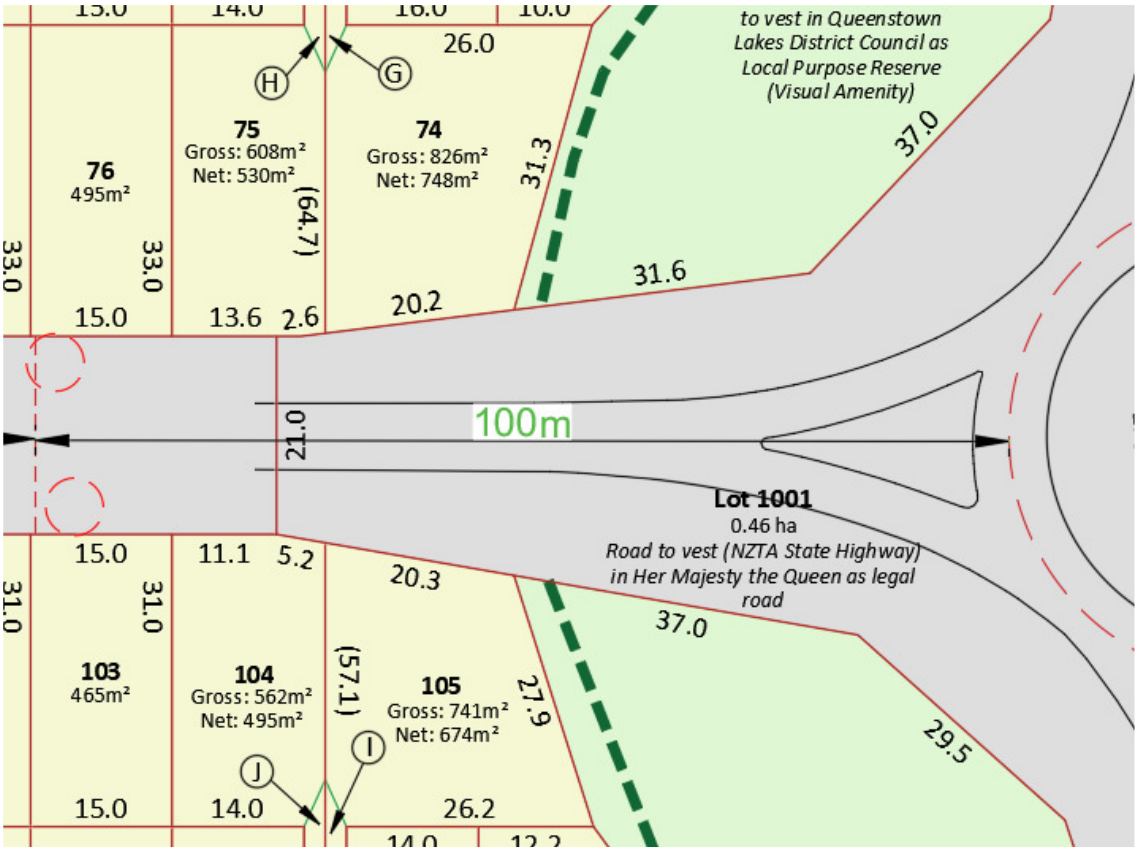

Figure 20: 100m from State Highway roundabout, on SH6, for posted speed of 70km/hr – 89km/hr

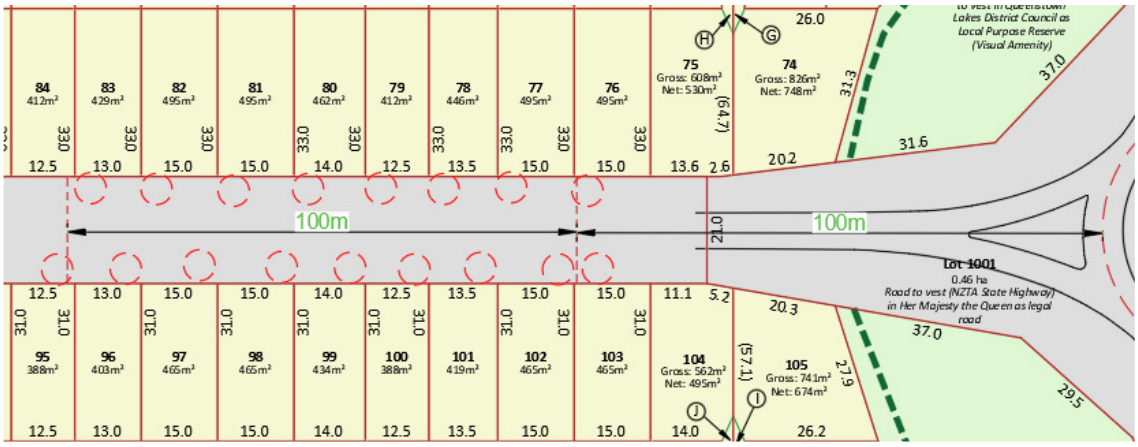

Figure 21: 200m from State Highway roundabout, on SH6, for posted speed equal to or greater than 90km/hr

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RMSH190488

Wednesday, 16 September 2020

LAND REQUIRED - CONEBURN RESIDENTIAL	
5	1310m²
6	1470m²
Total	2780m²

LAND REQUIRED - CONEBURN INDUSTRIAL	
1	1640m²
2	330m²
3	260m²
4	960m²
Total	3190m²

248

Arm 1 (North)

Roundabout 1

R22.00 m

Arm 3 (West)

Arm 4 (East)

Arm 2 (South)

N

SCALE (m)

WORK IN PROGRESS

PRINTED 29/11/2019 - 2:47:37 PM

REVISION	AMENDMENT	APPROVED	DATE

wsp
Christchurch Office
+64 3 363 5400
PO Box 1482
Christchurch 8140
New Zealand

CIVIL

SCALES: 1:500 (A1), 1:1000 (A3)
ORIGINAL SIZE: A1

DRAWN	DESIGNED	APPROVED
F. SANDERS	F. SANDERS	K. DUGAN

DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE
		YYYY-MM-DD

CONCEPT

PROJECT
QUEENSTOWN HOUSING LIMITED
CONEBURN RESIDENTIAL DEVELOPMENT
ROUNDABOUT CONCEPT DESIGN

TITLE
CONCEPT PLAN - 4 LEG ROUNDABOUT

WSP PROJECT NO. (SUB-PROJECT)	SHEET NO.	REVISION
6-XZ509.01	01	A

Original sheet size A1 (841x594) Plot Date 2019-11-29 at 2:47:37 PM C:\acadtemp\Queenstown\6-XZ509.01(A)-Coneburn 4 leg rdbt.dwg Layout1