

Queenstown Lakes District Proposed District Plan
Section 32 Evaluation
Stage 3 Components

For:

Rural Visitor Special Zone

And consequential Variations to Proposed District Plan:

Chapter 20 Settlements

Chapter 27 Subdivision and Development

Chapter 25 Earthworks

Chapter 31 Signs

Chapter 36 Noise

Planning Maps

**Incorporation by reference, and amendments to the Cardrona
Village Character Guideline 2012**

1. EXECUTIVE SUMMARY	3
2. INTRODUCTION	4
3. District Plan Review BACKGROUND	5
4. PURPOSE OF THE REPORT	6
5. CONSULTATION	7
6. STATUTORY POLICY CONTEXT	7
Resource Management Act 1991	7
Other National Legislation or Policy Statements	9
Iwi Management Plans	11
<i>Kāi Tahu ki Otago</i> Natural Resource Management Plan 2005	12
Regional Policy Statements	12
Partially Operative Regional Policy Statement 2019 and Partially Operative Regional Policy Statement 1998	13
Chapter 3 Strategic Direction:	13
Chapter 5 Tangata Whenua:	15
Chapter 6 Landscapes and Rural Character:	15
Other Council Documents Considered	16
7. OVERVIEW OF RVSZ AREAS	16
8. RESOURCE MANAGEMENT ISSUES	22
12. SCALE AND SIGNIFICANCE EVALUATION	58
13. EFFICIENCY AND EFFECTIVENESS OF THE PROVISIONS	59
14. THE RISK OF ACTING OR NOT ACTING – section 32(2)(c)	59

APPENDICES:

1. Chapter 46 Rural Visitor Zone proposed provisions and variations

Note: The provisions relating to the reviewed Rural Visitor Zone at Cardrona are contained in the Settlement Zone Chapter 20.

2. Queenstown Lakes District Council Rural Visitor Zone Review Landscape Assessment June 2019

3. Copy of Resource Consent decision RM110010 for a Structure Plan at Arcadia

4. Relevant objectives and policies of the Partially Operative Regional Policy Statement for Otago, 2019 and 1998 volumes.

5. Cardrona Village Character Guideline 2012.

Note: the text of the Cardrona Village Character Guideline 2012 that is proposed to be amended are contained in the Settlement Zone Chapter 20.

6. RM 180844 155 Arthurs Point Road

7. Pre notification feedback from Brooklynne Holdings Limited relating to the review of the Cardrona Rural Visitor Zone.

1. EXECUTIVE SUMMARY

- 1.1 This report is the section 32 evaluation for the review of the operative Rural Visitor Special Zone (**RVSZ**) and forms part of the Queenstown Lakes District Council's ('**QLDC**' or '**the Council**') District Plan Review process. The Stage 3b Proposed District Plan Rural Visitor Chapter 46 (**Rural Visitor Chapter**) applies to all land identified as Rural Visitor Zone (**RVZ**) within the Planning Maps available via a web link to the Stage 3b Proposed District Plan (**PDP**) notification bundle.
- 1.2 The RVZ is intended to provide for and manage visitor industry activities within the rural environment of the District, specifically the Outstanding Natural Landscapes (**ONL**). The RVZ is designed to provide for visitor industry facilities on sites that are too small to likely be appropriate for resort zoning (i.e. a stand alone special zone), and the principal activity is visitor accommodation and smaller scale commercial recreation activities, rather than a separate resort or special zone that is centred around substantial recreation activities (i.e. Millbrook Chapter 43 and the establishment and ongoing use of golf courses).
- 1.3 The key resource management issues relating to the RVZ are the effects of activities on landscape values and the appropriateness of various activities within the zone and relatively remote locations within the rural environment. Issues specific to different areas include the recognition of historic values, the effects of urban growth, community identify and reverse sensitivity effects.
- 1.4 The Operative District Plan (**ODP**) provisions, located in Section 12 of the ODP have been used as a baseline for this review, and the key changes that are recommended to address the key resource management issues are:
- (a) Objectives and policies aimed at enabling visitor-related activities provided landscape values are maintained or enhanced;
 - (b) The identification of areas of moderate – high and high landscape sensitivity on the Planning Maps, and rules restricting buildings within these areas;
 - (c) Rules that enable visitor accommodation, commercial recreation and farming activity subject to standards;
 - (d) Rules requiring a resource consent for any building to enable the Council to consider the effects of built development within the zone;
 - (e) Rules that discourage activities other than those specifically provided for, including residential activity (not ancillary to onsite commercial recreation or visitor accommodation) as a non-complying activity; and
 - (f) The inclusion of standards relating to setbacks, building coverage, height, external building appearance and glare.

- 1.5 The RVZ Chapter 46 will assist the Council to fulfil its statutory functions and responsibilities as required by the Resource Management Act 1991 (**the Act/the RMA**), in particular sections 35 (duty to gather information, monitor and keep records) and 79 (review of policy statements and plans).
- 1.6 The proposed Stage 3 Chapter 46 text is attached at Appendix 1 to this report. The proposed zoning is shown on a weblink on the Council's website.

2. INTRODUCTION

- 2.1. Section 32 of the Act requires objectives in proposals to be examined for their appropriateness in achieving the purpose of the Act, and the policies and methods of those proposals to be examined for their costs, benefits, efficiency, effectiveness and risk of acting or not acting in achieving the objectives.
- 2.2. The purpose of this proposal is to introduce to the PDP a suite of objectives, policies and rules that provide for visitor accommodation and related activities in specific locations within the rural areas of the district, where the landscape can accommodate the change from visitor industry related development, primarily visitor accommodation. This proposal also recommends associated variations to the following PDP chapters to include RVZ-specific provisions within the district-wide provisions:
- (a) Chapter 20 Settlements (where the operative Rural Visitor Zone and some adjoining Stage 1 Rural Zoned land is proposed to be zoned Settlement);
 - (b) Chapter 25 Earthworks;
 - (c) Chapter 27 Subdivision and Development;
 - (d) Chapter 31 Signs; and
 - (e) Chapter 36 Noise.
- 2.3. Variations to the Planning Maps are included as part of the proposal.
- 2.4. While the RVSZ has been used as the basis of the review, and its revision informs the new Chapter 46 RVZ within the PDP, the review has taken a first principles approach as opposed to any assumption that the operative RVSZ is the most appropriate way to meet the objectives of the PDP and the Act.
- 2.5. Within the ODP there are seven different areas that are identified as RVSZ:
- (a) Arcadia;
 - (b) Arthurs Point;
 - (c) Blanket Bay;
 - (d) Cardrona;
 - (e) Cecil Peak;

- (f) Walter Peak; and
- (g) Windermere.

2.6. The evaluation of the appropriateness of the Rural Visitor Chapter is based upon addressing the following resource management issues:

- (a) Visitor industry activities within the Outstanding Natural Landscapes and effects of those activities on landscape values;
- (b) The appropriateness of various activities within the existing Rural Visitor zone;
- (c) Structure planning within the existing Rural Visitor zone provisions;
- (d) Urban growth at Arthurs Point;
- (e) Effects on historic values;
- (f) Community identity at Cardrona; and
- (g) Land use options at Windermere.

2.7. Addressing the issues set out above will result in a more appropriate regime of managing the effects of activities in the Rural Visitor Zones and is consistent with achieving the purpose of the Act.

2.8. The Strategic chapters, and a number of District Wide annotations and District Wide chapters were notified for submissions in Stage 1 and Stage 2 of the PDP and they therefore will apply to all land notified as part of Stage 3. Through Stage 3, some additional zone-specific District Wide provisions are being notified that apply specifically to the RVZ, for example new standards for subdivision, signs, earthworks and noise.

2.9. The Rural Visitor Chapter applies to land notified in Stage 3 of the District Plan Review and is shown on the Planning Maps.

3. DISTRICT PLAN REVIEW BACKGROUND

3.1. The District Plan Review is being undertaken in stages. Stage 1 commenced in April 2014 and was publicly notified on 26 August 2015. Hearings on Stage 1 components comprising ten individual hearing streams for 33 chapters, 1 variation¹ and three separate hearing streams for rezoning requests and mapping annotations² were held from March 2016 to September 2017.

3.2. On 29 September 2016 the Council approved the commencement of Stage 2. As part of the resolutions the Council approved the separation of the District Plan into two volumes, Volume A and Volume B.

¹ Variation 1 – Arrowtown Design Guidelines 2016

² Ski Area Sub Zones, Upper Clutha Area and the Queenstown Area (excluding the Wakatipu Basin).

- 3.3. Volume A will comprise those parts of the ODP that have been reviewed and made operative. Volume B comprises land that has not been reviewed. Proposed District Plan Chapters 3, 4, 5, and 6 and designations apply over both volumes A and B.
- 3.4. Stage 3 of the District Plan Review includes the following topics:
- Mapping sites of significance to Iwi/Wāhi Tūpuna;
 - Settlement Zones (ODP Township Zones);
 - Design Guidelines to assist with the implementation of the Residential and Business Mixed Use Zones (PDP Chapters 7, 8, 9 and 15);
 - Industrial A and B Zones;
 - Rural Visitor Zone;
 - Ballantyne Road Mixed Use Zone; and
 - Three Parks Special Zone.
- 3.5. At the time of notification of Stage 3, decisions have been made on Stage 1 and Stage 2 and appeals have been lodged, and some matters have been heard by the Environment Court. An interim decision on Topic 1 Stage 1 – A resilient economy was issued by the Environment Court on 5 August 2019.

4. PURPOSE OF THE REPORT

- 4.1. Section 32 of the Act requires objectives in proposals to be examined for their appropriateness in achieving the purpose of the Act, and the policies and methods of those proposals to be examined for their efficiency, effectiveness and risk in achieving the objectives (MFE, 2014). This report fulfils the obligations of the Council under section 32 of the Act. The analysis set out below (within sections 5 to 17) should be read together with the text of the proposed RVZ at Chapter 46.
- 4.2. This report provides an analysis of the key issues, objectives and the policy response for the Rural Visitor Chapter under the following headings:
- a) The Consultation undertaken, including engagement with iwi authorities on the draft plan (Section 5).
 - b) An overview of the applicable Statutory Policy Context (Section 6)
 - c) A description of the Resource Management Issues, which provide the driver for the proposed provisions (Sections 7 to 12);
 - d) An Evaluation against Section 32(1)(a) and Section 32(1)(b) of the Act , that is:
 - (i) Whether the objectives are the most appropriate way to achieve the purpose of the RMA (Section 32(1)(a));
 - (ii) Whether the provisions (policies and methods) are the most appropriate way to achieve the objectives (Section 32(1)(b)), including:

- (i) identifying other reasonably practicable options for achieving the objectives;
- (ii) assessing the efficiency and effectiveness of the provisions in achieving the objectives; and
- (iii) summarising the reasons for deciding on the provisions; and
- (iv) The identification and assessment of the costs and benefits of the environmental, economic, social and cultural effects (Section 32(2));
- (v) The Risk of Acting or Not Acting (Section 14).

5. CONSULTATION

5.1. The following consultation was undertaken in the development of the proposal.

5.2. Iwi were provided the opportunity to comment on draft provisions and the extent of the RVZ. No specific comments were received.

5.3. Letters were sent to property owners in the RVSZ, and immediately adjacent sites. Feedback was received from several persons and that feedback has been taken into consideration as part of the evaluation. Areas of particular interest were:

- (a) Arthurs Point, with particular reference to subdivision and land use that had occurred under the operative regime and the implications of the review on established activities and subdivisions.
- (b) At Arthurs point, the realisation that the area is being developed to urban densities and what the most appropriate alternative zoning regime could be.
- (c) The continuation of visitor activities at Blanket Bay.
- (d) At Windermere near Wanaka, whether the new PDP Airport Zone would be the most appropriate zoning due to the proximity of this land to the Wanaka Airport Zone.
- (e) At Walter Peak, provision for continuation of visitor industry related activities and further development opportunities and related infrastructure to support the ongoing activities and growth at Walter Peak.
- (f) Previous resource consents and landscape reports at Arcadia and potential for continuation of these into the PDP.
- (g) The ongoing provision for visitor activities at Blanket Bay.
- (h) At Cardrona, the extent of commercial areas, building heights and use of the Cardrona Character Guideline 2012.

6. STATUTORY POLICY CONTEXT

Resource Management Act 1991

- 6.1. The purpose of the RMA is to promote the sustainable management of natural and physical resources. Sustainable management is defined in the RMA as managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while:
- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
 - (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
 - (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.
- 6.2 Guidance as to how the overall sustainable management purpose is to be achieved is provided in the other sections, including sections 6, 7 and 8 of Part 2 of the Act.
- 6.2. Section 6 of the RMA sets out matters of national importance that are to be recognised and provided for. The following section 6 matters are applicable:
- (a) Section 6(a) - the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development;
 - (b) Section 6(b) - the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development;
 - (c) Section 6(d) - the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers; and
 - (d) Section 6(h) - the management of significant risks from natural hazards.
- 6.3. Section 7 lists other matters that Council shall have particular regard to. Those most relevant to the proposal include the following:
- (a) Section 7(b) - the efficient use and development of natural and physical resources;
 - (b) Section 7(c) – the maintenance and enhancement of amenity values;
 - (c) Section 7(f) – the maintenance and enhancement of the quality of the environment; and
 - (d) Section 7(g) – any finite characteristics of natural and physical resources.
- 6.4. Section 8 requires the Council take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi). The principles as they relate to resource management derive from Te Tiriti o Waitangi itself and from resource management case law and practice.
- 6.5. All of the RVZ areas are located within the rural environment of the District and within the ONL classification. Development within ONLs has the potential to degrade the important landscape character and visual amenity values that contribute to the importance of these landscapes at not only a District and regional, but at the national level. The Council is required to protect these landscapes from inappropriate use, subdivision and development.

- 6.6. The RVZ contains land utilised for visitor-related activities as well as rural production. The Act requires that particular regard is had to the maintenance and enhancement of amenity values, the quality of the environment and any finite characteristics of natural and physical resources. These matters are important in the context of the RVZ in determining the most appropriate way to manage the natural and physical resources of these areas. Careful management is required to ensure that the landscape quality and character of the RVZ is maintained. The Council must also have regard to the efficient use of land and resources as identified in section 7(b).
- 6.7. Section 31 of the Act provides the basis for objectives, policies and methods within a District Plan, to manage the effects of use, development or protection of land and associated natural and physical resources of the district. A strategic approach is necessary to manage future development within the RVZ in a logical and coordinated manner to promote the sustainable management of the valued landscapes within it.

Other National Legislation or Policy Statements

- 6.8. When preparing district plans, district councils must give effect to any National Policy Statement (NPS) or National Environmental Standard (NES).
- 6.9. The following NPS are currently in effect:
- (a) NPS on Urban Development Capacity (NPS-UDC)
 - (b) NPS for Freshwater Management (NPS-FW)
 - (c) NPS for Renewable Electricity Generation (NPS-REG)
 - (d) NPS on Electricity Transmission (NPS-ET)
 - (e) New Zealand Coastal Policy Statement

Work is currently underway on a proposed National Policy Statement for Indigenous Biodiversity.

- 6.10. The NPS-UDC is the most relevant NPS to the proposal and came into effect on 1 December 2016. The NPS-UDC sets out objectives and policies for ensuring that sufficient feasible development capacity for residential and business growth is provided for. It requires councils in high growth areas to produce a future development strategy which demonstrates that there will be sufficient, feasible development capacity in the medium and long term. The Queenstown Lakes District is identified as a high growth area.
- 6.11. The Housing Development Capacity Assessment 2017 (HDCA) was the first comprehensive assessment of urban residential dwelling demand and capacity undertaken in accordance with the NPS-UDC. The geographic scope of the HDCA was defined as the urban environment – those areas within the Wanaka, Arrowtown and Queenstown urban growth boundaries as well as the urban zones in Hawea and Luggate and the area of Low Density Residential zoning

adjacent to Lake Hayes³. Of the areas zoned RVSZ, only Arthurs Point would fall within the scope of the HDCA. Zones outside of the 'urban environment' (which include the RVSZ areas other than Arthurs Point) did not contribute to the modelled capacity of the HDCA⁴.

6.12. The HDCA concludes that the District's total housing capacity is well in excess of demand, for both urban Queenstown Lakes District and the total District in the short, medium and long-term and therefore satisfies Policy A1 of the NPS-UDC⁵.

6.13. Likewise, the Business Development Capacity Assessment 2017 (BDCA) was the first comprehensive assessment of urban business demand and capacity undertaken in accordance with the NPS-UDC. The geographic scope of the BDCA is the same as that for the HDCA⁶, and therefore only the Arthurs Point RVSZ area was considered. The BDCA concluded that the district plans provide a surplus of capacity for projected growth for Retail and Commercial sectors for the next 30 years, but that the Wakatipu Ward will not have sufficient industrial capacity beyond 2026⁷.

6.14. The proposal as it relates to the Arthurs Point RVSZ is the most relevant to the NPS-UDC, given the conclusion of the HDCA and BCDA that the remaining RVSZ areas are not within the 'urban environment' and were therefore not taken into account in the capacity modelling. The HDCA notes that the RVSZ provisions make it difficult to anticipate the likely residential yield in terms of density because the provisions provide for residential units as controlled activity up to 8 metres in height outside a 10 metre boundary setback. A conservative figure of 200 was applied to the Arthurs Point RVSZ, based on historical development within the zone⁸. The potential residential yield of the Arthurs Point RVSZ area is likely to be similar under a PDP residential zoning.

6.15. The NES that are currently in effect are:

- (a) NES for Air Quality;
- (b) NES for Sources of Drinking Water;
- (c) NES for Telecommunication Facilities;
- (d) NES for Electricity Transmission Activities;
- (e) NES for Assessing and Managing Contaminants in Soil to Protect Human Health; and
- (f) NES for Plantation Forestry.

³ [Housing Development Capacity Assessment 2017](#), page 2

⁴ Ibid, page 58

⁵ Ibid, page 214

⁶ [Business Development Capacity Assessment 2017](#), page 2

⁷ Ibid, page 149

⁸ [Housing Development Capacity Assessment 2017](#), page 79

- 6.16. The proposal has a relatively narrow purpose in that it seeks to provide for visitor accommodation activities in appropriate locations within the ONL. It does not seek to change the overall policy direction of the PDP and does not introduce provisions that would be inconsistent with any of the NES. None of the RVSZ are affected by the existing National Grid or substation, which is located at Frankton.
- 6.17. The first set of National Planning Standards (the Standards) were gazetted on 5 April 2019 and include requirements to improve the efficiency and effectiveness of the planning system by providing nationally consistent structure, format, definitions, noise and vibration metrics and electronic functionality and accessibility.
- 6.18. Under the mandatory directions in Section 17 (Implementation Standard), Queenstown Lakes District Council is required to give effect to the following standards within seven years:
- (a) Foundation;
 - (b) Structure;
 - (c) Introduction and general provision;
 - (d) District-wide matters;
 - (e) Zone framework;
 - (f) Designations;
 - (g) Format;
 - (h) District spatial layers;
 - (i) Mapping; and
 - (j) Noise and vibration metrics.
- 6.19. The standard for Definitions must be given effect to within nine years. Given the timing, neither the first two Stages of the District Plan Review nor Stage 3 of the PDP is required to implement the NPS.

Iwi Management Plans

- 6.20. When preparing or changing a district plan, Section 74(2A)(a) of the RMA states that Councils must take into account any relevant planning document recognised by an iwi authority and lodged with the territorial authority, to the extent that its content has a bearing on the resource management issues of the district.
- 6.21. The following iwi management plans are discussed below.

The Cry of the People, Te Tangi a Tauira: Ngāi Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008 (MNRMP 2008); and

Kāi Tahu ki Otago Natural Resource Management Plan 2005 (KTKO NRMP 2005)

The Cry of the People, Te Tangi a Taurira: Ngāi Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008

6.22. Section 3.4, Takitimu Me Ona Uri: High Country and Foothills contain the following policies that have specific regard to development:

Provision	Detail
Section 3.4 High Country and Foothills – Takitimu Me Ona Uri	
3.4.8 Access and Tourism	Ngā Kaupapa 1. Ensure that adequate and timely consultation occurs between tangata whenua and landowners/managers with respect to issues of access in the high country. This includes proposed new development such as transport networks. 2. Development that includes building activity should consider specific landscape and geographical features and the significance of these to Ngāi Tahu Whānui. Activity whereby buildings will protrude above ridgelines or displace sites of cultural significance should be avoided. 5. Encourage consent and concession authorities to consider appropriate locations and durations for activities involving tourism, recreation and access to the high country. This includes assessing the long term and cumulative effects that the activity may have. Furthermore authorities should provide for the potential availability of improved techniques and processes that will reduce overall effects on high country landscapes.

Kāi Tahu ki Otago Natural Resource Management Plan 2005

6.23. Part 10: Clutha/Mata-au Catchments Te Riu o Mata-au outlines the issues, and policies for the Clutha/Mataau Catchments. Generic issues, objectives and policies for all catchments across the Otago Region are recorded in Chapter 5 Otago Region.

6.24. The following policies are of particular relevance to the proposal:

Provision	Detail
10.2.3 Wai Māori Policies	
Land use	9. To encourage the adoption of sound environmental practices, adopted where land use intensification occurs. 10. To promote sustainable land use in the Clutha/Mata-au Catchment.

Regional Policy Statements

- 6.25. Section 74 of the Act requires that a district plan prepared by a territorial authority must give effect to any operative Regional Policy Statement and have regard to any proposed regional policy statement.
- 6.26. The Proposed Otago Regional Policy Statement (**PRPS**) was notified for public submissions on 23 May 2015, with decisions on submissions released on 1 October 2016. A number of provisions were appealed. Consent orders have now been issued for most appeals and these now form the Partially Operative Otago Regional Policy Statement 2019 (**PORPS 19**). The provisions that have not been superseded by the PORPS 19 remain in the Partially Operative Otago Regional Policy Statement 1998 (**PORPS 98**).
- 6.27. There remains one chapter of relevance that has yet to be made operative (*Chapter 3: Otago has high quality natural resources and ecosystems*), however as a consent order has not been issued at the time of preparing this evaluation the appeal process is all but resolved and significant weight can be given to these provisions.

Partially Operative Regional Policy Statement 2019 and Partially Operative Regional Policy Statement 1998

- 6.28. Several objectives and policies of the PORPS 2019 and PORPS 1998 are relevant. These are contained in **Appendix 4**.
- 6.29. These objectives and policies highlight the importance of the rural resource both in terms of the productive resources of the rural area and the protection of the District's outstanding natural features and landscapes.

Proposed District Plan – Decisions notified 7 May 2018

- 6.30. The following strategic objectives and policies of the PDP are relevant to the proposal:

Chapter 3 Strategic Direction:

Provision	Detail
Strategic Objective 3.2.1	The development of a prosperous, resilient and equitable economy in the District.
Strategic Objective 3.2.1.1	The significant socioeconomic benefits of well-designed and appropriately located visitor industry facilities and services are realised across the District.
Strategic Objective 3.2.1.7	Agricultural land uses consistent with the maintenance of the character of rural landscapes and significant nature conservation values are enabled.

Provision	Detail
Strategic Objective 3.2.1.8	Diversification of land use in rural areas beyond traditional activities, including farming, provided that the character of rural landscapes, significant nature conservation values and Ngāi Tahu values, interests and customary resources, are maintained.
Strategic Objective 3.2.1.9	Infrastructure in the District that is operated, maintained, developed and upgraded efficiently and effectively to meet community needs and to maintain the quality of the environment.
Strategic Objective 3.2.4	The distinctive natural environments and ecosystems of the District are protected.
Strategic Objective 3.2.4.3	The natural character of the beds and margins of the District's lakes, rivers and wetlands is preserved or enhanced.
Strategic Objective 3.2.4.5	Public access to the natural environment is maintained or enhanced.
Strategic Objective 3.2.5	The retention of the District's distinctive landscapes.
Strategic Objective 3.2.5.1	The landscape and visual amenity values and the natural character of Outstanding Natural Landscapes and Outstanding Natural Features are protected from adverse effects of subdivision, use and development that are more than minor and/or not temporary in duration.
Strategic Policy 3.3.1	Make provision for the visitor industry to maintain and enhance attractions, facilities and services within the Queenstown and Wanaka town centre areas and elsewhere within the District's urban areas and settlements at locations where this is consistent with objectives and policies for the relevant zone.
Strategic Policy 3.3.19	Manage subdivision and/or development that may have adverse effects on the natural character and nature conservation values of the District's lakes, rivers, wetlands and their beds and margins so that their life-supporting capacity and natural character is maintained or enhanced.
Strategic Policy 3.3.20	Enable continuation of existing farming activities and evolving forms of agricultural land use in rural areas except where those activities conflict with significant nature conservation values or degrade the existing character of rural landscapes.
Strategic Policy 3.3.21	Recognise that commercial recreation and tourism related activities seeking to locate within the Rural Zone may be appropriate where these activities enhance the appreciation of landscapes, and on the basis they would protect, maintain or enhance landscape quality, character and visual amenity values.
Strategic Policy 3.3.25	Provide for non-residential development with a functional need to locate in the rural environment, including regionally significant infrastructure where applicable, through a planning framework that recognises its locational constraints, while ensuring maintenance and enhancement of the rural environment.
Strategic Policy 3.3.28	Seek opportunities to provide public access to the natural environment at the time of plan change, subdivision or development.

Provision	Detail
Strategic Policy 3.3.30	Avoid adverse effects on the landscape and visual amenity values and natural character of the District's Outstanding Natural Landscapes and Outstanding Natural Features that are more than minor and/or not temporary in duration.

- 6.31. The Strategic Directions seek to enable development while protecting the valued natural and physical resources of the District. The proposal is required to give effect to these obligations.
- 6.32. A key objective is SO 3.2.1.1 which realises the significant socioeconomic benefits of appropriately located visitor industry facilities and services are realised across the District. The outcome of appeals relating to landscapes and the rural environment is subject to the outcome of Topic 2 and this Strategic Objective has not yet been determined.
- 6.33. Given the locations of the RVSZ areas, Chapter 4 Urban Development is only relevant to the Arthurs Point RVSZ (being the only area located within an urban growth boundary (**UGB**)). The provisions of Chapter 4 encourage consolidation of urban growth within UGBs, and seek to utilise land and resources in an efficient manner while preserving natural amenity values, including avoiding impinging on outstanding natural landscapes.

Chapter 5 Tangata Whenua:

Provision	Detail	Decision
Objective 5.3.1	Consultation with tangata whenua occurs through the implementation of the Queenstown Lakes District Plan policies.	Stage 1 Treated as operative
Policy 5.3.1.1	Ensure that Ngāi Tahu Papatipu Rūnanga are engaged in resource management decision-making and implementation on matters that affect Ngāi Tahu values, rights and interests, in accordance with the principles of the Treaty of Waitangi.	Stage 1 Treated as operative

- 6.34. The Tangata Whenua objectives and policies seek to ensure tangata whenua involvement throughout the planning process. Details of consultation with iwi in relation to the proposal are addressed above at Section 5.

Chapter 6 Landscapes and Rural Character:

Provision	Detail
Policy 6.3.1	Classify the Rural Zoned landscapes in the District as: a. Outstanding Natural Feature (ONF); b. Outstanding Natural Landscape (ONL); c. Rural Character Landscape (RCL).
Policy 6.3.3	Provide a separate regulatory regime for the Gibbston Valley (identified as the Gibbston Character Zone), Rural Residential Zone, Rural Lifestyle Zone and the Special Zones within which the Outstanding Natural Feature, Outstanding Natural Landscape and Rural Character Landscape categories and the policies of this chapter related to those categories do not apply unless otherwise stated.

- 6.35. Following decisions on Chapter 6 in Stage 1 of the District Plan Review, from an implementation perspective the landscape categories and policies in Chapter 6 on the ONL and Rural Character Landscape areas (**RCL**) only apply to land zoned Rural. However, landscapes values can still be outstanding under section 6 of the Act without a mapping annotation and the RVZ land falls within section 6 as identified in Section 6.5 above.
- 6.36. In accordance with Policy 6.3.3, the policies in Chapter 6 do not apply to land within the Special Zones (which include the RVZ, being located in Part 6 of the PDP). The proposal includes objectives, policies and methods to manage landscape values independently of Chapter 6.

Other Council Documents Considered

- 6.37. The following Council documents and projects have informed this Section 32 evaluation.
- (a) [Rural Visitor Zone Monitoring Report](#) (April 2010)
 - (b) [Long Term Plan 2018-28](#) – Volume 1
 - (c) [Long Term Plan 2018-28](#) – Volume 2
 - (d) [Housing Development Capacity Assessment 2017](#)
 - (e) [Business Development Capacity Assessment 2017](#)
 - (f) [Cardrona Community Plan 2020](#)
 - (g) [Cardrona Valley Structure Plan 2009](#)
 - (h) [Cardrona Valley Character Guidelines 2012](#)

7. OVERVIEW OF RVSZ AREAS

Arcadia

- 7.1. The Arcadia RVSZ is located north of Diamond Lake and comprises approximately 85 hectares of sloping land, mostly grassed but with some mature trees. The zone is made up of a half dozen property parcels, all currently held in the same ownership.
- 7.2. The Category 3 heritage-listed Arcadia House is located in the north of the RVSZ. Arcadia House was built in the early twentieth century and is identified (in Stage 1 of the PDP) as a heritage-listed item and is therefore subject to the protection of the rules relating to scheduled items in Chapter 26 Historic Heritage.
- 7.3. Council records show that a Structure Plan for Arcadia Station was granted as a controlled activity under Rule 12.4.3.2(i) of the ODP in 2011⁹. The decision and approved Structure Plan are included at **Appendix 3**. The Structure Plan provided for eleven different development areas within the following broad categories:
- (a) Residential development;
 - (b) Visitor accommodation;
 - (c) Commercial development;
 - (d) Lakeside recreational facility development; and
 - (e) Open space.
- 7.4. The application for the Structure Plan was accompanied by Arcadia Station Design Guidelines detailing density, materials and cladding, building height, roof pitch, vegetation and curtilage areas. One of the conditions of consent required the registration of a covenant on the title at the time consent is given effect to, requiring future development to be undertaken in accordance with the Structure Plan and the Design Guidelines.
- 7.5. A residential subdivision was granted resource consent in 2014 to establish eleven rural living style residential allotments, along with access lots and common areas, and associated earthworks, roading, site landscaping and servicing¹⁰. It also included a condition requiring a covenant to be registered requiring future development be undertaken in accordance with the Structure Plan and the Design Guidelines with the exception of the roading and landscaping approved by the 2014 consent. Certification under section 223 of the Act was issued in December 2018, which means that titles must be issued within the next three years or the consent will lapse under section 224(h) of the Act. At the time the resource consent was granted for eleven residential allotments, the consent for the Structure Plan was noted as not yet having been given effect to, with no covenant registered on the Certificates of Title.

⁹ RM110010

¹⁰ RM130799

Arthurs Point

- 7.6. The Arthurs Point RVSZ is approximately 20 hectares in area and is located at the eastern end of Arthurs Point Road and extends either side to the north and south of the road. The immediately surrounding zone is predominantly Rural Zone under the PDP, although the Medium Density Residential Zone (**MDRZ**) adjoins the RVSZ to the west on the northern side of Arthurs Point Road (over the Bullendale Special Housing Area), and to the southeast over Lot 2 DP 24233¹¹, (commonly referred to as the 'Hangar Property'). Further west, the predominant zoning is Lower Density Suburban Residential Zone (**LDSRZ**), which continues onto the left bank of the Shotover River.
- 7.7. The Arthurs Point RVSZ is one of the most developed of all the RVSZ zones and constitutes an urban environment, rather than what could be envisaged by way of a 'rural visitor environment'. Development includes visitor accommodation and facilities, residential activity, commercial and industrial activities, and restaurants and cafes. The zone spreads across multiple sites held by various owners.
- 7.8. Following decisions on Stage 1 of the District Plan Review, the Arthurs Point RVSZ is within an UGB. In accordance with Policy 6.3.1, the landscape categorisations do not apply to the adjoining Arthurs Point land zoned LDSRZ or MDRZ, but does apply to the surrounding Rural-zoned land. The Arthurs Point RVSZ land contains a heritage item (the former Bordeau's Store) identified in Stage 1 of the PDP and is subject to the protection of the rules relating to scheduled items in Chapter 26 Historic Heritage.

Blanket Bay

- 7.9. The Blanket Bay RVSZ is approximately 20 hectares in size and comprises just one property parcel (Section 16 Block IV Glenorchy SD). It is located south of Glenorchy on the northern bank of Stone Creek, overlooking Lake Wakatipu and accessed from Glenorchy-Queenstown Road via a Right of Way. Recreation reserves adjoin the property to both the north and the south. Glenorchy aerodrome is located immediately to the south.
- 7.10. The Blanket Bay RVSZ has been developed over the last twenty to thirty years as luxury visitor accommodation complex with a lodge (including restaurant), villas, manager's residence, jetty and carparking. The level of development, compared to the size of the zone and the level of development enabled by the provisions, is low and has been undertaken in a sympathetic manner.

¹¹ At the time of writing this zoning of this land was under appeal with Rural Visitor Special Zone sought (ENV-2018-CHC-076)

Cardrona

- 7.11. The Cardrona RVSZ is approximately 14 hectares in total and covers Cardrona Village, located on Cardrona Valley Road. The operative zone extends over the Cardrona River to include a five-hectare (approximately) parcel of land on the western bank accessed via a bridge (Section 47 Block I Cardrona SD). The area is partially serviced, by a mixture of private and Council-owned infrastructure.
- 7.12. Existing development includes visitor accommodation (including the heritage-listed Cardrona Hotel and apartments), limited retail activity, and residential units. Many sites remain vacant. The Cardrona RVSZ is comprised of a large number of property parcels, held by a variety of owners.
- 7.13. Consented development not yet given effect to on that part of the RVSZ east of the river (Section 47 Block I Cardrona SD) includes a comprehensive development for a lodge (containing a restaurant, conference facilities, swimming pool and 36 guestrooms), 48 standalone units (for both residential use and visitor accommodation) and associated development including carparking and earthworks¹². The consent was granted an extension of time in 2018 and is due to lapse in 2020. The current landowners Brooklynne Holdings Limited have provided additional detail on this site including feedback on potential changes to the operative RVSZ which is attached at **Appendix 7**.
- 7.14. Resource consents have also been granted for residential subdivisions east of Cardrona Valley Road but west of the river, including one for a 28-lot subdivision in 2008 that was subsequently varied to provide for the development to be completed in stages.
- 7.15. There is an existing structure plan for Cardrona, the *Cardrona Valley Structure Plan (CVSP)*¹³, although this was created through the LGA process rather than through a resource consent application under the RVSZ rules, or a plan change or other schedule 1 of the Act process. There is therefore no statutory requirement for development to comply with it, although regard may be had to it. The structure plan builds upon the work done in the *Cardrona 2020 Community Plan*¹⁴.
- 7.16. The principles in both the Community Plan and CVSP are further articulated in the Cardrona Village Character Guideline 2012 (**CVCG**), which details village structure, building design elements, and open space design. The building design elements of the CVCG seek to reflect the historical context of the area, taking into account the well-known heritage-listed buildings such

¹² RM061204

¹³ [Cardrona Valley Structure Plan 2009](#)

¹⁴ [Cardrona 2020 December 2003](#)

as the Cardrona Hotel, identified in Stage 1 of the PDP and subject to the protection of the rules relating to scheduled items in Chapter 26 Historic Heritage. A common theme shared by these documents is to consolidate development within the Cardrona Village and to not detract from the wider ONL.

Cecil Peak

- 7.17. The Cecil Peak RVSZ is made up of two areas of approximately two hectares each. The northern area is located in the northeast corner of Section 1 Block VI Coneburn SD, fronting Collins Bay, while the southern area is located approximately 700 metres south along Cecil Peak Homestead Road. There is no built development within either area, although there is development elsewhere on Section 1 Block VI Coneburn SD including the Cecil Peak homestead, manager's residence, farm buildings, and an enclosed picnic shelter clustered in the north of the parcel. The Cecil Peak RVSZ is not accessible by road; access is by boat or aircraft only.
- 7.18. Neither of the Cecil Peak RVSZ areas has been developed. Council records show that resource consents issued to date have been for activities associated with the active station (including construction of sheep yards and clearance of vegetation). One commercial recreation activity (bungy jumping from a helicopter) was applied for in 1994 but was subsequently withdrawn. An application to establish helicopter landing sites within the district has been on hold since being lodged in 2008.

Windermere

- 7.19. The Windermere RVSZ is approximately 23 hectares of flat land located immediately south and west of Wanaka airport, approximately eight kilometres east of Wanaka on State Highway 6. The RVSZ is contained within one allotment (Lot 1 DP368240) of approximately 43 hectares, the parcel being split-zoned with the Rural Zone through Stage 1 of the PDP. The land is bisected by the Wanaka Airport Outer Control Boundary (**OCB**), also identified through Stage 1 of the PDP. The Rural-zoned land immediately north of the Windermere RVSZ is subject to a Building Restriction Area.
- 7.20. A review of Council records on eDocs shows that a resource consent¹⁵ was granted for the construction of eleven aircraft hangars and associated development, but that this consent has since lapsed. An earlier subdivision, issued in 2009, to create a nearly five-hectare lot for unspecified future development has also lapsed¹⁶. The site is currently used for pastoral farming and contains farm sheds and a cottage. The land has recently been acquired by Queenstown

¹⁵ RM100030

¹⁶ RM090722

Airport Corporation, who have also recently taken over from the Council as the requiring authority for the Wanaka Airport designation.

Walter Peak

- 7.21. The Walter Peak RVSZ is located on the southern shore of Lake Wakatipu and contains a range of visitor-related facilities including a restaurant, café, shop, farm demonstrations, walking/cycling/horse-riding trails and staff accommodation. The primary form of access is by boat (the steamship Earnslaw operates a regular schedule from Queenstown Bay), although there is also limited road access from State Highway 94.
- 7.22. A search of the Council records on eDocs shows that a number of resource consents have been issued, including for the following activities:
- (a) Undertaking alterations to existing buildings;
 - (b) Removing protected trees (understood to be a wilding conifer);
 - (c) Commercial recreation activity;
 - (d) Construction of new buildings for utility, staff accommodation and recreational purposes; and
 - (e) Associated development such as earthworks and carparking.
- 7.24. A submission by Te Anau Developments Limited (Te Anau) in Stage 1 of the District Plan Review sought the extension of the Walter Peak RVSZ to the adjacent land, described as Pt. Sect 19 Block III Mid Wakatipu SD, recreation reserve, Section 1 SO 10828, and marginal strip adjoining this land and adjoining the land owned by Te Anau. The submission point was rejected by the Hearings Panel, who further recommended the Council consider the introduction of a variation to rezone this site when it reviews the ODP Rural Visitor Zone¹⁷.
- 7.25. The Homestead and associated buildings at Walter Peak contribute to a European/colonial high-country farming aesthetic, however are not identified in the PDP as heritage items. The Walter Peak RVSZ contain two trees identified as protected in Stage 1 of the PDP (a *Laurus nobilis* (bay laurel) and a *Taxus baccata 'fastigiata'* (Irish yew)), which are subject to the provisions of Chapter 32 Protected Trees.
- 7.26. Walter Peak is accessible via Mt Nicholas – Beach Bay Road, however the primary access for visitors is from the TSS Earnslaw which makes regular trips from Queenstown Bay. There is an established jetty at Beach Bay for the TSS Earnslaw to berth.

¹⁷ [Hearing of Submissions on the Proposed District Plan Report 17-10: Report and Recommendations of Independent Commissioners Regarding Mapping: West of Lake Wakatipu.](#)

8. RESOURCE MANAGEMENT ISSUES

- 8.1. The following issues have been identified as the central themes associated with the proposal. Some issues are relevant to a number of RVSZ areas, and others are specific to certain areas.

Issue – Visitor industry activities within the Outstanding Natural Landscapes and effects of those activities on landscape values

- 8.2. The operative RVSZ provisions have some recognition of landscape values:

***Objective** – Provision for the ongoing operation of the existing visitor areas recognising their operational needs and avoiding, remedying or mitigating adverse effects on landscape, water quality and natural values. Scope for extension of activities in the Rural Visitor Zones.*

Policy 2. To ensure development, existing and new, has regard to the landscape values which surround all the rural visitor areas.

Policy 3. To ensure expansion of activities occur at a scale, or at a rate, consistent with maintaining the surrounding rural resources and amenity.

- 8.3. Policies 2 and 3 of the RVSZ above appear to be supported by a controlled activity status for buildings and commercial recreation and visitor accommodation activities. The matters of control (landscaping, screening, setbacks, external appearance) provide for some mitigation of the effects on landscape values. The standards in the ODP that may affect landscape values are limited to zone boundary setbacks (between 6 and 20 metres minimum), building height (between 7 and 12 metre maximum) and glare (down lighting and non-reflective finishes).
- 8.4. The extent of the zone differs between the seven areas, but in a number of areas (e.g. Blanket Bay, Arcadia, and Walter Peak) the zoning has a tendency to follow legal boundaries rather than any landscape features. This is possibly a result of the ODP definition of “Site”, in which a split-zoned parcel was deemed to be more than one site¹⁸, albeit that the consequences of this are relatively confined due to the surrounding Rural General Zone requiring a discretionary activity resource consent for most development. While hearsay, it is more likely that the identification of the zones was not the outcome of any testing of the environmental constraints of these areas through assessments of for instance, landscape sensitivity. Rather, there was an overly optimistic reliance on the intervention offered through the RVSZ provisions.
- 8.5. As part of the review of the RVSZ, an assessment of the landscape values of the seven operative RVSZ areas has been undertaken: *QLDC Rural Visitor Zone Review: Landscape Assessment (the Landscape Assessment)* and is attached as **Appendix 2**. The Landscape Assessment identifies the landscape values based on an evaluation of the landscape attributes of each of the

¹⁸ Following the notification of decisions on Stage 2 of the District Plan Review, under the PDP definition this is no longer the case.

RVSZ areas, spatially identifies areas of lower, moderate-high and high landscape sensitivity, the ability of the area to absorb development, and makes recommendations on an appropriate PDP landscape category and any controls considered necessary to ensure development is appropriately absorbed into the landscape.

- 8.6. The landscape assessment identifies the majority of the RVSZ areas as being located within the ONL, with some areas within the RVSZ areas being more sensitive to development than others.
- 8.7. As noted above, the release of decisions on Stage 1 of the District Plan Review (which included the Strategic Directions including Chapter 6 Landscapes and Rural Character), means that for plan implementation purposes the landscape categories as annotated on the Planning Maps do not apply to land other than that zoned Rural and the policies for ONLs in Chapter 6 only apply to Rural Zoned land, unless otherwise specified¹⁹. The RVZ, as a Special Zone under Part 6 of the PDP, would fall within the ambit of Policy 6.3.3 which, in areas other than the Rural Zone but where landscape value is still an issue, provides for a separate regulatory regime to manage the effects on landscape values.
- 8.8. The enabling provisions of the operative zoning (controlled activity status, no building coverage limit, generous maximum height) combined with the large extent of the zone areas and the identification of most of the RVSZ areas as being within wider ONLs, means there is a high risk if not absolute certainty that the operative regime is not protecting outstanding landscapes from inappropriate subdivision, use and development as required by section 6 of the Act. The RVSZ does not achieve the strategic direction of the PDP (i.e. Strategic Objective 3.2.5).

Issue – The appropriateness of various activities within the existing Rural Visitor zone

- 8.9. The ODP generally structure relies on a permitted activity status for activities not specifically listed (subject to compliance with site and zone standards). Within the RVSZ, the following land use activities are identified as either controlled, discretionary, or non-complying:
 - (a) Commercial Recreation Activities (Controlled);
 - (b) Visitor Accommodation (Controlled);
 - (c) Commercial and Retail Activities (Discretionary);
 - (d) Airports (Discretionary);
 - (e) Farming Activities (Non-Complying);
 - (f) Factory Farming (Non-Complying);
 - (g) Forestry Activities (Non-Complying);
 - (h) Mining Activities (Non-Complying); and
 - (i) Industrial and Service Activities (Non-Complying).

¹⁹ Policy 6.3.1

- 8.10. Perversely, activities not specifically listed are permitted, and these include Community Activities and Residential Activities (provided zone and site standards are met). A number of other activities that would fall under the wider defined terms listed above but are more specifically defined in the Definitions section could be considered to be permitted (for example, Service Station, which could fall under Commercial or Service Activity), depending on how the ODP is interpreted. There is some ambiguity around this, and it could result in activities not anticipated in, or meeting the purpose of, the RVSZ being enabled. Residential activity and community activity are considered to have little association with rural visitor activities. A fundamental flaw of the RVSP is that there appears to have been none, or little justification from an effects perspective to identify these areas (i.e. a lack evidential proof that those areas are appropriate from a landscape or natural hazards risk) and that despite the well-intended objective that sought an outcome of ‘*Provision for the ongoing operation of the existing visitor areas*’ a raft of unspecified activities that have no strong relationship with the visitor industry are permitted.
- 8.11. There is currently little guidance in the RVSZ provisions as to the appropriate level or amount of the permitted activities that should occur within the zone. While the objective of the RVSZ states that the zone is intended to provide for the ongoing operation of existing visitor areas there are no rules that would support the protection of this land for visitor-related purposes rather than for other activities. For example, there are no provisions that would prevent a RVSZ from being developed as a high density residential area, given that buildings are controlled (and therefore the Council must grant any such application) and there are no controls that would limit density or building bulk beyond the setback requirements and building height limits. The outcome at Arthurs Point is a clear illustration of the failing of the operative provisions and poor identification of the location of the zone.
- 8.12. In addition to the lack of protection for these areas for visitor-related activity, and given the large areas of land that make up the RVSZ, there is the potential that the lack of controls could result in urban-type growth occurring within the wider rural areas in which the RVSZ are generally located.
- 8.13. The lack of specific identification of permitted activities has not continued through the District Plan Review. The structure of the PDP has (generally) reversed the permitted activity presumption, instead applying a non-complying or discretionary activity status to activities where they have not been specifically identified.

Issue – Structure planning within the existing Rural Visitor zone provisions

- 8.14. Rule 12.4.3.2(i) of the ODP provides for the application for a Structure Plan as a controlled activity within the RVSZ. The matters of control are listed within the rule as “*Showing the locations where*

activities are to be undertaken, landscaping, open space and details of the density of development.”

- 8.15. As noted above, only one RVSZ (Arcadia) had a Structure Plan applied for under the RVSZ rules. It provided for eleven development areas including residential activity, visitor accommodation, commercial activity and open space. The application for the Structure Plan was accompanied by Arcadia Station Design Guidelines detailing density, materials and cladding, building height, roof pitch, vegetation and curtilage areas. One of the conditions of consent required the registration of a covenant on the title at the time consent is given effect to, requiring future development to be undertaken in accordance with the Structure Plan and the Design Guidelines.
- 8.16. At the time resource consent was granted for eleven residential allotments at Arcadia in 2014, the consent for the Structure Plan was noted as not yet having been given effect to, with no covenant registered on the Certificates of Title. The Arcadia Station Structure Plan is not incorporated into the ODP in any way.
- 8.17. While it is a controlled activity to apply for a Structure Plan under the ODP provisions, there are no other rules that require compliance with any such plan, currently requiring consistency with Structure Plans to be enforced through conditions of consent. As evidenced by the consent granted at Arcadia, consent conditions requiring title instruments be registered are required in order to ensure compliance on an on-going basis. However, as with all resource consents, there is no obligation on the consent holder to complete the consent for the Structure Plan. This is evidenced by the Arcadia RVSZ, which does not appear to have registered any such covenants as required by the consent conditions, and the consent has now presumably lapsed under section 125 of the Act.
- 8.18. Where a condition of consent required a covenant to be registered but that covenant was not registered (as in Arcadia), development could technically be consented without any reference to the previously approved Structure Plan as there is no ODP rule requiring it and no legal mechanism importing such an obligation. In the event such a covenant was registered, non-compliance would then become a legal matter between the parties to the covenant (likely to be the Council and the property owner) and not necessarily a consenting matter, although a discretionary consent for a change of conditions to the consent establishing the Structure Plan could be required.
- 8.19. Rule 12.4.3.2(i) also raises a potentially much larger issue, addressed by the Environment Court in its third interim decision on Plan Change 19 (Frankton Flats B Zone)²⁰, of exactly what activities are allowed following the grant of consent for a spatial layout exercise such as a structure plan.

²⁰ [\[2014\] NZEnvC 93 issued 28 April 2014](#)

The matters of control in Rule 12.4.3.2(i) refer to the location of activities and density of development. In accordance with the decision of the Environment Court, as the rule does not actually identify the activity for which resource consent is granted (noting also that there is no definition of a structure plan in the ODP), it could be considered ultra vires²¹.

- 8.20. In RVSZ areas which are made up of numerous property parcels held in a variety of ownership (for example, Arthurs Point and Cardrona) it is not clear from the RVSZ provisions how a Structure Plan for these areas would work in practice.
- 8.21. The structure plan in place for Cardrona followed from community consultation on a Community Plan and was promulgated under the LGA rather than the RMA (i.e. the District Plan). The use of the LGA for creating a structure plan for Cardrona, rather than the RVSZ provisions, would suggest that there are limitations in the ability of the RVSZ provisions to provide for comprehensive planning. Similarly, the enabling RVSZ provisions (including generous bulk and location standards and a controlled activity status for buildings) would raise the question of in what way such a spatial planning exercise would benefit the applicant, or, achieve the objective of avoiding, remedying or mitigating adverse effects on landscape, water quality and natural values.

Issue – Urban growth at Arthurs Point

- 8.22. Following decisions on Stage 1 of the PDP review, the Arthurs Point RVSZ is within a UGB, and located outside the ONL, being part of a wider UGB that incorporates all of the land within Arthurs Point zoned Lower Density Suburban Residential Zone (**LDSZR**), MDRZ and RVSZ. UGBs are identified in the PDP Chapter 4 provisions as identifying areas that are available for the growth of the main urban settlements.
- 8.23. The Arthurs Point RVSZ is located approximately six kilometres from Queenstown and is on a public transport route. It is the closest RVSZ to a town centre and would appear not to currently meet one of the three distinguishing features of the RVSZ (as identified in the ODP) as being the distance of the RVSZ from the main urban centres.
- 8.24. Residential activity is the dominant activity within the wider Arthurs Point area, with residential zoning surrounding the existing RVSZ. The LDSZR provides for a maximum residential density of one residential unit per 300m² with any breach of this standard being a non-complying activity, while the MDRZ provides for one residential unit per 250m² with any breach being a restricted discretionary activity. There is one Visitor Accommodation Sub-Zone (VASZ) existing within the

²¹ Ibid, paragraph 168

wider Arthurs Point area at 70 Arthurs Point Road (Queenstown Top 10 Holiday Park), with an underlying zoning of LDSRZ.

8.25. The Arthurs Point RVSZ has had the most development occurring in it of all the RVSZs, is adjacent to a residential zoning and now has a mostly urban character. The existing Arthurs Point RVSZ contains a mix of medium to high density residential activity, visitor accommodation and ancillary service and facilities and commercial office activity. The continued development under the enabling provisions of the RVSZ has the potential to impact on the residential amenity of the adjoining zones, and also on the residential activity located within the zone itself. Overall though, the development at Arthurs Point, while fitting as part of the existing urban environment that is present today, illustrates the failure of the RVSZ to achieve an outcome that manages landscape values, or provide what is understood to have been visitor-related activities in the rural environment.

Issue - Historic values

8.26. Three of the RVSZ areas are identified by the RVSZ as having heritage values. The RVSZ has the following policy relating to heritage at Arcadia, Cardrona and Walter Peak:

4. To recognise the heritage values of the Rural Visitor Zones and in particular the buildings at Walter Peak, Cardrona and Arcadia Station.

8.27. Both Arcadia and Cardrona contain listed heritage items: Arcadia House, and the Cardrona Hotel. These buildings are subject to the provisions of Chapter 26 Historic Heritage. The heritage value of the Homestead and associated buildings at Walter Peak are unknown.

8.28. There are no specific rules relating to heritage values within the RVSZ provisions. All buildings are controlled activities, and while control over location and external appearance of buildings is listed, it is limited to avoiding or mitigating adverse effects on landscape and visual amenity values, nature conservation values and the natural character of the environment²². This could result in limitations in the ability to deal with the effects on historic values from new buildings and alterations to existing buildings. A further matter arising is the relevance of heritage to the rural visitor zone, the development undertaken to date cannot be said to have any strong connection to heritage. The notable exception could be Walter Peak, where the visitor experience is focused on traditional low intensity high-country pastoral farming. However the actual heritage values of the Homestead are not known.

Issue – Community identity at Cardrona

²² Rule 12.4.3.2(iii)(a)(i) of the ODP

8.29. The Cardrona RVSZ is comprised of a large number of property parcels, held by a variety of owners. The area is currently only partially serviced with Council reticulated infrastructure.

8.30. There is an existing structure plan for Cardrona, the *Cardrona Valley Structure Plan (CVSP)*, although this was created through the LGA process rather than through a resource consent application under the RVSZ rules. There is therefore no statutory requirement for development to comply with it, although regard may be had to it. The structure plan builds upon the work done in the *Cardrona 2020 Community Plan*²³, which identified the key community outcomes for Cardrona as:

- (a) To create defined entranceways into the Cardrona townships with appropriate signage, subtle lighting and landscaping;
- (b) To increase traffic safety by lowering the speed limit to 50 km through the township and 70 km near the approaches to the ski fields, and to create slipways or similar in order for traffic to turn safely into these areas;
- (c) To create and maintain walkways and reserve areas adjacent to the Cardrona River and between and around the towns for the enjoyment of residents and visitors;
- (d) To retain the general character of the landscapes surrounding the townships;
- (e) To enhance public facilities and services to provide for the needs of a growing community and growing visitor numbers;
- (f) To retain the size of the current zoning of the Rural Visitor Zones²⁴, with some amendments in its location to enable logical development to occur;
- (g) To provide for the cost-effective reticulation of water and sewerage as the population increases and this becomes more economically viable;
- (h) To set up a strategy to eradicate all noxious weeds and pests from the Cardrona Valley area;
- (i) To enhance the historic theme in the main Cardrona township area and for all new buildings to respect the existing character and scale of the township; and
- (j) To provide accommodation for service providers.

8.31. The CVSP identifies a character precinct along Cardrona Valley Road, with retail and commercial activity identified for the ground floor of buildings within the precinct, and a riverside commercial/retail node. It also provisionally identifies locations for a number of community facilities such as recreation reserves, information centre, playground, camping areas and recycling facilities.

8.32. The principles in both the Community Plan and CVSP are further articulated in the Cardrona Village Character Guideline (CVCG), which details village structure, building design elements,

²³ Cardrona 2020 December 2003

²⁴ At the time the Community Plan was written there was more than one area of Rural Visitor Zone in the Cardrona Valley; the northern area of the zone has since been rezoned Mount Cardrona Special Zone.

and open space design. The building design elements of the CVCG seek to reflect the historical context of the area, taking into account the well-known heritage-listed buildings such as the Cardrona Hotel.

- 8.33. Like the CVSP, the CVCG is non-statutory and is not included in the ODP directly or by reference, although the CVCG does note that the Council will use these guidelines under section 104(1)(c) of the Act when assessing resource consent applications.
- 8.34. The Community Plan, CVSP and CVCG are evidence that the area within the Cardrona RVSZ has a strong sense of community and identity. The documents also identify that, while visitor accommodation is acknowledged as an important function of the village, it also has existing residential activity and commercial activity, and at the time these plans were being prepared the community sought that these land uses increase. Development at Cardrona is currently somewhat constrained by water and wastewater servicing, however new water supply and wastewater schemes are provided for in the Long-Term Plan²⁵. There has recently been progress made by the Council and the landowner of Mt Cardrona Station Special Zone for the installation of a community wastewater treatment system²⁶.

Issue – Land use options at Windermere

- 8.35. As previously noted above, the Windermere RVSZ has not been developed for visitor-related purposes and is currently used for pastoral farming. The zone is located only eight kilometres from Wanaka, immediately adjacent to State Highway 6. After Arthurs Point, it is the RVSZ located the closest to an urban area.
- 8.36. Approximately half of the land zoned Windermere RVSZ is located within the Outer Control Boundary (OCB) noise contour for Wanaka Airport identified on the District plan map. The RVSZ provisions contain Windermere-specific rules, including making residential activity non-complying throughout the Windermere RVSZ (except for onsite custodial management outside of the OCB which is discretionary) and visitor accommodation located within the OCB discretionary. The RVSZ provisions also contain a zone standard that requires new buildings or alterations to buildings that contain an activity sensitive to airport noise within the Wanaka Airport OCB to achieve an internal design sound level of 40 dB Ldn²⁷.
- 8.37. As noted above, consented activity within this RVSZ was for airport-related activity, although this has resource consent has lapsed. The need for area-specific provisions that exclude visitor-

²⁵ [Long Term Plan](#), pages 69 and 81

²⁶ [QLDC website information](#) uploaded 24 September 2019.

²⁷ Rule 12.4.5.2(vii)

related activities from within half of the Windermere RVSZ would tend to suggest that the area may not be fit for the purpose it has been zoned for. This would appear to be supported by the fact that the consented activity sought there was airport-related, rather than visitor-related.

8.38. Queenstown Airport Corporation, both the leaseholder and requiring authority for Wanaka Airport, has recently been undertaking a number of planning exercises, including master planning of both airports and drafting a Statement of Intent for the 2020/2022 year. Neither of these planning processes have been completed, with the Statement of Intent being received at a Council meeting in June 2019, but subject to further changes being sought by the Council to better reflect community concern and expected direction²⁸. This has resulted in some uncertainty regarding the future development of Wanaka Airport and the effects that any such future development may have on adjacent land.

8.39. Windermere's location (eight kilometres from Wanaka and on a main transport route), close proximity to Wanaka Airport, and its current and historical use for pastoral farming raises the question of whether the current zoning to enable visitor-related activity is appropriate.

9. IDENTIFICATION AND EVALUATION OF OPTIONS

ARCADIA, BLANKET BAY, CECIL PEAK AND WALTER PEAK

9.1. There are a number of potential options to address the issues identified; these options differ depending on whether there are issues specific to particular RVSZ areas.

9.2. The following options are available to address the resource management issues relating to the following”

- (a) Arcadia
- (b) Blanket Bay;
- (c) Cecil Peak; and
- (d) Walter Peak.

- **Option 1: Retain the operative provisions (status quo)**

Option 1 would involve retaining the operative provisions and the mapped extent in their entirety.

- **Option 2: Retain the Rural Visitor Zone and refine the extent of the zone and the provisions**

Option 2 would involve the continued application of the Rural Visitor zoning, with a review of the operative provisions and the extent of the zoning.

²⁸ [Minutes of Full Meeting of the Queenstown Lakes District Council, 27 June 2019](#)

- **Option 3: Rezone to Rural with an ONL classification**

Option 3 would involve rezoning the land to Rural, identifying it as ONL and applying the PDP provisions as set out in Chapter 21.

9.3. An assessment of the extent to which the options outlined above are the most appropriate way to achieve the objectives of the proposal is set out in **Table 1** below.

Table 1: Assessment of options to address issues relevant to Arcadia, Blanket Bay, Cecil Peak and Walter Peak RVSZ

	Option 1 Status quo/no change	Option 2: (Recommended) Retain the Rural Visitor Zone and refine the provisions	Option 3: Rezone to Rural with an ONL classification
Costs	<ul style="list-style-type: none"> • The spatial application of the RVSZ is not considered to adequately reflect the ability of the area to absorb additional development without compromising landscape values; • Landscape values are potentially subject to degradation; • The zoning controls do not give effect to the Strategic Direction of the PDP relating to the appropriate locations for urban growth being within UGBs; • Potential for adverse effects on residential amenity from a lack of controls (such as setbacks from internal boundaries, density, height in relation to boundary) and from the location of incompatible activities nearby; • Potential for reverse sensitivity effects from residential activities locating near visitor-related activities; • The existing confusion over the status of and compliance with structure plans would remain, potentially resulting in administrative costs and inefficiencies; • Potential for development to impinge on and detract from the amenity values of Arcadia House, Walter Peak Homestead and the surrounding areas. 	<ul style="list-style-type: none"> • Would reduce development potential (although development that has already been consented could still be given effect to in accordance with the conditions of consent); • Would reduce the amount of land available for residential activity at a time where housing affordability within the District is an issue; • Has costs associated with going through the District Plan Review process (although this is required by legislation). 	<ul style="list-style-type: none"> • Would substantially reduce development potential (although any development that has already been consented could still be given effect to in accordance with the conditions of consent); • Would not give effect to the Strategic Direction of the PDP by not recognising the socioeconomic benefits of well-designed and appropriately located visitor industry places, facilities and services; • Higher transaction costs for resource consents moving from controlled/restricted discretionary to fully discretionary; • Has costs associated with going through the District Plan Review process (although this is required by legislation).
Benefits	<ul style="list-style-type: none"> • Retains the established approach which parties are familiar with; • Would continue to enable visitor-related activities; 	<ul style="list-style-type: none"> • Applying a more development restrictive regime would enable the Council to more effectively protect, maintain and enhance the district's landscapes as required by section 6(b) of the Act; 	<ul style="list-style-type: none"> • Applying a more development restrictive regime would enable the Council to more effectively protect, maintain and enhance the district's landscapes as required by section 6(b) of the Act;

	Option 1 Status quo/no change	Option 2: (Recommended) Retain the Rural Visitor Zone and refine the provisions	Option 3: Rezone to Rural with an ONL classification
	<ul style="list-style-type: none"> • Would make land available for residential activity at a time when housing affordability in the District is an issue; • No 'cost of change' for Council. 	<ul style="list-style-type: none"> • Would give effect to the Strategic Direction of the PDP by recognising the significant socioeconomic benefits of well-designed and appropriately located visitor industry places, facilities and services; • Would discourage residential activity (other than that which has already been consented) from establishing in a rural area; • Would protect the land for visitor-related purposes; • More refined provisions would enable visitor accommodation in accordance with the zone purpose but would also provide for those activities that are anticipated within rural areas and are keeping with the level of amenity anticipated, such as Farming Activity. 	<ul style="list-style-type: none"> • This option would better achieve SO 3.2.5. • Retains a relatively high level of control for the Council to manage the effects of activities, including through the use of landscape assessment matters and the application of the policies in Chapter 6; • Would bolster the protection of productive rural land and provide activities anticipated in rural areas, such as Farming Activity; • Relatively low degree of change to administer due to existing PDP framework.
Ranking	3	1	2

- 9.4. The preferable option is to retain the Rural Visitor zoning for these areas, but to refine the extent of the zone and improve the provisions. These areas are remote from the District's towns and settlements are either already developed or operating as visitor attractions/accommodation or could have the capability to do so. In pursuing Option 2, specific issues with the ODP provisions that have been identified as requiring amendment are explained briefly below, but this option is also evaluated in more detail in Sections 10 to 14 below.

Landscape values

- 9.5. As noted previously, the RVSZ provisions are limited in their ability to consider the effects of built development on landscape values and the mapped extent of the zone does not tend to take into account landscape sensitivity. A controlled activity status and the limited matters of control mean that the Council is restricted in its ability to decline applications even where this might result in significant effects within the parts of the RVSZ that are more sensitivity to development. A limited number of site and zone standards exacerbate the problem.
- 9.6. A more refined approach to the location of development within the zone, based on the ability of the landscape to absorb development, could provide an opportunity for the enabling of visitor-related activities within these areas while maintaining landscape values. Additional or more restrictive controls on building bulk and appearance could also help address the issue.

Appropriateness of activities

- 9.7. The RVSZ permits residential activity in RVSZs but lists Farming Activities as non-complying. This appears unreasonable considering the location of RVZs within the wider Rural Zone where Farming Activity is the primary activity provided for in the rural areas of the District. It also does not reflect the current activities taking place on both Walter Peak and Cecil Peak Stations, particularly at Walter Peak where farm tours and horse treks are part of the visitor experience on offer.
- 9.8. As previously noted, the current provisions do not specifically protect these areas for visitor-related activities by failing to control residential activity. A restriction on the activities permitted within the RVZ, and the recognition of farming activity as an appropriate activity within rural areas, could help address the issue.

Effects on historical values

- 9.9. The RVSZ limits the consideration of control with respect to buildings to adverse effects on landscape, visual amenity, nature conservation, and natural character values. As noted above, the introduction of restrictions on building appearance will help address these matters, however it would not provide for the recognition of those areas of the RVZ that contain buildings with historic value. The identification of these areas of historic value and their exemption from standards relating to building appearance could help address the issue.

ARTHURS POINT

9.10. The following options are available to address the specific resource management issue of urban growth relating to the Arthurs Point RVSZ:

- **Option 1: Retain the operative provisions (status quo)**

Option 1 would involve retaining the operative provisions and the mapped extent in their entirety.

- **Option 2: Retain the Rural Visitor Zone and refine the extent of the zone and the provisions**

Option 2 would involve the continued application of the Rural Visitor zoning, with a review of the operative provisions to implement structure and readability improvements, and some refinement to reflect any landscape values of the area.

- **Option 3: Rezone to MDRZ with a VASZ**

Option 3 would involve rezoning the land to MDRZ consistent with the adjacent zoning to the east and west, with a VASZ overlay, and applying the PDP provisions as set out in Chapter 8.

- **Option 4: Rezone to HDRZ**

Option 4 would involve rezoning the land to HDRZ and applying the PDP provisions as set out in Chapter 9.

9.11. An assessment of the extent to which the options outlined above are the most appropriate way to achieve the objectives of the proposal is set out in **Table 2** below.

Table 2: Assessment of options to address issues relevant to the Arthurs Point RVSZ

	Option 1 Status quo/no change	Option 2: Retain and refine	Option 3: (Recommended) Rezone to MDRZ with VASZ	Option 4: Rezone to HDRZ
Costs	<ul style="list-style-type: none"> Does not give effect to the relevant objectives of Chapter 4 relating to urban growth boundaries; Lack of a density standard has the potential to adversely affect landscape values and residential amenity. 	<ul style="list-style-type: none"> Would not provide for residential activity within an area that is in close proximity to Queenstown and is on a public transport route; Has costs associated with going through the District Plan Review process (although this is required by legislation). Retaining the RVZ at this location would not be likely to be consistent with the 'special nature' of the rural visitor zones and the balancing of the socioeconomic benefits of enabling visitor industry activities in appropriate locations. 	<ul style="list-style-type: none"> Greater provision for infill development has the potential to impact on amenity from effects associated with noise, privacy and traffic (although rules are in place in Chapter 8 to address these effects); Has costs associated with going through the District Plan Review process (although this is required by legislation); Additional burden on infrastructure, however the MDRZ is likely to potentially generate less demand and be more quantifiable than the RVZ. 	<ul style="list-style-type: none"> Greater provision for infill development has the potential to impact on amenity from effects associated with noise, privacy and traffic; Lack of a density standard in relation to site area and a maximum height limit of 12 metres, with ability through a restricted discretionary activity resource consent up to 15m (R. 9.5.1) has the potential to adversely affect landscape values and residential amenity.
Benefits	<ul style="list-style-type: none"> Retains the established approach which parties are familiar with; Enables residential activity at a potentially high density at a time where there is an issue with housing affordability in the District; No 'cost of change' for Council. 	<ul style="list-style-type: none"> Would enable visitor-accommodation activity in close proximity to Queenstown and on a public transport route; The Zone is currently experiencing a "coming of age" and is providing for relatively high-density visitor accommodation development. The Zone is located in close proximity to Coronet Peak Ski Field, which is positive for both provision of visitor accommodation and staff accommodation. 	<ul style="list-style-type: none"> Supports the efficient use of land within urban growth boundaries; Potential for more development and a greater range of housing options; Providing for residential activity in conjunction with a maximum density would enable effects on amenity to be controlled; The use of a VASZ over existing visitor accommodation activities would recognise the existing activities established under the ODP RVSZ and that visitor accommodation in this location can be positive; Would more appropriately integrate with the immediately surrounding zoning. 	<ul style="list-style-type: none"> Supports the efficient use of land within urban growth boundaries; Potential for more development and a greater range of housing options; Potential to improve housing affordability through enabling smaller housing forms. More favourable than options 2 and 3 in terms of efficient use of land. Closer to the existing building scale and intensity of the RVSZ that allows buildings at the following heights: <ul style="list-style-type: none"> Visitor accommodation: 12m Commercial, recreation and residential: 8m Other: 7m.
Ranking	4	3	1	2

9.12. The preferable option is to apply either the HDRZ or, the MDRZ to the land and identify VASZ over existing visitor accommodation activity. This will enable residential activity at a variety of densities within an area close to central Queenstown that has the capacity to absorb additional development from a landscape perspective. It will also provide for visitor accommodation and commercial activity where this maintains residential amenity. Option 3 is evaluated in more detail in Sections 11 to 14 below.

CARDRONA

9.13. The following options are available to address the specific resource management issue of community identity relating to the Cardrona RVSZ:

- **Option 1: Retain the operative provisions (status quo)**

Option 1 would involve retaining the operative provisions and the mapped extent in their entirety.

- **Option 2: Retain the Rural Visitor Zone and refine the extent of the zone and the provisions**

Option 2 would involve the continued application of the Rural Visitor zoning, with a review of the operative provisions to implement structure and readability improvements, and some refinement to reflect the landscape values of the area.

- **Option 3: Rezone to Settlement Zone with Commercial Precinct and Visitor Accommodation Sub-Zone overlays**

Option 3 would involve rezoning the land to Settlement Zone, applying precincts and subzones to provide for non-residential activities, and applying the PDP provisions as set out in Chapter 20.

9.14. An assessment of the extent to which the options outlined above are the most appropriate way to achieve the objectives of the proposal is set out in **Table 3** below.

Table 3: Assessment of options to address issues relevant to the Cardrona RVSZ

	Option 1 Status quo/no change	Option 2: Retain and refine	Option 3: (Recommended) Rezone to Settlement Zone with commercial precincts and VASZ
Costs	<ul style="list-style-type: none"> The enabling provisions for both visitor-related activities and residential activity could result in adverse effects on residential amenity or reverse sensitivity effects arising. 	<ul style="list-style-type: none"> Would not provide for residential activity in an area that has an established residential community; Enabling provisions for visitor-related activities have the potential to result in adverse effects on residential amenity relating to noise, traffic and privacy; Provisions would not necessarily reflect the character and historical context of the village as identified by the community and development could result in the erosion of these values; Has costs associated with going through the District Plan Review process (although this is required by legislation). 	<ul style="list-style-type: none"> Greater provision for residential and infill development has the potential to impact on amenity from effects associated with noise, privacy and traffic (although rules are in place in Chapter 20 to address these effects); A reduction in the current development rights afforded by the Rural Visitor Zone; Has costs associated with going through the District Plan Review process (although this is required by legislation).
Benefits	<ul style="list-style-type: none"> Retains the established approach which parties are familiar with; Enables residential activity at a potentially high density at a time where housing affordability is an issue in the District; No 'cost of change' for Council. 	<ul style="list-style-type: none"> Would enable visitor-related activity in close proximity to existing tourism activities (ski fields). 	<ul style="list-style-type: none"> Potential for additional residential development at a time when housing affordability is an issue in the District; Providing for residential activity in conjunction with a maximum density would enable effects on amenity to be managed; The use of a VASZ over existing visitor accommodation activities would recognise and provide for existing activities established under the RVSZ; The use of a commercial precinct over existing community and retail facilities would recognise and provide for these legacy activities, and enabling more where the effects on amenity can be managed; Would ensure development occurs in a manner consistent with the capacity of infrastructure and servicing, including planned upgrades; The character and historical context as identified by the community as important would be recognised through the use of area-specific provisions, in particular the Cardrona Village Character Guidelines 2012. The Guideline in its current form is attached at Appendix 5.
Ranking	3	2	1

9.15. The preferable option is to apply the Settlement Zone to the land and identify VASZ over existing visitor accommodation activity and a commercial precinct over existing commercial activities. This will enable residential activity at a low scale and provide for visitor accommodation and commercial activity where amenity is retained. Option 3 is evaluated in more detail in Sections 11 to 14 below.

WINDERMERE

9.16. The following options are available to address the specific resource management issue of the land use options relating to the Windermere RVSZ:

- **Option 1: Retain the operative provisions (status quo)**

Option 1 would involve retaining the operative provisions in their entirety.

- **Option 2: Retain the Rural Visitor Zone and refine the extent of the zone and the provisions**

Option 2 would involve the continued application of the Rural Visitor zoning, with a review of the operative provisions to implement structure and readability improvements, and some refinement to reflect the landscape values of the area.

- **Option 3: Rezone to Rural with a Rural Character Landscape classification**

Option 3 would involve rezoning the land to Rural in accordance with the adjacent zoning to the west and south and applying the PDP provisions as set out in Chapter 21.

- **Option 4: Rezone to Airport Zone**

Option 4 would involve rezoning the land to Airport Zone in accordance with the adjacent zoning to the east and north and applying the PDP provisions as set out in Chapter 17.

9.17. An assessment of the extent to which the options outlined above are the most appropriate way to achieve the objectives of the proposal is set out in **Table 4** below.

Table 4: Assessment of options to address issues relevant to the Windermere RVSZ

	Option 1 Status quo/no change	Option 2: Retain and refine	Option 3: (Recommended) Rezone to Rural Zone with a Rural Character Landscape classification	Option 4: Rezone to Airport Zone
Costs	<ul style="list-style-type: none"> • Would continue to apply site-specific provisions to the Windermere area, increasing complexity; • Approximately half the zoned area would continue to not be fit for the purposes of residential activity and visitor accommodation activity; • The retention of this land for visitor industry activities, principally visitor accommodation would not be likely to achieve SO 3.2.1.1, by providing for visitor industry activities in appropriate locations. 	<ul style="list-style-type: none"> • Has costs associated with going through the District Plan Review process (although this is required by legislation); • Would either continue to need to apply site-specific provisions to the Windermere area to prevent reverse-sensitivity effects from arising, increasing complexity, or potential for reverse sensitivity effects to arise; • The retention of this land for RVZ may not accord with the special nature of the RVZ, in that they provide for visitor related activities in remote locations within the ONL. 	<ul style="list-style-type: none"> • Would substantially reduce development potential, however development has not been taken up on this land under the planning period of the ODP; • Has costs associated with going through the District Plan Review process (although this is required by legislation). 	<ul style="list-style-type: none"> • Uncertainty of application of provisions given the PDP Airport Zone provisions are subject to appeal; • Potential to undermine future master-planning strategy for Wanaka Airport; • The zoning controls do not reflect a sufficiently strong link to the Strategic Directions or Landscapes chapter and the landscape resource is subject to potential degradation;
Benefits	<ul style="list-style-type: none"> • Retains the established approach which parties are familiar with; • No 'cost of change' for Council. 	<ul style="list-style-type: none"> • Retains a similar level of development rights to the operative provisions. 	<ul style="list-style-type: none"> • Would limit reverse sensitivity effects in relation to Wanaka Airport; • Would better reflect the Strategic Directions chapter of maintaining the vitality of the Wanaka Town Centre by restricting the ability to develop visitor-related activities; • Retains a relatively high level of control for the Council to manage the effects of activities • Provides for additional time for Council and the community to provide for a strategic direction for Wanaka Airport. 	<ul style="list-style-type: none"> • Would limit reverse sensitivity effects in relation to Wanaka Airport; • Would enable airport-related development which, to date, is the only development that has been contemplated; • Would enable expansion of Wanaka Airport on land directly nearby to Wanaka Airport.
Ranking	4	3	1	2

9.18. The preferable option is to apply the Rural Zone to the land and identify it as a Rural Character Landscape. This is consistent with the treatment of land within the Wanaka OCB in the PDP and avoids the establishment of incompatible activities within close proximity to Wanaka Airport. It also avoids pre-empting the Wanaka Airport master-planning process or the outcome of appeals on the PDP by QAC as these relate to the Wanaka Airport Zone Chapter 17. Option 3 is evaluated in more detail in Sections 11 to 14 below.

10. EVALUATION OF PROPOSED OBJECTIVES SECTION 32(1)(a)

10.1. Section 32(1)(a) requires an examination of the extent to which the proposed objectives are the most appropriate way to achieve the purpose of the Act.

<i>RVZ Proposed Objectives</i>	<i>Appropriateness</i>
<p>46.2.1 Visitor accommodation, commercial recreation and ancillary commercial activities within appropriate locations that maintain or enhance the values of Outstanding Natural Landscapes.</p> <p>46.2.2 Buildings and development that have a visitor industry related use are enabled where landscape character and visual amenity values are maintained or enhanced.</p>	<p>The proposed objectives are the most appropriate way to achieve the purpose of the Act because they recognise the importance of the landscape resource to the District and the benefits derived from the visitor industry (section 5(2)(c) of the Act). The objectives acknowledge the expectation of providing for development in the zone, but only where it avoids degrading the landscape.</p> <p>Objective 46.2.1 provides a framework for provisions to address the effects of visitor activities on landscape values. The objective contemplates that visitor activities are anticipated in the RVZ, but that their effects on landscape and amenity values must be managed so that the values of the landscapes these zones are located within are maintained. The objective recognises that the District contains high quality landscapes that are of national importance and that inappropriate subdivision, use and development is to be avoided (section 6(b) of the Act).</p> <p>Objective 46.2.2 provides a framework for provisions to address the effects of built development on landscape values. The objective contemplates that built development associated with visitor activities is anticipated within the zone, but that its effects on landscape and amenity values must be managed. The objective recognises that the District contains high quality landscapes that are of national importance and that inappropriate subdivision, use and development is to be avoided (section 6(b) of the Act).</p> <p>The objectives recognise and provide the basis for a policy framework to implement the Council’s functions as required under section 31 of the Act, in particular the management of the effects of development. The policy framework in summary:</p> <ul style="list-style-type: none"> • Ensures developments are designed to maintain and enhance the landscape character and visual amenity values of the zone;

- Requires all buildings to be located and designed so that they do not compromise the qualities of the surrounding landscapes;
- Identifies those areas within the zone that are most sensitive and avoids development in those areas;
- Provides for control over the colour, scale, form, coverage, location and height of buildings;
- Controls earthworks to minimise adverse changes to landscape character and visual amenity values.

The objectives are consistent with the following Strategic Direction and Landscapes and Rural Character objectives and policies:

Strategic Directions:

- 3.2.1.1 – *The significant socioeconomic benefits of well designed and appropriately located visitor industry places, facilities and services are realised across the District.*
- 3.2.5.1 - *The landscape and visual amenity values and the natural character of Outstanding Natural Landscapes and Outstanding Natural Features are protected from adverse effects of subdivision, use and development that are more than minor and/or not temporary in duration.*
- 3.3.19 - *Manage subdivision and / or development that may have adverse effects on the natural character and nature conservation values of the District’s lakes, rivers, wetlands and their beds and margins so that their life-supporting capacity and natural character is maintained or enhanced.*
- 3.3.20 - *Enable continuation of existing farming activities and evolving forms of agricultural land use in rural areas except where those activities conflict with significant nature conservation values or degrade the existing character of rural landscapes.*
- 3.3.21 - *Recognise that commercial recreation and tourism related activities seeking to locate within the Rural Zone may be appropriate where these activities enhance the appreciation of landscapes, and on the basis they would protect, maintain or enhance landscape quality, character and visual amenity values.*
- 3.3.30 - *Avoid adverse effects on the landscape and visual amenity values and natural character of the District’s Outstanding Natural Landscapes and Outstanding Natural Features that are more than minor and or not temporary in duration.*

Landscapes and Rural Character:

- 6.3.3 - *Provide a separate regulatory regime for the Gibbston Valley (identified as the Gibbston Character Zone), Rural Residential Zone, Rural Lifestyle Zone and the Special Zones within which the Outstanding Natural Feature, Outstanding Natural Landscape and Rural Character Landscape categories and the policies of this chapter related to those categories do not apply unless otherwise stated.*

11. EVALUATION OF THE PROPOSED PROVISIONS SECTION 32(1)(B)

11.1. The following tables consider whether the proposed provisions are the most appropriate way to achieve the relevant objectives. In doing so, it considers the costs and benefits of the proposed provisions and whether they are effective and efficient. For the purposes of this evaluation the proposed provisions are grouped by issue.

Issue – Visitor industry activities within the Outstanding Natural Landscapes and effects of those activities on landscape values

A summary of proposed provisions of the Rural Visitor Chapter that address this issue and give effect to the objectives:

- Policy 46.2.1.1 – Provide for innovative and appropriately located and designed visitor accommodation, including ancillary commercial activities and onsite staff accommodation, recreation and commercial recreation activities where the landscape values of the District's Outstanding Natural Landscapes will be maintained or enhanced.
- Policy 46.2.1.2 – Provide for tourism related activities within appropriate locations within the Zone where they enable people to access and appreciate the District's landscapes, provided that landscape quality, character, visual amenity values and nature conservation values are maintained or enhanced.
- Policy 46.2.1.3 - Encourage the enhancement of nature conservation values as part of use and development in the Zone.
- Policy 46.2.1.5 - Ensure that the group size, nature and scale of commercial recreation activities do not degrade the level of amenity in the surrounding environment.
- Policy 46.2.1.6 – Ensure that any land use or development not otherwise anticipated in the Zone, protects or enhances landscape values and nature conservation values.
- Policy 46.2.2.1 – Protect the landscape values of the Rural Visitor Zone and the surrounding Rural Zone Outstanding Natural Landscapes by:
 - a. providing for and consolidating buildings within the Rural Visitor Zone in areas that are not identified on the District Plan maps as a High Landscape Sensitivity Area, nor within an area of Moderate – High Landscape Sensitivity;
 - b. ensuring that buildings within areas identified on the District Plan maps as Moderate – High Landscape Sensitivity are located and designed, and adverse effects are mitigated to ensure landscape values are maintained or enhanced; and
 - c. avoiding buildings within areas identified on the District Plan maps as High Landscape Sensitivity Areas.
- Policy 46.2.2.2 – Land use and development, in particular buildings, shall maintain or enhance the landscape character and visual amenity values of the Rural Visitor Zone and surrounding Outstanding Natural Landscapes by:

- a. controlling the colour, scale, design, and height of buildings and associated infrastructure, vegetation and landscape elements;
- b. within the Homestead Area of Walter Peak and at the homestead at Arcadia, providing for a range of external building colours that are not as recessive as required generally for rural environments, but are sympathetic to existing development;
- Policy 46.2.2.3 – Within those areas identified on the District Plan maps as High Landscape Sensitivity or Moderate – High Landscape Sensitivity avoid buildings and development where the landscape cannot accommodate the change, and maintain open landscape character where it is open at present.
- Policy 46.2.2.4 – Ensure that the location and direction of lights does not cause excessive glare and avoids unnecessary degradation of views of the night sky and of landscape character, including of the sense of remoteness where it is an important part of that character.
- Policy 46.2.2.5 – Within the Walter Peak Water Transport Infrastructure overlay provide for a jetty or wharf, weather protection features and ancillary infrastructure at Beach Bay while:
 - a. maintaining as far as practicable natural character and landscape values of Beach Bay while recognising the functional need for water transport infrastructure to locate on the margin of and on Lake Wakatipu;
 - b. minimising the loss of public access to the lake margin; and
 - c. encouraging enhancement of nature conservation and natural character values.

Walter Peak Specific provisions

In recognition of the existing established visitor industry activities at Walter Peak, coupled with the Zone's particular attraction as a journey on the TSS Earnslaw as much as a destination, the following location specific policy and rules have been identified for Walter Peak:

Policy 46.2.2.5 contemplates, subject to a restricted discretionary activity resource consent, the development of a jetty/wharf, weather protection feature and ancillary infrastructure on the lake margin and out onto Lake Wakatipu at Beach Bay. This policy acknowledges the long standing use and reliance of the visitor industry activities at Walter Peak on water based transport. The area where this policy would be implemented would be identified on the Plan maps as a 'Water Transport Infrastructure overlay'. Notwithstanding this provision that contemplates structures on the margin and onto Lake Wakatipu, the matters of discretion in Rule 46.4.8 require an assessment of natural character and landscape values (amongst other relevant matters), reflecting that the management of natural character and landscape values of Lake Wakatipu are a matter of national importance as provided for in sections 6(a) and (b) of the RMA. Similar provisions are provided for in Jacks Point (Open Space and Boating Facilities Area) and in Queenstown Bay where the Queenstown Town Centre Rules apply, rather than the Rural Zone rules which generally apply to surface of lakes and rivers. The water transport infrastructure overlay would be located over the existing jetty at Beach Bay.

Rule 46.4.9 provides for other buildings (i.e. other than jetty/wharf and infrastructure) as a discretionary activity. The purpose of Rule 46.4.9 is to also clarify that the structure and buildings provided for in Rule 46.4.8 as a restricted discretionary activity are restricted to essential infrastructure and associated buildings associated with Jetties and Wharfs. Buildings such as administrative offices are provided for as a controlled activity on the landward margin of the Zone and are encouraged to locate in those less visually sensitive areas.

PDP Chapters 6 Landscapes (Policy 6.3.30), Queenstown Town Centre (Policy 12.2.5.7) Rural Zone (Policy 21.2.12.7) and Chapter 29 Transport (Objective 29.2.1.a, Policy 29.2.1.2) make provision for water based transport. Provision for water based transport at Walter Peak is considered commensurate with the recognition for water based transport in Queenstown Bay.

Matters addressed in rules:

- Avoid non visitor-related activities other than farming;
- Ensure that any buildings and development in areas identified as having moderate-high landscape sensitivity are appropriate from a landscape and natural hazards perspective;
- The construction of buildings will be subject to matters of control over all of the following:
 - Building design;
 - Landform modification and landscaping;
 - Lighting;
 - Design of any associated carparking;
- The maximum building height shall be 6m
- The maximum ground floor area of any building shall be 500m²;
- The minimum setback of buildings from the bed of a river, lake or wetland shall be 20m;
- The minimum setback of buildings from a zone boundary shall be 10m;

<i>Proposed Provisions</i>	<i>Costs</i>	<i>Benefits</i>	<i>Effectiveness & Efficiency</i>
<p>Policies: 46.2.1.1 to 46.2.1.4 46.2.1.7 46.2.2.1 - 46.2.2.6</p> <p>Rules: 46.4.1 - 46.4.14 46.5.1 - 46.5.9</p>	<p><i>Environmental</i></p> <p>The RVZ provides for buildings within the ONL. However, the costs of this are low due to differentiation between landscape sensitivity areas within the zone, setbacks from zone boundaries, and moderate building heights.</p> <p>The provision at Walter Peak for heights up to 12 metres has the potential for visual dominance effects, in particular if this scale of development is located in proximity to the lake margin at Beach Bay.</p>	<p><i>Environmental</i></p> <p>Enables development in those areas that have been assessed as being capable (from a landscape perspective) of absorbing this level of change.</p> <p>The proposed colour range is considered to provide a suitable balance to control the visual effects of buildings by ensuring that built development is visually recessive.</p> <p>Natural character of Beach Bay would still be maintained with the inclusion of the provision for a jetty/wharf and associated infrastructure.</p>	<p>The provisions are effective at protecting the landscape resource within the zone. The differentiation between landscapes of differing sensitivity is an efficient method for enabling development within the zone without affecting the District's landscape resource.</p> <p>The proposed provisions permit buildings subject to a clear range of controls to achieve the objectives and policies of maintaining landscape values.</p> <p>The introduction of more controls is necessary to enable the controlled activity status of buildings; in this context the additional standards are both effective and</p>

	<p>The provision for a new wharf or jetty and associated infrastructure will have adverse effects on the natural character of Beach Bay. Policy 46.2.2.6 would ensure these effects are minor.</p> <p>Economic</p> <p>Relative loss of development potential for landowners due to change of residential activity to non-complying, reductions in permitted height, and limitations on ground floor area of buildings.</p> <p>Social & Cultural</p> <p>Landowners will incur costs to obtain resource consent (e.g. controlling the scale, form, colour and location of buildings) to ensure they do not result in adverse effects on landscape values.</p>	<p>Economic</p> <p>The District relies heavily on the landscape resource for tourism; the provisions enable access to areas of high landscape value while protecting these areas from development that would degrade landscape values.</p> <p>The provisions would ensure that development within the ONL is appropriate and the maintenance of landscape value would safeguard the landscape resource from an economic viability perspective.</p> <p>Specific provision for water based transport infrastructure at Walter Peak is not afforded in the operative district plan. The specific policy 46.2.2.6 and overlay will provide certainty and confidence any future resource consent would be granted providing the proposal is appropriate.</p> <p>The location specific policy 46.2.2.5 would provide an increase in building height from generally 1 to 3 storeys, subject to achieving resource consent.</p> <p>Social & Cultural</p> <p>Maintaining the landscapes within the zone will provide for people's well-being by minimising adverse effects on these landscapes.</p> <p>More certainty for future landowners with regard to locations with development potential.</p>	<p>efficient and are more appropriate than the ODP provisions in meeting the purpose of the Act.</p>
--	---	---	--

Issue – The appropriateness of various activities within the existing Rural Visitor zone

A summary of proposed provisions of the Rural Visitor Chapter that address this issue and give effect to the objectives:

- Policy 46.2.1.1 – Provide for innovative and appropriately located and designed visitor accommodation, including ancillary commercial activities and onsite staff accommodation, recreation and commercial recreation activities where the landscape values of the District’s Outstanding Natural Landscapes will be maintained or enhanced.
- Policy 46.2.1.2 – Provide for tourism related activities within appropriate locations within the Zone where they enable people to access and appreciate the District’s landscapes, provide that landscape quality, character, visual amenity values and nature conservation values are maintained or enhanced.
- Policy 46.2.1.6 – Ensure that any land use or development not otherwise anticipated in the Zone, protects or enhances landscape values and nature conservation values.
- Policy 46.2.1.7 – Avoid residential activity within the Rural Visitor Zone with the exception of enabling on-site staff accommodation ancillary to commercial recreation and visitor accommodation activities.

Matters addressed in rules:

- Enable visitor-related activities through a permitted activity status subject to standards;
- Avoid non-visitor related activities through a non-complying activity status;
- Support farming activity as an appropriate use of rural land while controlling the construction of farm buildings;
- The construction of buildings will be subject to matters of control over all of the following:
 - Building design;
 - Landform modification and landscaping;
 - Servicing;
 - Lighting;
 - Design and location of related carparking.

<i>Proposed provisions</i>	<i>Costs</i>	<i>Benefits</i>	<i>Effectiveness & Efficiency</i>
Policies: 46.2.1.1 - 42.2.1.2 46.2.1.6 - 46.2.1.7	<i>Environmental</i> Low. The provisions emphasise that the predominant activity is visitor accommodation, recreation and rural use while managing built development to minimise adverse effects on landscape character and visual amenity.	<i>Environmental</i> The provisions will better protect the zone and surrounding ONL from development unrelated to the purpose of the zone. <i>Economic</i>	The proposed provisions restrict the enabling of activities to those related to the purpose of the zone, and better reflect development that has occurred (or is anticipated to occur).

<p>Rules: 46.4.1 - 46.4.14</p>	<p>Economic The provisions will constrain residential, industrial and commercial activities within the zone. Loss of development potential related to these activities for landowners.</p> <p>Social & Cultural Landowners will incur costs to obtain resource consents.</p>	<p>The provisions will provide more certainty for the Council and for people contemplating activities in the zone.</p> <p>Protects these areas for visitor-related activities, which the District economy relies heavily on.</p> <p>Reduces development pressure on the zone while allowing for more efficient use of the limited resource for visitor-related activities.</p> <p>Social & Cultural</p> <p>More certainty for future landowners with regards to locations suited or not suited to development, and the type of development.</p>	<p>It is more efficient to identify those activities anticipated in the zone as permitted, restricted discretionary or discretionary, and identify non-specified activities as non-complying, than to default to non-complying. It is also more effective in that it is less likely to allow an unanticipated activity through accidental omission.</p>
---	--	--	---

Issues – Effects on historic values and structure planning within the existing Rural Visitor zone provisions

A summary of proposed provisions of the Rural Visitor Chapter that address this issue and give effect to the objectives:

- Policy 46.2.2.1 – Protect the landscape values of the Rural Visitor Zone and the surrounding Rural Zone Outstanding Natural Landscapes by:
 - a. providing for and consolidating buildings within the Rural Visitor Zone in areas that are not identified on the District Plan maps as a High Landscape Sensitivity Area, or within an area of Moderate-High Landscape Sensitivity;
 - b. ensuring that buildings within areas identified as Moderate – High Landscape Sensitivity are located and designed and adverse effects are mitigated to ensure landscape values are maintained or enhanced; and
 - c. avoiding buildings within areas identified on the District Plan maps as High Landscape Sensitivity Areas.
- Policy 46.2.2.2 – Land use and development, in particular buildings, shall maintain or enhance the landscape character and visual amenity values associated with the Rural Visitor Zone and surrounding Outstanding Natural Landscapes by:
 - a. Controlling the colour, scale, design, and height of buildings and associated infrastructure, vegetation and landscape elements;
 - b. Within the Homestead Area of Walter Peak and at the homestead at Arcadia, provide for a range of external building colours that are not as recessive as required generally for rural environments, but are sympathetic to existing development;

Matters addressed in rules:

- Discourage non visitor-related activities other than farming;
- Discourage buildings in areas identified on the Planning maps as Moderate-High Landscape Sensitivity;
- The construction of buildings will be subject to matters of control over all of the following:
 - Building design;
 - Landform modification and landscaping;
 - Servicing;
 - Lighting;
 - Design and location of any associated carparking;
- The maximum building height shall be 6m
- The maximum ground floor area of any building shall be 500m²;
- The external appearance of buildings shall be limited to a range of browns, greens or greys except at the homestead at Arcadia or any buildings within the Homestead Area of Walter Peak.

<i>Proposed Provisions</i>	<i>Costs</i>	<i>Benefits</i>	<i>Effectiveness & Efficiency</i>
<p>Policies:</p> <p>46.2.2.1, 46.2.2.2</p> <p>Rules:</p> <p>46.4.1 - 46.4.14</p> <p>46.5.1 - 46.5.3</p> <p>46.5.7</p>	<p><i>Environmental</i></p> <p>Potential for some impact on landscape values due to the exemption of the identified areas from the recessive colour standard, although this is likely to be low given the controlled activity for buildings gives the Council discretion over building design. It is also noted that Arcadia is a listed heritage item in the PDP and effects on the building are managed by way of Chapter 26.</p> <p><i>Economic</i></p> <p>The structure planning exercise that has already been undertaken at Arcadia at cost to the landowner will no longer be applicable (although it appears that this consent has lapsed without having been given effect to anyway).</p>	<p><i>Environmental</i></p> <p>Buildings and development will be undertaken through a resource consent that, while cannot be declined, can manage with some effect the adverse effects of building.</p> <p>The identification of areas within the High Landscape Sensitivity Area as a non-complying activity, and areas of moderate to high landscape sensitivity as a discretionary activity, act as a proxy for structure planning.</p> <p><i>Economic</i></p> <p>The amenity values of the RVZ are important part of the attraction of these areas for visitor-related activities.</p>	<p>The provisions are effective at providing for amenity values by spatially identifying the area at Walter Peak RVZ and applying an exemption to the colour rules for buildings within this area.</p> <p>The removal of the ability to apply for a structure plan is efficient given the additional provisions that would be required in order to ensure that development is undertaken in accordance with it, and the level of development that is already existing within the RVZ areas.</p> <p>The provisions are efficient by not duplicating the Historic Heritage provisions Chapter 26 of the PDP that apply to the homestead at Arcadia in.</p>

	<p>Social & Cultural</p> <p>Uncertainty for plan users in applying the structure plan provisions.</p>	<p>Reduced costs for landowners from the removal for the requirement for consent notices on certificates of title in order to give effect to a structure plan.</p> <p>Reduced costs for landowners as no longer need to apply for a change of conditions when plans diverge from the approved structure plan.</p> <p>Social & Cultural</p> <p>The provisions will result in an improvement from a social and cultural perspective from the continued maintenance of the amenity values of the Homestead Area at Walter Peak and the homestead at Arcadia.</p>	
--	--	--	--

Arthurs Point Issue – Urban growth

A summary of proposed provisions of the Medium Density Suburban Residential Zone Chapter that address this issue (the appropriateness of the objectives in achieving the purpose of the Act has already been considered in Stage 1 of the District Plan Review):

- Policies which support increased density in appropriate locations to support a compact urban form;
- Policies which acknowledge that change within the zone is expected over time to address residential demands, and rules which allow for change with appropriate controls to protect amenity to a reasonable level;
- Policies setting expectations on good urban design and the wider built environment;
- Policies which enable consideration to the extent to which development efficiently uses land and infrastructure;
- Policies which encourage built forms and amenities to improve uptake and convenience of walking and cycling;
- Rules for building height, setbacks and recession planes to enable increased site density while maintaining a reasonable protection of amenity;
- Provision for non-residential activities including visitor accommodation where these are appropriately located and of a scale and intensity that ensures amenity is protected.

A mapping method that as set out below is considered efficient and effective, but that is not recommended in the landscape assessment (**Appendix 2**) is the zoning of the properties at 155 Arthurs Point Road (Lot 3 DP 331294) and a small adjacent property to the east (Lot 2 DP515200) to MDRZ, as opposed to

the Rural Zone. The landscape assessment recommends this land has an ONL classification on the basis of the existing lack of development 'on the ground' and being part of the slopes on the toe of Mt Dewer that are highly visible from Arthurs Point and public roads.

These properties have had subdivision activity undertaken on them through the RVSZ regime that means all of the site at 155 Arthurs Point Road is located within the recommended ONL. While acknowledging the landscape assessment findings that this land is considered to be ONL, and the recommended ONL classification, the existing RVSZ planning regime has enabled fee simple subdivision at these properties such that the Rural Zoning would not be most efficient or effective zone for this land, from an overall planning and land use perspective.

Therefore, the planning implications are such that from an implementation perspective, the ONL classification (and Rural Zoning) is not efficient or effective and the MDRZ zoning is more effective in this circumstance. The reasons for this departure from the Rural Zoning that typically accompanies land with ONF/L classification, and as directed by Chapter 6 Landscape Policy 6.3.1 are:

- A resource consent (RM180844) has recently been granted for urban development (Refer to **Appendix 6**). While existing resource consents are not considered to be a springboard for determining the zoning, the property boundary configuration and size created through the operative zoning is considered an exceptional circumstance to depart from the landscape assessment recommendation;
- The resource consent authorises in the order of 30,000m³ earthworks. Consistent with the preceding point that resource consents should not predetermine the zoning, it is however acknowledged that earthworks at this scale (should they be implemented) would be likely to require reconsideration of the status of this property as part of the ONL;
- The boundaries created through the operative RVSZ regime would be likely to render any future productive land use difficult, by comparison a resource consent application for the creation of a site of this shape and size, on the gradient under the Rural Zone would be highly unlikely to be successful given that the outcome would be creating a site that cannot reasonably be said to be able to be used for the zone purpose, or as part of a wider farming activity;
- The detail and design of the subdivision proposal of RM180844 is considered to be a relatively honest attempt at subdivision on what is otherwise a difficult site and this proposal is not considered speculative. This matter and the current high demand in the Queenstown Lakes District for housing and the location of the property directly adjacent to existing urban development would make the zoning relatively contiguous with the balance of those parts of the RVSZ that are recommended to be zoned MDRZ.

For the above reasons it is considered appropriate to depart from the landscape assessment recommendations and notwithstanding the recommended ONL classification, in this circumstance the most appropriate zoning is MDRZ in favour of the Rural Zone. The planning implication is that the MDRZ provisions do not have any direct provisions to maintain the landscape values as ONL. The clear benefit is that the recommended zoning of MDRZ would facilitate housing and visitor accommodation opportunities that appear to be contemplated under the operative RVSZ.

<i>Proposed Provisions</i>	<i>Costs</i>	<i>Benefits</i>	<i>Effectiveness & Efficiency</i>
Medium Density Suburban Residential Zone	<i>Environmental</i> An urban residential zoning may potentially exacerbate environment effects	<i>Environmental</i>	Avoiding the need for resource consent for residential activities that protect amenity values is an effective and efficient method

	<p>associated with stormwater runoff, waste generation, water treatment, energy consumption and air quality (although the operative zoning, while called 'Rural', does not prevent development to an urban level).</p> <p>Zoning the land at 155 Arthurs Point Road (Lot 3 DP 331294) and a small adjacent property to the east (Lot 2 DP515200) to MDRZ where the landscape assessment (Appendix 2) has recommended Rural Zone and ONL would be highly likely to result in a very different environmental outcome. The zoning of this land would also result in an incongruous ONL boundary at this location.</p> <p>Economic</p> <p>The provisions will introduce a maximum residential density standard and visitor accommodation activities outside of VASZ are non-complying, which is a reduction in the development abilities available under the operative zoning.</p> <p>Introduction of a density control rule may limit market opportunities to provide increased density housing (although increased density is provided for via resource consent).</p> <p>The reduction in height contemplated from 12 metres for visitor buildings in the RVSZ down to 8 metres in the PDP Medium Density Residential Zone would result in an economic cost to landowners who had envisaged development up to 12 metres in height.</p>	<p>Development standards will help protect residential amenity values and minimise adverse effects on the landscape.</p> <p>Enabling residential activity in locations close to public transport networks, employment centres and town centres may support increased uptake of public transport and use of activity transport networks, reducing reliance on the private vehicles.</p> <p>Enabling urban zoning within an area that has existing infrastructure to support it and therefore minimise effects from stormwater runoff, waste generation, and water treatment on the environment are minimised.</p> <p>The maximum height rule aligns with the recommended maximum height to protect landscape values as set out in the Landscape Assessment for the Arthurs Point area.</p> <p>Economic</p> <p>Enabling residential buildings as a permitted activity reduces costs and minimises development costs through potentially minimising delays associated with processing resource consents.</p> <p>Better enabling residential infill development of an area that has a level of residential activity already will help minimise expenditure on road and infrastructure associated with a less compact urban form.</p>	<p>of enabling residential capacity in an area that supports a compact urban form.</p> <p>Amenity is protected by standards including maximum coverage and height in relation to boundary as well as retaining and refining the operative standards including maximum height and setbacks.</p> <p>The application of an existing PDP zone and provisions that address the issues is more efficient than creating area-specific provisions within the RVZ or creating a new area-specific zone.</p> <p>For the land at 155 Arthurs Point Road (Lot 3 DP 331294) and a small adjacent property to the east (Lot 2 DP515200), the zoning to MDRZ would result in an overall effective outcome on the basis of the existing property boundary configuration that has come about as a result of subdivision under the RVSZ.</p>
--	---	---	--

	<p>Social & Cultural</p> <p>Increased uncertainty in the consenting process for landowners over the restricted discretionary, discretionary and non-complying activity statuses for visitor accommodation in VASZ, commercial recreation, and visitor accommodation outside of VASZ respectively.</p> <p>The zoning of 155 Arthurs Point Road (Lot 3 DP 331294) and a small adjacent property to the east (Lot 2 DP515200) to MDRZ would result in a social and cultural cost in terms of loss of amenity and landscape values. However the development of this land is also a social benefit.</p>	<p>Social & Cultural</p> <p>Avoids demand for housing being met in locations further removed from centres where living costs (associated with travel) are likely to be higher.</p> <p>The zoning of 155 Arthurs Point Road (Lot 3 DP 331294) and a small adjacent property to the east (Lot 2 DP515200) to MDRZ would result in a social and cultural benefit through the provision of housing or visitor accommodation opportunities</p>	
--	---	--	--

Cardrona Issue – Community identity

Matters addressed in policies and rules:

- Enabling low intensity residential activity, by permitting residential activity where it meets a density standard of one residential unit per 800m² of net site area;
- Providing for commercial activity and commercial recreation activities within commercial precincts, and visitor accommodation within commercial precincts or VASZs, as restricted discretionary activities, with discretion restricted to the following matters:
 - a. The location, nature and scale of activities;
 - b. Parking, access and traffic generation;
 - c. Landscaping;
 - d. Noise generation;
 - e. Servicing;
 - f. Hours of operation, including in respect of ancillary activities;
 - g. Design, scale appearance of buildings; and
 - h. At Cardrona, consistency with the Cardrona Village Character Guidelines 2012, to the extent provided by the matters of discretion;

- Maximum retail area of 200m² gross floor area (GFA) and maximum office floor area of 100m² GFA within a commercial precinct;
- Maximum building coverage of 40%, except within the commercial precinct at Cardrona the maximum is 80% and within the VASZ at Cardrona the maximum building coverage is 50%;
- Minimum road setback of 4.5 metres, or 3 metres from Cardrona Valley Road, and all other boundaries is 2 metres;
- Primary roof form is to be gable with a minimum pitch of 25 degrees;
- Maximum building height of 12 metres at Cardrona, and not more than three storeys, and recession planes applying on the boundaries.
- Varying the Cardrona Character Guideline 2012 to acknowledge that this document has been incorporated by reference into the provisions, namely the policies and matters of discretion for use and development in Cardrona.

Proposed Provisions	Costs	Benefits	Effectiveness & Efficiency
<p>Settlement zone, and related variations to provisions in Chapter 20 (Policy 20.2.2.4, Rules 20.3.2.6, 20.4.6, 20.4.7, 20.5.5, 20.5.7, 20.5.8, 20.5.9, 20.5.12, 20.5.13), Chapter 27 (27.6.1 and 27.7.15.1), Chapter 31 (31.2.3.3c and 31.19.3.7) and the Cardrona Character Guideline 2012</p>	<p>Environmental</p> <p>Some potential for effects on landscape values from the 12-metre height limit, although this is still also subject to recession plane, setback requirements and buildings would be a restricted discretionary activity and subject to the Cardrona Village Character Guideline 2012..</p> <p>Economic</p> <p>Relative to the RVSZ in the ODP, the introduction of commercial precincts and VASZ limit the amount of visitor accommodation and commercial recreation development by reducing the areas in which they are provided for.</p> <p>Introduction of a density control rule may limit market opportunities to provide increased density at a time when housing affordability is an issue within the District and when the community has indicated that this is an activity that they would like to see increase.</p>	<p>Environmental</p> <p>Standards including maximum coverage and recession planes will help manage adverse effects on landscape values.</p> <p>The density of 800m² per residential unit is sufficient land area to enable on-site servicing where required and maintaining discretion over the servicing of commercial and visitor accommodation activities will ensure effects from stormwater runoff, waste generation, and water treatment are minimised.</p> <p>Economic</p> <p>The provisions provide for small-scale commercial activity within appropriate locations.</p> <p>Enabling residential buildings as a permitted activity minimises development costs through potentially minimising delays associated with processing resource consents.</p>	<p>The provisions are effective in recognising the range of activities that are existing within Cardrona and provide for this to continue subject to compliance with standards that ensure these activities are small-scale and in fitting with the character of the area.</p> <p>The provisions are efficient in incorporating the Cardrona Valley Character Guideline 2012 by reference, and limiting the design elements incorporated via standards to building height and roof pitch to avoid the need for a number of area-specific provisions.</p> <p>It is efficient to apply alternative PDP zone where one is available to address the issues rather than creating a new area-specific zoning.</p>

	<p>Social & Cultural</p> <p>Uncertainty in the consenting process for commercial recreation and visitor accommodation activities due to the restricted discretionary activity status.</p> <p>Potential for landowners to feel that their design choices are being limited by the reference to Cardrona Valley Character Guidelines and requirement for a minimum roof pitch.</p>	<p>Better enabling residential infill development of an area that has a level of residential activity already will help minimise expenditure on road and infrastructure associated with a less compact urban form.</p> <p>Coverage limits provide greater certainty for the Council to plan and invest in infrastructure.</p> <p>Visitor accommodation and ancillary commercial activities will promote the wellbeing and viability of Cardrona Village.</p> <p>Social & Cultural</p> <p>Community values are given voice through reference to the Cardrona Valley Character Guidelines 2012.</p> <p>The requirement for buildings to have a minimum roof pitch ensures the alpine village character and historical context of the Cardrona area is retained and enhanced, as anticipated in the Cardrona Village Character Guidelines 2012.</p>	
--	---	---	--

Windermere Issue – Land use options

A summary of proposed provisions of the Rural Zone Chapter that address this issue (the appropriateness of the objectives in achieving the purpose of the Act has already been considered in Stage 1 of the District Plan Review):

Matters addressed in policies and rules:

- A range of uses within the Rural Zone are enabled, including farming, recreation, commercial and tourism activities provided that these activities have a genuine link with the rural land and protect landscape and amenity values;
- Non-farming activities are controlled to minimise conflict between uses;
- Excluding activities that are sensitive to aircraft noise within the OCB;
- Prohibited activity status for new activities sensitive to aircraft noise within Wanaka Airport’s OCB;
- Acoustic insulation requirements for alterations or additions to existing buildings within Wanaka Airport’s OCB to achieve an internal design sound level of 40 dB Ldn.

<i>Proposed Provisions</i>	<i>Costs</i>	<i>Benefits</i>	<i>Effectiveness & Efficiency</i>
Rural Zone	<p><i>Environmental</i></p> <p>Costs are limited to those effects permitted in Chapter 21, such as pastoral farming.</p> <p><i>Economic</i></p> <p>Requirement for sound insulation and/or mechanical ventilation to alterations or additions to existing buildings containing activities sensitive to aircraft noise (ASANs) (which would apply to the one existing residential dwelling) will add cost to development for the landowner.</p> <p>Loss of development potential in relation to ASANs from the application of a prohibited activity status within OCB (although this is likely to be small given the operative non-complying status).</p> <p>Costs to the landowner from the RVSZ provisions that provide for visitor related activities whereas the Rural Zone provisions require a discretionary activity for buildings and visitor related activities</p>	<p><i>Environmental</i></p> <p>The requirement for sound insulation and/or mechanical ventilation within the OCB will support an appropriate level of amenity for existing activities sensitive to aircraft noise.</p> <p>The application of the Landscape Assessment Matters for Rural Character Landscapes will ensure that potential effects on landscape values are addressed.</p> <p>Rural zoning would ensure that any unanticipated effects that may arise given the uncertainty over the status of the Wanaka Airport Zone, arising from appeals from Queenstown Airport Corporation are avoided.</p> <p>Applying the Rural Zone while there is uncertainty over the Council spatial plan/Future Development Strategy and the Queenstown Airport’s Wanaka and Queenstown Master Plan would ensure that any alternative zoning does not inadvertently undermine the viability and</p>	<p>The PDP Rural Zone provisions prohibiting ASANs give effect to existing resource management regime promulgated through Plan Change 35 to the ODP and made operative in 2018.</p> <p>It is efficient to continue this regime that has only recently been established as the most appropriate way to manage reverse sensitivity effects in relation to Wanaka Airport.</p> <p>The application of an existing PDP zoning and provisions that manages reverse sensitivity effectively already is more efficient than creating Windermere-specific provisions within the RVZ or creating a new area-specific zoning to address the matter.</p>

	<p>(i.e. visitor accommodation and commercial recreation).</p> <p>Social & Cultural</p> <p>None identified.</p>	<p>role of the Wanaka Town Centre, strategic directions, and non-statutory strategic planning documents that have not yet been finalised.</p> <p>Economic</p> <p>The provisions will contribute to protecting Wanaka Airport from reverse sensitivity effects; supporting the operation of the airport and the associated economic benefits to the District.</p> <p>The Rural Zoning will ensure that the economic viability of Wanaka and Three Parks is sustained. The Wanaka Airport zone has rules that limit retail and office activities so that they are limited in area and ancillary to airport related activities. These rules have been appealed and an uplift in retail or commercial activity could undermine the role of Wanaka Town Centre or Three Parks. It is considered premature to rezone this land to Wanaka Airport.</p> <p>Social & Cultural</p> <p>The requirement for sound insulation and/or mechanical ventilation within the OCB will support an appropriate level of amenity for existing activities sensitive to aircraft noise.</p>	
--	--	---	--

12. SCALE AND SIGNIFICANCE EVALUATION

- 12.1. The level of detailed analysis undertaken for the evaluation of the proposed objectives and provisions has been determined by an assessment of the scale and significance of the implementation of the proposed provisions. In making this assessment, regard has been had to the following, namely whether the proposed objectives and provisions:
- (a) Result in a significant variance from the existing baseline in the ODP Section 12 – RVSZ;
 - (b) Have effects on matters of national importance;
 - (c) Adversely affect those with specific interests;
 - (d) Involve effects that have been considered implicitly or explicitly by higher order documents;
 - (e) Impose increased costs or restrictions on individuals, communities or businesses; and
 - (f) Are more appropriate than the existing.
- 12.2. The level of detail of analysis in this report is low to moderate. The ODP Section 12 – RVSZ has been used as a basis for the revised provisions, with the most notable changes within the proposed rules being the change in activity status for residential activity from permitted to non-complying, farming activity from non-complying to permitted, and the introduction of mapped areas within which development is more strictly managed. The objectives and policies have been revised to provide greater clarity regarding the desired environmental outcomes, specifically the management of adverse effects on landscape values. Although articulated in a more comprehensive manner, these outcomes align with those generally anticipated by the operative RVSZ chapter.
- 12.3. Rules in the operative chapter that have been identified as having uncertain application have been removed to ensure the provisions can be implemented and enforced more effectively. The format and structure of the operative chapter has not been continued, with the chapter structure developed for the PDP used instead. This is a departure from the ODP; most notably the tables for activities have been re-ordered. Maintaining consistency with the PDP chapter structure is important to ensure that the PDP is implemented as a cohesive whole. Accordingly, the drafting style conventions that have been established in Stages 1 and 2 of the District Plan Review have been applied to this proposal.
- 12.4. An analysis of alternative options has been undertaken and the Arthurs Point, Cardrona and Windermere RVSZ are proposed to be rezoned to MDRZ, Settlement Zone and Rural Zone respectively. This will result in the ability for more residential development in the MDRZ and Settlement Zone, while still providing for visitor accommodation and small-scale commercial activities where this maintains residential amenity.

12.5. The proposal will result in variance from the existing baseline for those areas proposed to be rezoned. In most instances the current approach to managing the effects of visitor-related activity is recommended to remain.

13. EFFICIENCY AND EFFECTIVENESS OF THE PROVISIONS

13.1. The proposed provisions strike an appropriate balance to achieve the integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district. In doing so, the proposed provisions are more appropriate than the alternatives considered.

14. THE RISK OF ACTING OR NOT ACTING – SECTION 32(2)(C)

14.1. Section 32(2)(c) of the RMA requires an assessment of the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions. It is not considered that there is uncertain or insufficient information about the subject matter of the provisions.

14.2. There is no significant risk of action (i.e. proceeding with the proposal). Any environmental risk has been addressed in the provisions of the RVZ.

14.3. The risks of not acting include the potential for adverse effects from development on landscape values that may result in the failure to protect an outstanding natural landscape in accordance with section 6 of the Act and enabling residential development in rural areas.

14.4. The issues identified and options taken forward are the most appropriate way to achieve the purpose of the RMA. If these changes were not made there is a risk the District Plan would fall short of fulfilling its functions.



helen mellsop
LANDSCAPE ARCHITECT

QLDC Rural Visitor Zone Review

Landscape assessment



May 2019

Prepared for
Queenstown Lakes District Council

Contents

1	Introduction	1
1.1	QLDC Rural Visitor Zone review	1
1.2	Background	1
1.3	Scope	2
1.4	Methodology.....	2
2	ODP RV Zone provisions.....	4
2.1	Activity status.....	4
2.2	Standards.....	4
2.3	Assessment matters	5
3	Landscape Assessment.....	7
3.1	Arcadia RV Zone	7
3.2	Arthurs Point RV Zone.....	13
3.3	Blanket Bay RV Zone	18
3.4	Cardrona RV Zone	23
3.5	Cecil Peak RV Zone	29
3.6	Walter Peak RV Zone.....	34
3.7	Windermere RV Zone.....	37
4	Summary and conclusions.....	41
4.1	Summary and conclusions.....	41

Appendix A – Landscape attributes

Appendix B – maps and photographs for each Rural Visitor Zone

1 Introduction

1.1 QLDC Rural Visitor Zone review

Queenstown Lakes District Council (QLDC) are reviewing the Operative District Plan (ODP) Rural Visitor (RV) Zones at Windermere, Cardrona, Arthurs Point, Cecil Peak, Walter Peak, Blanket Bay and Arcadia. The RV Zones will be brought into the PDP and notified alongside other Stage 3 topics in the third quarter of 2019.

QLDC have commissioned a landscape assessment to help better understand the appropriateness of the existing RV zones and their ability to absorb development from a landscape perspective. The assessment is also to provide advice on whether the ODP RV zone provisions are appropriate from a landscape perspective.

1.2 Background

The 2010 Rural Visitor Zone Monitoring Report prepared by QLDC states that the Rural Visitor Zones established in 1995 as part of the ODP were intended to fulfil the following criteria:

- (i) there are tourist activities to provide a focal point for the zone*
- (ii) accommodation is provided for both residents and visitors*
- (iii) the land within the zone is in single ownership, providing for coordinated and structured development*
- (iv) the sites are self-sufficient in the provision of services*
- (v) the sites are separated from areas zoned for urban purposes*
- (vi) there is a clear actual, or intended, concept for their development*
- (vii) the scale of development is significant, being greater than that which would be reasonably expected to occur within areas zoned for rural or rural-residential purposes, but insufficient to justify a residential or other such urban zoning*
- (viii) The site was zoned for tourist purposes in the Transitional District Plan.*

However some decisions were made to provide for the RV Zone in ODP when not all of the above criteria were met. This was largely in response to submissions seeking RV zoning or expansion of proposed RV zones.

The monitoring report also states that *'the zone is considered ineffective in achieving many of the overarching objectives in parts 4 and 5 of the District Plan relating to landscape protection, especially where the sites fall within outstanding natural landscapes (this matter has not been conclusively determined for some sites).'*

Initial work on a review of the RV zones was initiated in 2010 and an assessment of the landscape absorption capacity of some of the zones (Windemeer, Blanket Bay, Arthurs Point and Arcadia) was undertaken by Dr Marion Read in April 2013.

1.3 Scope

Helen Mellsoy Landscape Architect has been engaged by QLDC to provide a landscape assessment of existing ODP RV zones, with a specific focus on the capacity of the zones to absorb visitor facility development while protecting or maintaining the values of the rural landscapes in which they sit. The assessment includes the following components:

- A high level appraisal of whether the ODP RV Zone provisions are appropriate from a landscape perspective;
- Description of the attributes and character of the wider receiving landscape for each RV Zone, followed by evaluation of the landscape values and landscape categorisation in terms of the QLDC Stage 1 Decisions Version PDP categories;
- Description of the attributes and character of the ODP RV Zone area and any proposed or potential extensions to the zone area;
- Evaluation of the landscape and visual sensitivity and absorption capacity of the wider receiving landscape and of the RV Zone area;
- Recommendations on whether visitor facility development could be appropriate subject to controls (eg. building height, coverage, landscaping) and where this development would be appropriate.

The landscape assessment has been undertaken within the context of the strategic policy framework of Chapters 3 and 6 of the QLDC Decisions Version PDP. Among other functions, these chapters set out a strategic approach to the management of landscapes within the District. It is acknowledged that many of the objectives and policies in these chapters are currently under appeal.

The scope of the assessment has not included consultation with stakeholders or the wider community, although the outcomes of previous community planning studies (eg. 2003 Cardrona Community Plan) have been taken into account.

1.4 Methodology

This assessment has been carried out in accordance with the New Zealand Institute of Landscape Architects (NZILA) Best Practice Note 10.1 Landscape Assessment and Sustainable Management (2/11/2010). The assessment process has comprised the following steps:

- (a) Identification of the area of landscape under consideration;
- (b) Description of the landscape attributes, including biophysical elements, patterns and processes, sensory/perceptual qualities, and associative attributes (refer list of attributes in **Appendix A**). Attributes were determined on the basis of expert landscape assessment and publicly available information about geological, ecological, archaeological and cultural aspects;

- (c) Evaluation of the landscape values, described on a qualitative scale (very low, low, low-moderate, moderate, moderate-high, high, very high). Landscape values were determined on the basis of expert landscape interpretation, taking into account publicly available information about community and visitor landscape values;
- (d) Landscape categorisation in terms of the QLDC Stage 1 Decisions Version PDP categories;
- (e) Description of the RV zone landscape attributes and character;
- (f) Evaluation of the landscape sensitivity of the RV zone area (the degree to which the character and values of a particular landscape are susceptible to the scale of external change) and landscape capacity of the RV zone area (the amount of change the landscape can accommodate without substantially altering or compromising existing character and values).

2 ODP RV Zone provisions

2.1 Activity status

Under the ODP RV Zone rules, commercial and retail activities have discretionary status but most anticipated activities within the zone have controlled activity status:

- Structure Plans;
- Parking, loading and access;
- Buildings;
- Landscaping;
- Commercial Recreation Activities; and
- Visitor Accommodation.

Somewhat surprisingly, farming activities are a non-complying activity. Many of the zones are currently farmed or combine farming with visitor facilities (eg. Walter Peak RV Zone).

The matters of control for structure plans and buildings are appropriate from a landscape perspective, as they include development location, density, external appearance, earthworks, access and landscaping. It is clear that the extent of control for buildings is intended to avoid or mitigate adverse effects on landscape and visual amenity values. However the controlled activity status means that QLDC has no ability to decline applications and limited ability to modify the location, density or design of development proposals to achieve the desired landscape outcomes. In addition there are no clear outcomes specified for structure plans and no assessment matters for such plans.

Without restricted discretionary or discretionary activity status for anticipated activities in the RV Zones, it is difficult to enforce changes to development applications that otherwise meet the Site and Zone Standards for the zone. This has led to potentially poor landscape outcomes in some instances (eg. the approved structure plan for Arcadia RV Zone¹, which spreads residential and visitor accommodation development across much of the zone).

2.2 Standards

Site Standards for the zone include minimum setback distances from all boundaries of 10 metres for residential accommodation and 20 metres for visitor accommodation. From a landscape perspective these setbacks are appropriate in situations where the setback would help to maintain the rural character and visual amenity experienced from public roads and minimise adverse effects on the visual and rural amenities of adjacent land. However in other situations where there are numerous individual lots within the RV Zone (eg. Arthurs Point and

¹ RM110010.

Cardrona RV Zones), this standard could lead to poor urban design outcomes, in terms of the arrangement of built form and the relationship between buildings and adjacent streets.

Building height within the zone is restricted by a Zone Standard, with a 12-metre maximum for visitor accommodation, an 8-metre maximum for commercial, recreation and residential activities, and a 7-metre maximum for other buildings and structures. The 12-metre limit for visitor accommodation has the potential to result in significant adverse effects on landscape character and values in most of the RV Zones. Combined with a lack of standards for site coverage, it could result in bulky, visually dominant development that would detract from the naturalness and aesthetic values of the landscapes in which the zones are set.

The 8-metre maximum height for commercial, recreation and residential buildings is consistent with that for buildings in the PDP Rural Zone. From a landscape perspective there are locations within the zones where two-storey buildings could be visually dominating, detracting from visual amenity and landscape values (particularly naturalness) or would be more difficult to integrate or screen with landscaping. In some situations two-storey buildings could also detract from the landscape setting of heritage buildings within the zones.

The lack of any standard for site coverage in the RV Zone is a significant landscape issue, as it potentially allows very dense built development across the entire zone area (apart from the boundary setbacks). Given the location of almost all the RV Zones within ONL and the relatively large site area for these zones (except Cecil Peak RV Zone), the ODP provisions could allow significant nodes of dense urban-style development within these highly valued landscapes. This would not achieve the landscape-related objectives and policies in Chapters 3 and 6 of the PDP, particularly Strategic Objective 3.2.5 – The retention of the District’s distinctive landscapes.

2.3 Assessment matters

The ODP assessment matters relevant to landscape issues² relate to pedestrian activity, loss of privacy, opportunities for enjoyment of peace and tranquillity, external appearance of buildings and landscaping to mitigate visual effects. While the adverse effects of buildings and associated earthworks, access, parking and landscaping are mentioned, the relevant assessment matter does not specify what kind of adverse effect is to be considered or what the desired environmental outcomes are. As a consequence the assessment matters do not provide a clear process for determining whether adverse effects on landscape and visual amenity values or the natural character of the rural environment have been avoided or mitigated.

The external cladding materials specified in the assessment matters³ are limited in range and have not been complied with for many developments within the RV Zone. Similarly the requirement for a unified design theme based on a pitched roof of 20 degrees has not generally been implemented, particularly where there are a number of individual lots within

² ODP Assessment Matter 12.5.2 (vi).

³ ODP Assessment Matter 12.5.2 (ix).

a zone. The suggested predominant external colours for buildings include cream, a highly reflective colour, as well as greens, greys, browns and earth tones. It is likely that this light colour was included so that new buildings could be consistent with historic buildings within the Walter Peak and Cardrona RV zones. However it has meant that there is potential for light-coloured prominent buildings within the context ONLs. This is inconsistent with the requirement for recessive external building materials in Rural Zone.

The assessment matters for controlled activity landscaping require consideration of whether there is a need for planting mitigation but they do not address the type of landscaping and whether it would be consistent with the predominant vegetation patterns within the landscape. They therefore create the potential for landscaping that detracts from the rural character or naturalness of the surrounding landscape.

Finally, there are no assessment criteria for controlled activity structure plans amongst the ODP provisions. This means that there is no guidance as to the appropriate landscape outcomes of a structure plan or how such a plan might achieve the objective and policies for the zone, particularly Policy 12.3.4 (1) - ensuring development has regard to the landscape values of the surrounding rural area.

3 Landscape Assessment

3.1 Arcadia RV Zone

The Arcadia RV Zone is an area of about 85 hectares located on the northern side of Diamond Lake between Mount Alfred and Mount Earnslaw (refer **Figure 1** below). It is approximately 15 kilometres north of Glenorchy township and is accessed via a dead end gravel road that meets the end of the Dart-Rees track on the Dart River.



Figure 1: Location of Arcadia RV Zone.

3.1.1 Area of landscape

The zone is located within the landscape of the mid to lower Dart and Rees river valleys, enclosed by Mt Earnslaw/Pikirakatahi to the north, the Humboldt Mountains to the west and the Richardson Mountains to the east. Mount Alfred separates the Dart and Rees, while the low lying Paradise/Diamond Lake area connects the two river valleys. Much of the landscape is Conservation land (including Mt Aspiring National Park) or Crown pastoral leasehold land.

3.1.2 Landscape description

Biophysical attributes
The landscape is part of the Southern Alps, and is within an area of uplifted schist mountains shaped by glacial and fluvial action. The Dart and Rees rivers have formed broad river floodplains between the mountains, while the Paradise valley is the remnant of a glacier that divided and passed over and on both sides of Mt Alfred. Diamond Lake is impounded by alluvial material from Mt Earnslaw and the Rees, and is fed by Earnslaw Burn, the River of Jordan and other smaller streams. Distinctive

hillocks or kames are present in the Dart valley and these are scheduled as heritage features in the PDP.

The mountains are largely covered with indigenous beech forest, subalpine and alpine communities and support indigenous fauna, including the endangered mohua (yellowhead). Much of this forest is protected by Conservation status or by Significant Natural Area (SNA) status in the PDP. Some mountain slopes, largely within Crown pastoral leases, have been cleared for extensive pastoral use and have only scattered areas of regenerating vegetation. The alluvial flats and fans are generally more intensively farmed, with improved grasslands, scattered matagouri and evergreen shelterbelts. Large wetland areas are present in the Dart Rees delta and west and south of Diamond Lake. The large braided river systems of the Dart and Rees provide habitat for specialist birds and the river and lake waters support indigenous fauna as well as trout and salmon. Outside the valley farms, natural patterns and processes predominate within the landscape.

Settlement and built development is confined to the valley floors and generally consists of widely scattered farm homestead clusters and occasional farm buildings. There are areas of rural living development within Rural Lifestyle-zoned land on the lower mountain slopes east of the Rees. The area has been a tourist destination since the late 1800s and there are a number of historic buildings and sites associated with early tourism, including the lodges at Paradise and Arcadia. Remnants of historic scheelite mines within the landscape are also scheduled in the PDP.

Further rural living development is anticipated within the Rural Lifestyle Zone east of the Rees and is consented within the Camp Hill Rural Residential Subzone east of Paradise Road. Consent has also been granted for a structure plan for the Arcadia RV zone (RM110010), as well as for an 11-lot residential subdivision in accordance with the structure plan (RM130799).

Sensory/perceptual attributes

The landscape has very high scenic qualities, as a result of the dramatic scale and extent of the mountains, the steepness of the ice-scoured slopes, the coherence of the landscape patterns and the contrast between the open alluvial flats and forested mountain slopes. Observers are dwarfed and enclosed by the mountains, leading to a sense of awe and appreciation for the natural environment.

The presence of native forest and shrubland, broad braided rivers, clear lakes and a low density of built form contribute to a high level of perceived naturalness. The action of glaciers and rivers in shaping the mountainsides valleys is legible and expressive. The landscape, and in particular views up the Paradise and Dart valleys, is highly memorable. Photographs taken northwards across Diamond Lake have been used in Tourism NZ campaigns (see **Figure 2** below) and the Dart and Paradise valleys have been a very popular film location. Public recreational access to Mount Aspiring National Park and other conservation areas, and recreational tourism on the Dart River and valley flats (eg horse trekking) allows people to immerse themselves within the landscape and to experience the sights, sounds and smells as they move through it. Unlike other parts of the National Park, people are also able to access and experience the landscape by vehicle.

Transient attributes include changing levels of snow and ice on the mountains, varying river and lake levels, cloud cover around the peaks, and the presence of stock and birdlife.

A sense of relative remoteness and tranquillity is a strong feature of the landscape, resulting from the distance from urban settlements, the low population density and general level of activity, the presence of gravel roads, and the enclosure by the mountains.

Associative attributes

The landscape has significant associations for Ngāi Tahu - historically as a seasonal settlement area and source of pounamu, and also culturally and spiritually. The PDP identifies a Ngāi Tahu Statutory Acknowledgement Area and Tōpuni at Pikirakatahi (Mt Earnslaw), recognising a special relationship with this landscape feature, and a Tōpuni at Te Koroka (Dart/Slipstream).

European historic associations include the early pastoral use by William Rees from 1860, 19th century tourism and historic gold and scheelite mining.

The landscape is important to the shared cultural identity of the Districts' residents, and to some visitors from within NZ. Memories of views and experiences within the landscape can form part of people's attachment to New Zealand as a 'place'.



Figure 2: View north across Diamond Lake, used as part of the 2015 Tourism NZ 100% Pure campaign. Arcadia RV Zone is visible on the far shore of the lake.

3.1.3 Landscape values

Based on an evaluation of the landscape attributes, and available information about community and visitor perceptions, the values attached to the receiving landscape include:

- **Very high biophysical values**, as a result of the unmodified geomorphology of the landscape, the predominance of intact indigenous ecosystems and the presence of wetlands and geological features that are relatively rare within the District. The values are recognised by national park or other conservation land status, SNA status and recognition of the distinctive hillocks in the PDP.

- **Very high naturalness values**, as a result of the strong dominance of natural elements, patterns and processes within the landscape, the low level of built modification, the presence of lakes and rivers, and people’s perceptions of a high quality natural environment. The last aspect is evidenced by the use of the area in a 100% Pure NZ tourism campaign.
- **Very high scenic values**, as a result of the dramatic scale and form of the mountains and braided rivers, the contrast between the open flats and forested mountain slopes, reflections available in lakes and other water bodies, the coherence of the landscape, and the accessibility of the area by road, river or on public tracks. The scenic values are evidenced by the use of photographs of the landscape in tourism promotions and the popularity of the landscape as a film location.
- **Very high memorability values**, largely as a result of the scenic quality of the landscape and the strong impression this makes in people’s minds.
- **High expressiveness values**, resulting from the obvious processes of mountain uplift, glacial scouring and alluvial erosion and deposition within the landscape.
- **High experiential values**, as a consequence of the ability for people to access the landscape on roads, rivers and popular walking tracks.
- **High remoteness and tranquillity values**, resulting from the distance from population centres, the generally low level of human activity and modification, and the need to negotiate gravel roads and fords or walking tracks to access the landscape.
- **Moderate transient values**, as a consequence of changing weather and snow conditions, river levels and the varying presence of wildlife.
- **Very high cultural values to Ngāi Tahu**, as evidenced by Statutory Acknowledgement Areas and Tōpuni within the landscape.
- **High heritage values**, associated with the evidence of early tourism and pastoral farming and historic mining activity. This is evidenced in part by the concentration of protected heritage features and buildings around Diamond Lake, and also by the evocative place names – Paradise, Arcadia, River of Jordan etc.
- **Very high shared and recognised values**, as an important part of sense of place and identity within the District and as a component of New Zealand’s national and international image as a high quality natural environment.

3.1.4 *Landscape category*

The landscape area containing the Arcadia RV zone has a high level of naturalness and has values that mean it is exceptional and outstanding at both a district and national level. It is appropriately categorised as an Outstanding Natural Landscape (ONL) in the PDP. Both Mt Alfred and Diamond Lake are identified as Outstanding Natural Features (ONF) in the PDP and I agree that these are distinct legible and outstandingly natural features within the wider landscape. The Dart and Rees rivers would also, in my assessment, qualify as ONF.

3.1.5 *RV zone attributes and character*

The Arcadia RV zone is located on the northern shore of Diamond Lake, a sloping area of bouldery glacial till and alluvial fan material from the River of Jordan (refer **Figures 1 and 2** in

Appendix B). This river flows from Mt Earnslaw through the eastern part of the zone and has an active fan extending into the lake. There is another small unnamed water course on the western side of the zone. The land is predominantly evenly sloping but there is an area of elevated terraced land west and south-west of the homestead. The property appears to be predominantly used for sheep grazing and possibly baleage.

Vegetative cover is predominantly pasture grass, but there are scattered to dense semi-mature matagouri near the stream in the eastern third of the zone, mature exotic trees around the homestead, and other shelter trees around the elevated terrace. Built structures are currently confined to a small haybarn and the substantial two-storey Arcadia House, built in the early 20th century. The subdivision consented under RM130799 anticipates 11 dwellings west of the homestead and an access road across the lower terrace in the north-western corner of the site.

The zoned area currently has a remote working rural character, with the prominence of the historic building adding a cultural heritage overlay. The presence of unmodified streams and indigenous shrubland, together with the low level of built modification leads to a moderate-high level of naturalness. Available views to the adjacent lake and forested mountains means the zone has a very high level of visual amenity.

Figure 2 in **Appendix B** shows the immediate context of the zone, which includes Diamond Lake (a wildlife management reserve) to the south, Earnslaw Station Crown lease, conservation land and the Paradise Trust beech forest to the west, Arcadia Station (freehold land) to the north and Mt Aspiring National Park to the east. There is a Department of Conservation campsite on the lake shore adjacent to the RV Zone.

*3.1.6 RV zone landscape sensitivity and landscape absorption capacity (refer **Figure 3** in **Appendix B**)*

The ONL in which the zone is set is very highly valued (refer 3.1.3 above) and the character and values of this landscape are highly sensitive to changes that degrade naturalness, scenic quality, memorability, remoteness and tranquillity, heritage significance, or shared and recognised values.

The zone forms the mid-ground of iconic views from the Paradise Road, Diamond Creek and the southern shores of Diamond Lake towards the Humboldt Mountains (refer **Photograph 1** in **Appendix B** and **Figure 2** above), and the foreground of views south from the road towards the lake and Richardson Mountains (refer **Photograph 2** in **Appendix B**). Visible development on the lower slopes near the lake and in the open areas between Paradise Road and lake would reduce the naturalness and coherence, and from some viewpoints, the extent of scenic views. Such development could also have significant adverse effects on the perceived quality and aesthetic coherence of the surrounding landscape.

Views from the road are also available across open pasture in the north-west corner of the site (refer **Photograph 4** in **Appendix B**) and prominent or unsympathetic development in this

area would detract from the perceived naturalness and coherence of the landscape, as well as the character of views toward the Category 1 former staff quarters at Paradise Trust.

The mature exotic trees around Arcadia House are part of the landscape setting of the heritage building and views to the building across open pasture from Paradise Road (refer **Photograph 3** in **Appendix B**) also enhance its presence and significance. The garden and the zone area north and north-east of the house are therefore sensitive to additional built development or screen planting.

The margins of the River of Jordan and the lake, as well as the areas of contiguous matagouri cover are sensitive to changes that would degrade their natural character.

3.1.7 Recommendations

The RV zone area has capacity to absorb appropriately designed visitor facility development on the elevated terrace west and south-west of the house without substantially altering or compromising the character and values of the wider landscape. Topography and existing vegetation mean that this area of land is not highly visible from public places outside the zone, and visible development would appear clustered with the homestead rather than spread across the zone. There is potential for some development to extend south towards the lake below the terrace, as existing mature trees would provide integration and partial screening if retained.

Limiting the extent and capacity for development would also limit the potential for significant adverse effects on the valued remoteness and tranquillity of the landscape, as a result of increased traffic and activity.

In order to be successfully absorbed I consider that visitor facility development would need to be subject to the following controls:

- Maximum building height of 6m;
- Limits on building coverage to ensure that the scale and mass of development were appropriate;
- Road setbacks to ensure that development did not detract from the heritage significance of Arcadia House;
- Recessive external building materials similar to those required for buildings in the PDP Rural Zone;
- Retention of existing vegetation to ensure that development is not visually prominent from Paradise Road or other public places;
- Retention of existing vegetation that forms the landscape setting of Arcadia House;
- Landscaping to ensure that access, parking, earthworks and built form are adequately mitigated and integrated.

3.2 Arthurs Point RV Zone

The Arthurs Point RV Zone was created as a result of submissions to the 1995 Proposed District Plan. It is located within the Arthurs Point Basin between the toe of Mt Dewar and the Shotover River (refer **Figure 3** below), about 6 kilometres north of downtown Queenstown. The zone is close to the suburban development of Arthurs Point township to the west and also adjoins a Special Housing Overlay Area that has been zoned Medium Density Residential in the PDP.



Figure 3: Location of Arthurs Point RV Zone.

3.2.1 Area of landscape

The zone is located within the landscape of the Arthurs Point Basin and the surrounding mountains, including Mt Dewar, Bowen Peak, Ben Lomond and Queenstown Hill/Sugar Loaf. The Shotover River, together with its tributaries, is the main waterway within the landscape. The majority of the landscape is freehold suburban, rural living or pastoral land, but the upper slopes of Bowen Peak and northern faces of Ben Lomond are Crown pastoral lease land within Ben Lomond Station. There are also DOC reserves along the Shotover River.

3.2.2 Landscape description

Biophysical attributes
<p><i>The Arthurs Point area comprises a hard schist rock peninsula around which the Shotover River flows; the eastern facing mountain slopes of Bowen Peak to the west of the Shotover River; and the lower slopes of Mount Dewar to the east and to the north of the Shotover River. The mountains and peninsula are schist and a platform to the north of the peninsula has been formed by glacial till [refer Figure 4 In Appendix B] which the river has eroded along the western side, creating a set of river terraces. The topography of this area is complex, the river passing through a narrow gorge around the western end of the peninsula with steep cliffs dropping precipitously to the river. Bluffs of 60 to 80m follow the river along much of its true left through this area. The ecology of the vicinity is highly modified, with wilding conifers [some now dead and either standing or felled] both enclosing the area to its north on Mount Dewar, and being located within it on the Larchmont property and on the slopes to the river corridor. Some indigenous vegetation is present within the river corridor and on the slopes of Bowen Peak, in particular, but conifers dominate. It is a highly dynamic landscape with the river changing its level and flows⁴.</i></p> <p>Big Beach, a large shingle beach adjacent to the Shotover, was the site of Sewhoys’ mining company in the 1880s and there are a number of other heritage sites and buildings related to early European settlement and gold mining throughout the landscape.</p> <p>Settlement is concentrated in the suburban area of Arthurs Point and within the RV Zone and Special Housing Area, but there is also scattered rural living development along Moonlight Track and Gorge Rd, and to the east along Arthurs Point Rd. Multi-storey hotel and apartment developments are present within the RV Zone and additional medium density residential development is anticipated within a new area of Medium Density Residential zoning south-east of the RV Zone on a terrace above the Shotover.</p>
Sensory/perceptual attributes
<p>Although the glacial till peninsula above the Shotover and the lower slopes of Bowen Peak are relatively densely settled, these modified parts of the landscape are dominated by the surrounding steep and rugged mountains. As a whole the landscape is perceived as having a moderately high level of naturalness, despite the presence of wilding conifer spread and dead conifers in the lower basin and on Mt Dewar. The remainder of the mountain slopes are open tussockland or grassland and are highly legible and expressive. The waters, gorges and beaches of the Shotover are also perceived as highly natural and these contribute strongly to the high aesthetic values and expressiveness of the landscape. Access along the river is possible by boat or raft, and along public tracks, including the Moonlight Track, and this means that many visitors and locals take away strong images and memories of the landscape.</p> <p>The autumn colours of larches and poplars and the presence of winter snow on the surrounding peaks are important transient attributes.</p>
Associative attributes
<p>The landscape has strong European historic associations with early gold mining and settlement along the Shotover River. This is recognised by scheduled historic buildings within the Arthurs Point settlement, the historic Oxenbridge Tunnel and engine and the recognition of the Big Beach alluvial mining site by NZ Historic Places.</p>

⁴ Dr Marion Read’s landscape evidence (on behalf of Council) for PDP Hearing Stream 13: Queenstown Annotations and Rezoning Requests, dated 24 May 2017. Paragraph 9.5.

The landscape has shared and recognised values in terms of the Shotover gorges and their surrounding mountainous setting, which is part of the sense of identity for Arthurs Point residents.

3.2.3 *Landscape values*

Based on an evaluation of the landscape attributes, and available information about community and visitor perceptions, the values attached to the receiving landscape include:

- **High biophysical values**, as a result of the unmodified geomorphology of the mountains and river gorges, the presence of regenerating indigenous shrublands on lower mountain slopes and gorges and tussocklands on the upper slopes.
- **Moderately high naturalness values**, as a result of the dominance of natural elements, patterns and processes within the landscape, particularly the dynamic processes of the Shotover River. The level of naturalness is reduced by the presence of suburban and tourist facility development and, for some, by the spread of wilding conifers and other exotic weeds within the landscape.
- **High scenic values**, as a result of the dramatic scale and form of the rugged mountains and river gorges.
- **Moderately high memorability values**, largely as a result of the scenic quality of the landscape and the accessibility of the landscape by road, boat or walking/cycling paths.
- **High expressiveness values**, resulting from the obvious processes of mountain uplift, glacial scouring and alluvial erosion and deposition within the landscape.
- **Moderate transient values**, as a consequence of autumn tree colours, changing snow conditions on the mountains, and variations in river levels and colour.
- **High heritage values**, associated with the extensive evidence of historic gold mining activity and associated early settlement.
- **High shared and recognised values**, as part of the sense of place for local residents and as a tourist destination for trips on the Shotover River.

3.2.4 *Landscape category*

The landscape area containing the Arthurs Point RV zone has a moderately high level of naturalness and has values that mean it is outstanding at a district level. It is appropriately categorised as an ONL in the PDP. The Shotover River from the crest of the first enclosing cliffs (and in particular the river gorges), is in my view an Outstanding Natural Feature (ONF) within the wider ONL. Under the provisions of the Decisions Version PDP, the landscape categorisations do not apply to the land zoned Lower Density Residential or Medium Density Residential.

3.2.5 *RV zone attributes and character*

Arthurs Point RV Zone is largely situated on a level glacial terrace that extends from the toe of Mt Dewar across Arthurs Point Road to the south. However the zone also extends up Mt Dewar to about the 520masl contour and down the Shotover River escarpment (refer **Figure 5** in

Appendix B). A narrow finger also extends past the hill that encloses Arthurs Point to the east and encompasses the scheduled former Bordeau's Store at 201 Arthurs Point Rd and steep land above the first section of Skippers Rd.

The zone is one of the most developed of the RV Zones within the District, with the flat terrace being relatively intensively developed for visitor accommodation, visitor facilities, apartments, commercial/industrial activities and restaurants/cafes. Development has also spilled over the steep Shotover River escarpment, with construction currently underway for an extension to the existing Onsen Hot Pools on the escarpment (RM180965). The Mt Dewar slopes within the zone are currently undeveloped and are largely covered with wilding conifers.

The terrace flats within the zone currently have an urban character, with very mixed building forms, styles and uses, ranging from a single storey historic cottage to 3- to 4-storey apartment blocks. Buildings are generally set back from Arthurs Point Rd. The urban and streetscape amenity of the developed part of the zone is reduced by the lack of consistency in building style and form and the generally poor interface with the road.

The less developed parts of the zone have a predominantly wild unkempt rural character.

*3.2.6 RV zone landscape sensitivity and landscape absorption capacity (refer **Figure 6** in **Appendix B**)*

The ONL setting of the zone, particularly the mountain slopes and Shotover River corridor, is highly valued (refer 3.2.3 above) by the local community and by tourists. The character and values of these parts of the landscape are sensitive to changes that degrade perceived naturalness and coherence, scenic quality, memorability and shared and recognised values.

The flat terrace within the zone already has an urban character. The enclosed nature of this area (by the Mt Dewar slopes, the change in level down to suburban Arthurs Point and the river and the hill to the east) and its limited visibility from public places means that it has the ability to absorb additional development. The tree-covered Shotover River escarpment and the slopes of Mt Dewar currently provide a vegetative foreground and background to this area, which enhance its capacity to absorb relatively intensive development.

In contrast, the lower slopes of Mt Dewar within the zone are widely visible from Arthurs Point settlement and public roads (refer **Photograph 5** in **Appendix B**). Both topographically and in terms of landscape character they are part of the Mt Dewar landform. The PDP ONL boundary currently follows the toe of the mountain slopes west of the zone but then diverts uphill around the property boundaries of the RV zone. If the ONL boundary had been considered in isolation without regard for zoning I consider that the line would have continued eastward at the toe of the mountain behind Shotover Lodge and Swiss BelResort. I consider the mountain slopes within the zone are highly sensitive to development, which could lead to elevated visible buildings and a rectilinear pattern of land use or land management that could significantly detract from the coherence and naturalness of the landscape.

I also consider that RV-zoned land east of the small hill that encloses Arthurs Point settlement has limited capacity to absorb visitor facility development. It is within a separate visual catchment, which is strongly rural in character, and is also elevated on the slopes of Mt Dewar.

The whole of the Shotover River escarpment, which forms the legible edge of the river as a feature, is sensitive to development which degrades its legibility and natural character. The escarpments are clearly visible from the Shotover River, Big Beach, and parts of suburban Arthurs Point (refer **Photograph 8** in **Appendix B**). Development within the RV Zone has already spilled over this escarpment in places and a narrow intermediate terrace to the east is within a site that has been part zoned Medium Density Residential in the PDP. These parts of the zone have some capacity to absorb development that is recessive and well integrated by vegetation. The remaining steep unmodified parts of the cliffs that are within the zone do not have any absorption capacity for development.

There are two other areas within the RV Zone that have a moderate capacity to absorb sensitively designed and low density development. These are the west side of the small hill that encloses the settlement, which is within the same visual catchment as existing development, and the domestic curtilage area of the property at 201 Arthurs Point Rd (site of the former Bordeaux Store), which is a level area well screened from Arthurs Point Rd.

3.2.7 Recommendations

The terrace area of the RV zone has capacity to absorb high density development that addresses and enhances the streetscape and is similar in scale to the existing multi-storey development. Such tall development could be contained against a vegetated mountainous backdrop.

The areas shown as pink hatch in **Figure 6** in **Appendix B** have some limited capacity to absorb sensitively designed low density visitor facility development. In order to be successfully absorbed I consider that visitor facility development in these areas would need to be subject to the following controls:

- Maximum building height of 8m;
- Limits on building coverage to ensure a low overall density of development;
- Use of recessive external building materials similar to those required for buildings in the PDP Rural Zone;
- Appropriate indigenous landscaping that is of sufficient height and density to effectively integrate development (including earthworks) and mitigate potential adverse effects on the naturalness of the landscape.

3.3 Blanket Bay RV Zone

The Blanket Bay RV Zone is approximately 20.2 hectares in size and is located on the eastern shores of Lake Wakatipu about 1.5 kilometres south of Glenorchy township. It is accessed from the Glenorchy – Queenstown Road via a private driveway that crosses Rural-zoned pastoral land.



Figure 4: Location of Blanket Bay RV Zone.

3.3.1 Area of landscape

The zone is located within the landscape of the northern arm of Lake Wakatipu, surrounded and enclosed by the Humboldt Mountains to the west and the Richardson Mountains to the east. The landscape is largely freehold pastoral grazing land on the lower mountain slopes near the lake and DOC conservation land on the upper slopes and mountain tops.

3.3.2 Landscape description

Biophysical attributes

The landscape is a classical U-shaped glacial valley, with relatively even ice-scoured mountain slopes enclosing the lake and higher rugged eroding peaks beyond. Pigeon (Wāwāhi Waka) and Pig (Mātau) Islands in the lake and the lakeside hill south of the RV Zone are remnant bedrock protrusions that have been overridden by ice (refer **Figure 7** in **Appendix B**). Pockets of lateral moraine are present on the mountain slopes and the lake is edged by alluvial fans, lake beaches and the expansive Dart River delta. Most of the water courses have steep short catchments on the even slopes, but Buckler Burn and the Greenstone River drain larger catchments and have formed fans that protrude into the lake. At Blanket Bay Stone Creek drains a heavily eroding catchment and has also formed a strongly protruding fan.

Vegetation on the lower mountain slopes is a mixture of remnant and regenerating shrubland, bracken and pasture, with some beech forest in gullies and on conservation land. Higher up the

vegetation is dominated by short and then tall tussockland, with significant areas of scree in some catchments. The indigenous shrublands and tussocklands support diverse invertebrate and avifauna, including vulnerable and threatened species^{5,6}, and endangered buff weka have been re-established on Pigeon and Pig Islands. Exotic shelter trees are present in some farmed areas of the alluvial fans and beach terraces and Spanish heath and broom are problem plants on some eastern lake faces and river gorges. Natural elements, patterns and processes are dominant within the landscape, with ongoing processes of erosion and deposition and indigenous regeneration. Burning and bracken clearance for pasture management disrupts natural vegetation patterns on the lower lake faces, particularly on the western side. The main land uses are pastoral farming and conservation/informal recreation.

Glenorchy is the main settlement within the landscape but there is a concentration of rural living/tourism development at Wyuna Rise, within the Rural Lifestyle Zone, and scattered homestead/tourist clusters at Greenstone Station, Kinloch, Blanket Bay and Mount Creighton Station. Remnants of historic gold and scheelite mining, including huts, mines and a battery, are present in the Buckler Burn catchment, which is designated as the Glenorchy Heritage Overlay Area in the PDP. Evidence of historic gold mining is present in Twenty-Five Mile Creek and there are numerous recorded Maori occupation sites around the head of the lake.

Sensory/perceptual attributes

The landscape has very high scenic attributes, as a result of the coherent form of the mountain slopes, the azure waters of Lake Wakatipu, the rugged peaks, the shrub-covered islands within the lake and the extent of natural vegetation patterns.

The mountains and lake are highly expressive and legible as a glacially formed valley with ice-scoured slopes and alluvial fans extending into the lake. Iconic views up the north arm of the lake towards the Dart River delta and Mount Earnslaw are available from Bennett's Bluff on the Glenorchy – Queenstown Road. The experience of the landscape as people move through it on public roads is very memorable, with a succession of open expansive views to the lake and mountains and enclosure by regenerating shrubland. People are also able to move through and experience the sights, sounds and smells of the landscape on the lake and on DOC tracks in the Whakaari Conservation Area and Mount Aspiring National Park.

Despite a long history of modification by pastoral farming the landscape is perceived by most viewers as highly natural. The rectilinear patterns of vegetation clearance on the western lake faces detract from perceived naturalness for some viewers.

Transient attributes are strong, with changing snow levels and lake surface colour and texture, the presence of wildlife, and daily changes in the play of light and shadow on the hummocky and fissured mountain slopes.

Outside the Glenorchy settlement, the landscape is experienced as remote, tranquil and wild, particularly in the mountainous areas accessed by walking tracks.

Associative attributes

Lake Wakatipu (Whakatipu-wai-māori) and its shores are identified as a Statutory Acknowledgement Area for Ngāi Tahu, and there are many seasonal camp sites around the head of the lake. Land at Elfin Bay and Greenstone/Capes on the western side of the lake has been returned to the iwi as part of their treaty settlement.

⁵ Crown Pastoral Land Tenure Review. Mt Creighton Conservation resources report. June 2003.

⁶ Crown Pastoral Land Tenure Review. Wyuna Conservation resources report. November 2002

European historic associations include early pastoral farming on the high country stations and subsequent nature/adventure tourism and mining activities.

The landscape is nationally and internationally recognised as outstanding and is important to the shared cultural identity of the Districts' residents, and to some visitors from within NZ. Memories of views and experiences within the landscape can form part of people's attachment to New Zealand as a 'place'.

3.3.3 Landscape values

Based on an evaluation of the landscape attributes, and available information about community and visitor perceptions, the values attached to the receiving landscape include:

- **Very high biophysical values**, as a result of the distinctive U-shaped glacial geomorphology, the dominance of relatively intact indigenous vegetation communities and the presence of threatened and rare indigenous fauna.
- **High naturalness values**, as a result of the dominance of natural elements, patterns and processes within the landscape, the low level of built modification, the presence of the lake waters, and people's perceptions of a highly natural environment.
- **Very high scenic values**, as a result of the enclosure and elongated form of the lake, the coherence of the mountain slopes and snowy peaks, the contrast between the lake waters and the mountains and islands, reflections in the lake waters and the visibility of the landscape from the Glenorchy - Queenstown Road. The iconic view up the lake from Bennetts Bluff is internationally acclaimed and is a very popular photo opportunity.
- **Very high memorability values**, largely as a result of the scenic quality of the landscape and the strong impression this makes in people's minds.
- **Very high expressiveness values**, as a result of the readily legible form of the glacial valley and lake, the open rugged mountain tops and the Dart River delta.
- **High experiential values**, as a consequence of the ability for people to move through the landscape on roads, boats and walking tracks.
- **High remoteness and wilderness values**, resulting from the low density of visible settlement outside Glenorchy township and the presence of significant areas of remnant or regenerating indigenous vegetation and, in most places, the low level of human activity and modification.
- **High transient values**, as a consequence of changing snow levels and vegetation colours, varying lake surface textures and colours, and the play of light on the open topography.
- **Very high cultural values to Ngāi Tahu**, as evidenced by Statutory Acknowledgement Areas and returned lands within the landscape.
- **High heritage values**, as evidenced by the density of scheduled historic sites within the landscape and the identification of the Glenorchy Heritage Overlay Area in the PDP.

- **Very high shared and recognised values**, as an important part of sense of place and identity for the Wakatipu and as part of the marketing of Queenstown as a national and international tourist destination.

3.3.4 *Landscape category*

The landscape area containing the Blanket Bay RV Zone has a high level of naturalness and has values that mean it is exceptional and outstanding at both a district and national level. It is appropriately categorised as an Outstanding Natural Landscape (ONL) in the PDP.

3.3.5 *RV zone attributes and character*

The RV Zone straddles the ancient lake beach terrace that separates Buckler Burn from Stone Creek and part of the lower gorge of Stone Creek, where the water course has eroded deeply into the beach terrace (refer **Figure 7** in **Appendix B**). The beach terrace slopes down from the eastern boundary of the zone to meet the lake shore at Blanket Bay, a sheltered area that is protected from westerly winds. Land to the north and south of the zone is Crown-owned recreation reserve, some of which is leased for grazing. The Glenorchy airport is on the lake terrace south of Stone Creek and the land between the zone and road, through which the access road passes, is freehold pastoral land (refer **Figure 8** in **Appendix B**).

Development on the site includes a luxury lodge, established in the mid-1990s, two sets of villas, a lakeside jetty, accessory buildings and car parks. Part of the carpark extends into the recreation reserve on the Stone Creek fan. Built development has been designed to sit into the slope of the land and is integrated by well-maintained predominantly native planting, as well as mature pine trees. The recessive exterior materials of the buildings mean that while they can be seen from the Greenstone Road across the lake, they do not attract attention. The only part of the development visible from the Glenorchy – Queenstown Road is the entry gates and walls and the driveway. There is a Crown-owned marginal strip along the lake edge but few people access this public area from the adjacent reserves.

The character of the zone is that of a high end well-maintained luxury retreat with a low density of built form and a very high level of amenity as a consequence of the tranquillity, remoteness and scenic views out over the lake to the mountains.

3.3.6 *RV zone landscape sensitivity and landscape absorption capacity (refer **Figure 9** in **Appendix B**)*

The ONL setting of the zone is very highly valued (refer 3.3.3 above) by the local community and by national and international tourists. The character and values of the landscape are sensitive to changes that degrade perceived naturalness, scenic quality (including visual coherence), memorability, remoteness and wildness, heritage values, and shared and recognised values.

Existing development within the zone has been sensitively designed and located where it is not highly visible from frequented public places other than the lake itself. Tall buildings on the upper eastern part of the zone would be visible from Glenorchy – Queenstown Road and could

detract significantly from the naturalness and scenic values of the landscape, and the relative sense of remoteness.

The escarpments and bed of Stone Creek have no capacity to absorb development, owing to the topography and ongoing natural processes of erosion and deposition. An area of native shrubland west of the lodge (refer **Photograph 11** in **Appendix B**) also has little capacity for change without loss of the natural patterns and processes occurring in this regenerating vegetation. Development in this area would adversely affect the naturalness of the landscape and the natural character of the lake and stream margins. There is also potential for built development close to the lake and marginal strip to adversely affect the natural character of the lake margins and the recreational experience of any members of the public using the lakeshore and margin (refer **Photograph 10** in **Appendix B**). This area has a moderately high sensitivity to development.

Additional low density, well designed and recessive development could be absorbed on the remainder of the zone area without compromising the important values of the surrounding landscape. Visually prominent, bulky or dense development would increase the prominence of the zone from the lake and Greenstone Road and could appear as an anomalous and jarring concentration of urban form within the ONL.

If public access to the lake marginal and/or adjacent recreation reserves increased in the future, buffer planting might be required to mitigate the adverse effects of development within the zone on visual and recreational amenity.

3.3.7 Recommendations

The RV zone has some limited capacity to absorb additional visitor facility development that is not visible from the Glenorchy – Queenstown Road, is sensitively designed, and is of low density. In order to be successfully absorbed I consider that visitor facility development would need to be subject to the following controls:

- Maximum building height of 8m;
- Limits on building coverage to ensure a low overall density of development;
- Use of recessive external building materials similar to those required for buildings in the PDP Rural Zone;
- Appropriate indigenous landscaping that effectively integrates development (including earthworks) and mitigates potential adverse effects on adjoining public land.

3.4 Cardrona RV Zone

The Cardrona RV Zone is located in the Cardrona Valley, about 23 kilometres from Wanaka (refer **Figure 5** below). The zone was carried over from a Rural Tourist Zone in the Transitional Plan but was extended considerably to the east as a result of a submission to the 1995 Proposed District Plan. The ODP also included a larger RV Zone to the north on Cardrona Valley Road – the Mount Cardrona Station RV Zone. A later plan change modified the extent of and provisions for this zone, which became the Mt Cardrona Station Special Zone.

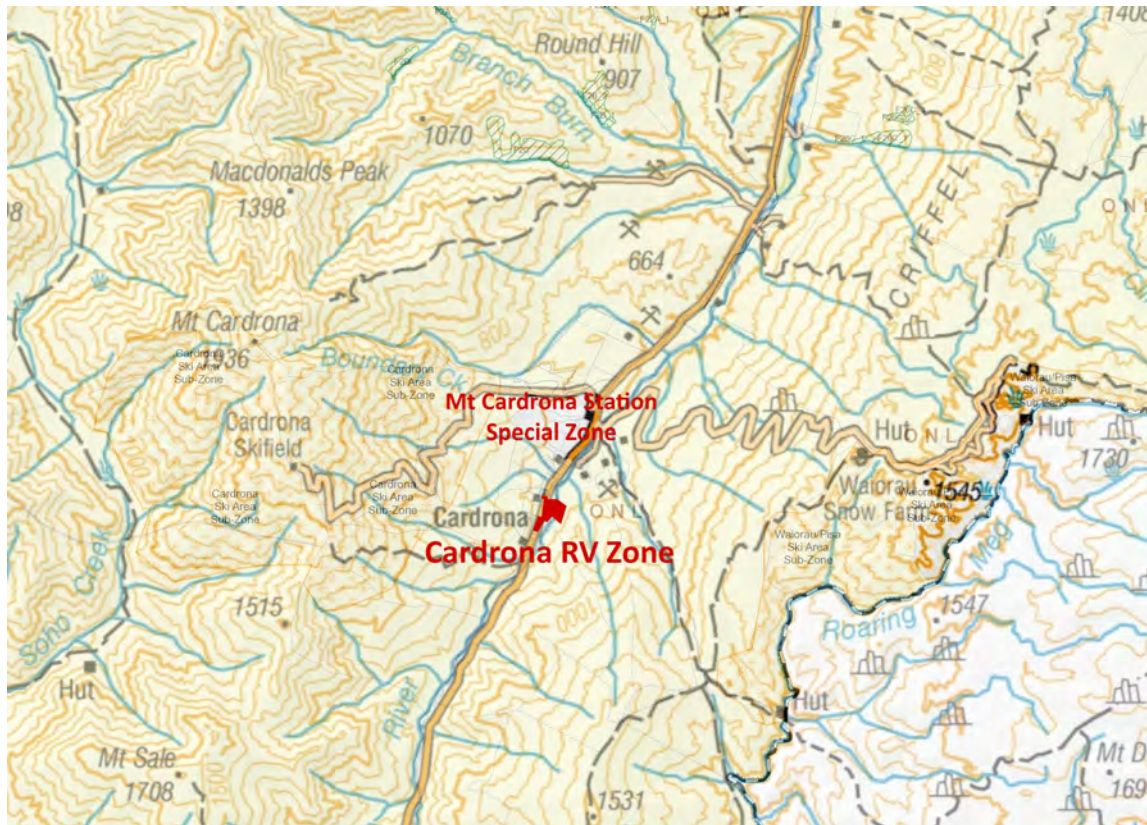


Figure 5: Location of Cardrona RV Zone..

3.4.1 Area of landscape

The zone is located within the landscape of the Cardrona Valley, a north-south oriented valley enclosed by the Crown/Cardrona Range to the west and the Pisa/Criffel Range to the east. The landscape is largely freehold pastoral land but there are large areas of DOC conservation reserve in the upper Cardrona River catchment and on the crest of the Pisa Range.

3.4.2 Landscape description

Biophysical attributes
The landscape is a deep cut valley with a flat alluvial floor of up to 700 metres in width below Cardrona Village and a narrower valley above this point. The eastern side is defined by the Criffel/Pisa Range, which is the westernmost element of the characteristic ‘basin and range’ landscape that stretches almost to the Dunedin coast. The parallel schist ranges of this sequence are characterised

by broad planar crests and frequent tors. The western enclosure of the valley is part of the wider Harris Mountains, which are more rugged and jagged in form than the Pisa/Criffel Range. The Cardrona is the main water course, fed by numerous creeks from the surrounding mountains, and is a habitat for indigenous fauna, including a rare Clutha flathead galaxid⁷. In some parts the landform has been substantially modified by historic alluvial gold mining, flood protection works, and by earthworks for skifield and vehicle testing ground development.

The lower valley flats are dominated by improved pasture, exotic shelterbelts and willows lining the river. Pasture grasses and scattered grey shrubland extend up the walls of the valley, but the higher slopes and crests of the mountains, as well as the upper river catchment are dominated by relatively intact indigenous tussockland and grey shrubland. The predominant land use is pastoral farming but some areas have been retired for conservation and recreation. The Cardrona skifield, the Southern Hemisphere Proving Ground and the Snow Farm cross country ski area are significant tourism and commercial activities within the landscape. Access roads to these activities are visually prominent within the landscape.

Cardrona Village is the main settlement within the valley but significant development is anticipated within the Mt Cardrona Station Special Zone. Some rural living development is present north and south of the village and there is also a loose cluster of tourism-related development near the Cardrona skifield road intersection.

Sensory/perceptual attributes

The landscape has high scenic qualities, largely as a consequence of the unmodified tussock-covered upper valley and the dramatic nature of the enclosing mountains in the lower valley. Cardrona Valley Road is a renowned scenic and tourist route between Queenstown and Wanaka and the aesthetic attributes of the landscape are consequently appreciated by a large number of people.

The form of the valley is easily legible, with long views up and down and close, steep mountain walls providing a sense of enclosure. The open character of the mountains means that hummocky or gullied surface of the land is displayed. The landscape is highly memorable and the upper valley in particular has a strong sense of remoteness and wildness.

Perceptions of the naturalness of the landscape are modified by the presence of development in the lower valley floor and at the skifields (including their access roads), but overall the landscape is perceived as having a high level of naturalness. Transient attributes are very strong, with changing snow and ice levels, large variations in the Cardrona River flow, the characteristic autumn colours of poplars and willows, changes in the play of light and shadow on the mountain slopes, and the presence of birdlife.

Associative attributes

The significant values of the Cardrona Valley to Ngāi Tahu are listed in Appendix 1D of the Regional Plan:Water for Otago as wāhi tapu, resource sites and food sources, and as a traditional route between the Upper Clutha and Wakatipu Basins.

The landscape also has significant historical associations, predominantly as a result of extensive gold mining in the 1860s, but also as a historic route between the basins. Evidence of stacked boulder tailings, hut foundations and alluvial sluicings remain, as well as built remnants of the 19th century settlement at Cardrona and mature exotic trees planted around that time. The names of roads, creeks and features also preserve elements of this history.

⁷ Verbal communication, Matthew Dale, Water Resources Scientist, Otago Regional Council, 12 May 2009.

The shared and recognised attributes of the landscape include its scenic beauty and remoteness, the frequently photographed historic buildings in the village, and the more recent associations with skiing.

3.4.3 *Landscape values*

Based on an evaluation of the landscape attributes, and available information about community and visitor perceptions, the values attached to the receiving landscape include:

- **High biophysical values**, as a result of the distinctive geomorphology of the valley landscape and its enclosing mountains, the presence of relatively intact indigenous tussocklands and shrublands, and the habitat values for indigenous fauna.
- **Moderately high naturalness values**, as a result of the dominance of natural elements, patterns and processes within the landscape and people's perceptions (in the context of the District) of a natural environment. While the lower valley contains considerable human modification, the upper valley and the mountain slopes have a higher level of naturalness.
- **High scenic values**, as a result of the coherent and enclosed form of the valley, the contrast between tawny tussocklands, snow and sky, the presence of mature heritage trees and picturesque historic buildings, and the very high level of visibility to locals and visitors travelling the Cardrona Valley Road..
- **High memorability values**, as a consequence of the coherence and distinctiveness of the landscape and the strong impression this makes in people's minds.
- **High expressiveness values**, as a result of the generally open character of the landscape and legible form of the enclosed valley.
- **High experiential values**, as a consequence of the opportunities for people to access and move through the landscape on Cardrona Valley Road, at the skifields and on public walking tracks.
- **High remoteness and tranquillity values** in the upper valley, where there is a very low level of obvious human activity other than the road, and on the crest of the Pisa Range when accessed by walking or cross country skiing.
- **Very high transient values**, as a consequence of changing snow levels and vegetation colours and the play of light on the open topography.
- **Very high heritage values**, associated with the evidence of historic gold mining and settlement.
- **High shared and recognised values**, as a part of the sense of place and identity of the District and as a national and international tourist destination.

3.4.4 *Landscape category*

The floor of the lower Cardrona Valley contains substantial human modification in the form of existing or consented settlements and domesticated patterns of pastoral farming, The presence of skifield and proving ground development, including associated roads, has also reduced the naturalness of the landscape. However the valley floor is contained and

dominated by the enclosing mountain slopes and the landscape retains an overall high level of naturalness. The aesthetic, memorability, transient, heritage and shared and recognised values mean it is outstanding at a district level. It is appropriately categorised as an Outstanding Natural Landscape (ONL) in the PDP.

3.4.5 RV zone attributes and character

The Cardrona RV Zone is located on alluvial terraces within the Cardrona Valley floor (refer **Figures 10 and 11 in Appendix B**). Both Cardrona Valley Road and the river divide portions of the zone. The legal river boundaries and marginal strips no longer follow the actual river course, which has shifted to the east and is partly within the RV zoning (refer **Figure 12 in Appendix B**). It appears that exchange of marginal strips has been authorised to recognise the current river course but this is not currently reflected in the title or zone boundaries.

Small portions of the zone also extend up the toe of the schist hill to the west (adjacent to the Hall Reserve) and also up an escarpment east of the river that has been eroded by historic sluice mining. A small unnamed water course runs through the north-west part of the zone (refer **Photograph 14 in Appendix B**), crossing in a culvert under the road. An informal mountain bike track has also been constructed in this part of the zone.

Vegetation within the zone varies from manicured gardens and lawns to unkempt exotic weeds on vacant lots. The mature trees surrounding Cardrona Hotel and the poplars and more recently planted street trees lining the road contribute strongly to the amenity and character of the village. Excavations into the hill behind the dense visitor accommodation facilities have detracted from the naturalness of the landform and the visual amenity of the zone.

Development within the RV zone is scattered and inconsistent, with many vacant lots and a general lack of coherence in the density, form and bulk of built development. The historic Cardrona Hotel and associated historic buildings form the central focus of the zone (refer **Photograph 13 in Appendix B**). Other significant development includes the two visitor accommodation facilities west of the road, the isolated Cardrona Store, a retail and residential building and a number of domestic residences. A residential subdivision west of the river, with lots of between 1500 and 2500m², has remained vacant to date (refer **Photograph 15 in Appendix B**). Development that has been consented but not yet implemented includes:

- a lodge and visitor accommodation (accessed by a bridge from Soho St across the river) have been consented east of the river (RM061204). This consent expires in 2020.

Consent is also currently sought for a hot pool complex and visitor accommodation facility on a triangular site just north of the zone.

Community planning processes for Cardrona Village in 2003 and again in 2006-2007 led to the development of the QLDC Structure Plan for the Cardrona Valley⁸ and the subsequent

⁸ QLDC. Cardrona Valley Structure Plan 2009.

Cardrona Village Character Guidelines⁹. Some of the recommended streetscape improvements in the 2009 Structure Plan have been implemented.

The character of the zone is mixed, with undeveloped lots retaining a pastoral or unkempt rural character, other areas having a domestic residential character and others containing dense visitor accommodation units.

3.4.6 *RV zone landscape sensitivity and landscape absorption capacity (refer **Figure 12** in **Appendix B**)*

The natural and rural character of the ONL setting for the zone, and the cultural heritage attributes of the zone and surrounding area, are highly valued by the local community¹⁰ and by national and international tourists. The character and values of the landscape are sensitive to changes that degrade naturalness, scenic quality (including visual coherence), memorability, cultural heritage values and shared and recognised values. Sprawl of development beyond Cardrona Village is a risk to the rural character and naturalness of the wider landscape and to the definition and character of the village itself.

In general the RV zone west of the river has capacity to absorb additional development that responds to the historic character of the village and results in a cohesive and integrated urban form. The exception is in the north-west corner where the zone boundary extends up the toe slopes of the mountain. Development in this elevated area could result in an anomalous extension of visually prominent built form beyond the natural boundary of the alluvial terrace/toe slope boundary. The presence of a natural water course in this part of the zone also means that the lower section adjoining Cardrona Valley Road is moderately sensitive to development.

In terms of legible boundaries for the village, it would be appropriate from a landscape perspective for development to encompass No. 2347 Cardrona Valley Road, a large residential lot opposite visitor accommodation and commercial/retail development in the southern part of the zone. To the north of the RV Zone there is a triangular site which straddles the terrace on which the village sits and the sloping escarpment that separates this terrace from lower pastoral land adjoining the river. Development on the level terrace part of this site would be perceived as a logical extension of Cardrona village. However because such development would be the first element of the village visible to motorists travelling south it is important that any built development is sensitively designed and maintains the legibility of the escarpment as a boundary to the urban form.

That part of the zone east of the Cardrona (refer **Photograph 16** in **Appendix B**) has limited capacity to absorb development. This is mainly the result of the presence of the river and its margins, which are sensitive to adverse effects on their natural character, and the presence of cliffs eroded by sluicing, which are sensitive to adverse effects on their heritage landscape

⁹ QLDC. Cardrona Village Character Guidelines 2012.

¹⁰ QLDC Cardrona Valley Structure Plan 2009, p3.

values. It is acknowledged that there is consented but unimplemented development (RM061204) in this area that avoids the cliffs and the immediate river banks, and the landscape sensitivity on the river flats is consequently shown as moderate rather than high in **Figure 12**. However, from a landscape perspective, extension of built form eastward across the river would detract from the cohesion of the village, spreading development across a natural boundary.

3.4.7 Recommendations

Within the area identified as having lower landscape sensitivity on **Figure 12** in **Appendix B**, I consider that urban development consistent with the QLDC character guidelines and limited to 8 metres in height could be absorbed without adverse effects on the character and values of the Cardrona Valley landscape.

3.5 Cecil Peak RV Zone

The Cecil RV Zones are two relatively small areas of land at Cecil Peak Station on the western side of the southern arm of Lake Wakatipu (refer **Figure 6** below). The zones were established for visitor activity in 1983 and carried over into the ODP in 1995, but have never been developed. The zones are only accessible from Queenstown by boat or aircraft.



Figure 6: Location of Cecil Peak and Walter Peak RV Zones.

3.5.1 Area of landscape

The zones are located within the landscape of the northern Eyre Mountains, an extensive mountainous area bounded by Lake Wakatipu to the north and east. The incised valleys now occupied by McKinnons Creek, Collins Creek and the Lochy River divide the main peaks – Walter Peak, Cecil Peak and Bayonet Peaks. The land is largely Crown pastoral lease, with areas of freehold land in the Collins and Lochy valleys and at Water Peak.

3.5.2 Landscape description

Biophysical attributes
The landscape is almost completely steep and rugged mountainous terrain, ice-scoured where successive Wakatipu glaciations passed across the lake faces of the mountains and where tongues of glacier pushed up the Von, Collins Creek and Lochy valleys ¹¹ . Remnant moraine deposits are present in these areas. Elevated lake beaches are a feature at bays around the lake and west of Walter Peak, evidence of higher water levels when the lake outlet was at Kingston (refer Figure 13 in Appendix B). The upper parts of the mountains are characterised by rocky outcrops, bluffs and scree slopes.

¹¹ Crown Pastoral Land Tenure Review. Walter Peak Conservation resources report. July 2005.

<p>Vegetation is predominantly tussock, with some areas of beech forest in gullies and regenerating bracken and mixed shrubland closer to the lake. Some of these areas are identified as SNAs in the PDP. Exotic shelter trees, eucalypts and improved grasslands are found on the alluvial beaches, lake edges and valleys. Natural elements, patterns and processes are dominant within the landscape, with ongoing processes of erosion and deposition and indigenous regeneration. Periodic burning for pasture improvement has modified the processes of regeneration and the small areas of valley and terrace lands have improved pasture and cropping. Predominant land uses are merino sheep and cattle grazing on the lower mountain slopes and flats, and farm tourism.</p> <p>Human settlement is very limited and sparse, with homestead/farm building clusters at Halfway Bay, Collins Bay (Cecil Peak Station) and Mount Nicholas and tourist facilities and associated farm buildings at Water Peak. A lodge is also present on the lake shore west of Walter Peak but an associated consented rural subdivision is yet to be developed. The 1902 original homestead and outbuildings at Walter Peak Farm have heritage significance but are not scheduled in the PDP.</p>
<p>Sensory/perceptual attributes</p>
<p>The landscape has very high scenic qualities, as a result of the dramatic form, scale and extent of the mountains, and their juxtaposition with the waters of Lake Wakatipu. Cecil Peak, Walter Peak and Bayonet Peaks in particular are visually dominant when viewed from Queenstown and the lack of obvious development on the mountains means that they contribute strongly to locals' and visitors' perceptions of the quality of the natural environment. The mountains are highly expressive and legible, as their formative processes are visible in the glacial striations on the open mountain slopes. The even glaciated lower slopes rising from the lake and the characteristic 'mesa-like' peaks make the mountains highly memorable and distinctive.</p> <p>Despite the historic clearance of beech forest from the slopes and the ongoing management of vegetation for extensive pastoral farming, the landscape is perceived as highly natural. Transient attributes are particularly strong, with changing snow levels and vegetation colours, along with dramatic daily changes in the play of light and shadow on the hummocky and fissured mountain slopes.</p> <p>With the exception of Walter Peak Farm and farm tourism activities, the landscape is not generally publicly accessible and the lack of easy vehicle access means it has a very strong sense of tranquillity and remoteness.</p>
<p>Associative attributes</p>
<p>There is no specific information available about the values of the landscape to Ngāi Tahu, but it is likely that the bays and valleys were used as camping sites for Maori travelling further on up the lake or to the Mavora area.</p> <p>European historic associations include early pastoral farming on the high country stations. Cecil and Walter Peaks were named after the elder sons of William Rees, the first pastoral runholder in the Wakatipu.</p> <p>Along with The Remarkables and the lake, the northern Eyre Mountains are a core component of the sense of place and identity of Wakatipu. Their proximity to Queenstown and prominence in views from the town enhances their role in the appreciation of and attachment of residents and visitors to the landscape. Views of the mountains are frequently used in tourism promotions.</p>

3.5.3 *Landscape values*

Based on an evaluation of the landscape attributes, and available information about community and visitor perceptions, the values attached to the receiving landscape include:

- **High biophysical values**, as a result of the unmodified and distinctive geomorphology of the landscape and the dominance of indigenous tussocklands and shrubland.
- **High naturalness values**, as a result of the dominance of natural elements, patterns and processes within the landscape, the very low level of built modification, the adjoining lake, and people's perceptions (in the context of the District) of a highly natural environment.
- **Very high scenic values**, as a result of the awesome and rugged scale, form and extent of the mountains, the contrast between the snow-topped peaks, tawny tussocklands and blue lake waters, the reflections in the lake waters, the patterns of light and shadow on the mountain slopes, and the high level of visibility from the population and tourist centres of Queenstown. The scenic values are evidenced by the use of photographs of the landscape in tourism promotions for Queenstown and its popularity as a farm tourism destination.
- **Very high memorability values**, largely as a result of the scenic quality of the landscape and the strong impression this makes in people's minds.
- **Very high expressiveness values**, as a result of the open character of the landscape and the way the exposed topography demonstrates the formative processes of the mountains and lake.
- **Low experiential values**, as a consequence of the limited opportunities for people to access and move through the landscape, except on guided farm tours, heli-tours or on the Mount Nicholas – Beach Bay Road.
- **Very high remoteness and tranquillity values**, resulting from the general lack of road access and, in most places, the low level of human activity and modification.
- **High transient values**, as a consequence of changing snow levels and vegetation colours and the play of light on the open topography.
- **Moderate heritage values**, associated with the evidence of early high country pastoral farming.
- **Very high shared and recognised values**, as a very important part of sense of place and identity for the Wakatipu and as part of the marketing of Queenstown as a national and international tourist destination.

3.5.4 *Landscape category*

The landscape area containing the Cecil Peak and Walter Peak RV zones has a high level of naturalness and has values that mean it is exceptional and outstanding at both a district and national level. It is appropriately categorised as an Outstanding Natural Landscape (ONL) in the PDP.

3.5.5 *RV zone attributes and character*

The northern Cecil Peak RV zone is located on an open beach slope of Collins Bay just east of the loose cluster of the station houses, lodge and farm buildings in the bay (refer **Figure 14** in **Appendix B**). The land is open pasture apart from one row of conifers and has a moderate gradient to the north overlooking the lake. Drift Bay and Jacks Point are visible across the lake and urban Queenstown is seen in the distance. An unformed legal road covered with scattered grey shrubland separates the zone from the foreshore.

The southern RV zone is located about 800 metres up the valley on the toe of an alluvial fan from Bayonet Peaks. The fan has been truncated by Collins Creek and the zone area extends over the creek escarpment onto the alluvial flats adjacent to the creek. The upper area of land is gently sloping and currently used for grazing and baleage. Views are available from the zone north to the lake and urban Queenstown, south down the Collins Creek valley, and to the surrounding peaks.

The zones have a remote and tranquil rural working farm character, dominated by the enclosing mountains but open to high amenity lake views.

3.5.6 *RV zone landscape sensitivity and landscape absorption capacity (refer **Figure 15** in **Appendix B**)*

The ONL setting of the zones is very highly valued (refer 3.5.3 above) by the local community and by national and international tourists. The character and values of the landscape are sensitive to changes that degrade perceived naturalness, scenic quality (including visual coherence), memorability, remoteness and tranquillity, and shared and recognised values.

Existing built development at Collins Bay is well relatively integrated by mature trees, and the viewing distance from public places (apart from boats on the lake) is such that buildings are difficult to see. The closest public viewing point is the Kingston Road just south of Lakeview Estates (about 5.5 kilometres). There is however potential for tall, bulky and/or light coloured buildings within the zone to be visible from across the lake and from the lake itself and to detract from the natural character of the lake edge and the context landscape. The northern zone has no topographical and few vegetative elements that would facilitate absorption of development and is more sensitive to modification than currently undeveloped parts of the loose homestead cluster to the west.

The southern RV Zone has less capacity to absorb change than the northern zone, largely because it is isolated within open pasture and not associated with any other existing development. That said, recessive small scale built development on the toe of the fan is likely to be difficult to see from public places to the north and is unlikely to have any adverse effects on the scenic quality or the shared and recognised values of the landscape.

3.5.7 *Recommendations*

In regard to the northern Cecil Peak RV zone, the section close to the existing house, lodge and mature vegetation has capacity to absorb appropriately designed visitor facility

development at a low density and with adequate mitigation planting. However development would be more readily absorbed in land to the west within the loose homestead cluster.

Recessive low density buildings could also be absorbed on the fan toe of the southern RV zone without substantially altering or compromising the character and values of the wider landscape. The topography of the creek escarpment and drainage issues on the lower creek flats are likely to preclude development in this part of the zone.

In order to be successfully absorbed I consider that visitor facility development would need to be subject to the following controls:

- Maximum building height of 6m;
- Limits on building coverage to ensure that the scale and mass of development were appropriate;
- Recessive external building materials similar to those required for buildings in the PDP Rural Zone;
- Retention of existing mature vegetation near the northern RV Zone;
- Appropriate landscaping that was consistent with existing vegetation in the locality and effectively integrated built development.

3.6 Walter Peak RV Zone

The Walter Peak RV Zone is located on the southern side of the middle arm of Lake Wakatipu opposite Bobs Cove (refer **Figure 6** above) and is about 156 hectares in area. It has been zoned for visitor accommodation activities at least since the early 1980s. The zone is accessed by boat (regular visits by the Earnslaw) and from the Te Anau Mossburn Highway (SH94) via the Von and Mount Nicholas gravel roads.

The zone is within the same receiving landscape as the Cecil Peak RV Zones – the attributes and values of this landscape, and landscape category, are described in 3.5.2 to 3.5.4 above.

3.6.1 RV zone attributes and character

The zone is located at the base of Walter Peak. It takes in Von Hill - a *rôche moutonnée* that has been overridden by the Wakatipu glaciers, Beach Bay – the site of the Walter Peak ‘Colonel’s House’, and lake beach and alluvial flats (refer **Figures 16 and 17** in **Appendix B**). The south-eastern part of the zone extends up the toe slopes of Walter Peak. The only water course is a small stream that flows from the Walter Peak slopes to the eastern side of Beach Bay.

Beach Bay and the valley to the west contain a cluster of visitor facilities and associated infrastructure, including the wharf, Colonel’s homestead restaurant, Ardmore House, woolshed with café/shop, farm demonstration building, cycle and horse-trekking buildings, staff accommodation, and storage and generator buildings. Picnic areas have been developed on the foreshore and at Beach Point and there is a network of tracks for walking, cycling and horse riding around the Von Hill *rôche moutonnée*. A gravel carpark has been developed in the valley behind the bay and there is a grassed airstrip and helicopter landing pad further to the west.

Douglas fir on Beach Point and in the DOC recreation reserve on the eastern side of the bay have recently been removed, although mature trees remain at the bay behind the homestead. Revegetation with indigenous species has been undertaken in some of the cleared areas. Apart from exotic shelter belts along the roads and indigenous shrubland and eucalypts on the lakeside faces of the Von Hill headland, the majority of the land is covered in exotic grassland or crops. Fenced areas of the flats are used for sheep and horse grazing or cropping.

The zone currently has two character areas – the historic buildings and tourism development at Beach Bay and the valley to the west, and the remaining rural farmland or regenerating native vegetation on Von Hill headland and the western valley and flats.

In a submission to Stage 1 of the PDP Te Anau Developments Ltd (#607) sought rezoning of Beach Bay Recreation Reserve and the marginal strip from Beach Point to the bay from Rural Zone to Rural Visitor Zone. In their report on Stream 13, the Hearings Panel recommended that this rezoning be considered as part of the review of the Rural Visitor Zone. This land takes in the lake edge and beaches, gently sloping land within the bay to the east of the Colonel’s homestead and toe slopes of Walter Peak leading down to the lake edge. There is a large stand of mature Douglas fir on part of the Recreation Reserve, some of which appear to be failing

(refer **Photograph 23** in **Appendix B**). Terracing and track earthworks undertaken in the reserve have adversely affected the natural character and visual integrity of the bay.

3.6.2 *RV zone landscape sensitivity and landscape absorption capacity (refer **Figure 18** in **Appendix B**)*

The ONL setting of the zones is very highly valued (refer 3.5.3 above) by the local community and by national and international tourists. The character and values of the landscape are sensitive to changes that degrade perceived naturalness, scenic quality (including visual coherence), memorability, remoteness and tranquillity, and shared and recognised values. The heritage values associated with historic high country station buildings at Walter Peak are also vulnerable to landscape change that detracts from the integrity of their landscape setting.

Existing tourism development at Beach Bay is largely well established and forms an expected node of modification within the wider ONL. Recent newer development (including the farm demonstration building and utility buildings) has been designed to be visually recessive so that it does not detract from the red and cream-coloured former farmstead buildings. Built development is largely confined to the beach slope and the alluvial valley behind the beach and is enclosed by the Von Hill peninsula and the steep slopes of Walter Peak. While development is visible from the lake waters and, in some light conditions, from the Glenorchy-Queenstown Road, it is confined to a small area of the lake edge and is integrated by surrounding and background vegetation.

The bay area, including the flatter beach slope section of the recreation reserve, and the enclosed valley floor west of the bay have the ability to absorb well-designed development of a low density that does not detract from the heritage values of the bay and is not highly visible from the Mount Nicholas-Beach Bay Road.

The biophysical, natural and aesthetic qualities of the Von Hill headland and the lake edge slope and crest west of the headland are highly sensitive to built development or earthworks that modifies the natural landform or is visible from the Glenorchy – Queenstown Road. Such development could detract from the values of the wider ONL and the natural character of the margins of Lake Wakatipu. Development within the DOC marginal strip (which has been sought to be rezoned to RV) also has the potential to degrade the natural character of the lake margins.

The toe slopes of Walter Peak, both within the existing RV Zone (refer **Photograph 24** in **Appendix B**) and within the Beach Bay Recreation Reserve, also have little capacity to absorb visitor facility or visitor accommodation activities. Development in these more elevated areas could degrade the integrity and legibility of the mountain slopes, as well as adversely affecting the visual amenity of the bay and the wider landscape.

Open flat land west of the headland (refer **Photograph 25** in **Appendix B**), currently the site of the airstrip, has a moderately low ability to absorb visitor facility development. While this area of land is not visible from the lake itself, parts of it are seen from the Glenorchy-Queenstown Road (particularly at Twelve Mile Bluff and Rat Point) and it is completely open to the Mount

Nicholas-Beach Bay Road. The flat land does not have any topographical features that would absorb development and existing vegetation is limited to a short section of exotic shelterbelt along the road.

3.6.3 Recommendations

The Walter Peak RV zone area has capacity to absorb appropriately designed visitor facility development clustered with the existing tourist facilities at Beach Bay and in the enclosed valley flats to the west. Such development would not substantially alter or compromise the character and values of the wider landscape.

I note that parts of the Colonel's restaurant extend outside the RV Zone into a small lot that is privately owned. I recommend that this small lot be included in the RV Zone.

In order to be successfully absorbed I consider that visitor facility development would need to be subject to the following controls:

- Maximum building height of 6m;
- Limits on building coverage to ensure a low overall density of development;
- Protection of the landscape setting and heritage values of the Colonel's restaurant, Ardmore House and the woolshed;
- Except where buildings are designed to be coherent with the style, form and external materials of existing historic buildings, use of recessive external building materials similar to those required for buildings in the PDP Rural Zone;
- Retention or replacement of existing mature trees at the rear of Beach Bay;
- Appropriate landscaping that is either indigenous or consistent with existing vegetation in the locality and effectively integrates development (including earthworks);
- Location, design and landscaping of buildings to ensure development is not visually prominent from Mount Nicholas – Beach Bay Road.

3.7 Windermere RV Zone

The Windermere RV Zone is an approximately 23 hectare area of flat terrace land to the south and west of Wanaka airport (refer **Figure 7** below). It is about 8km east of Wanaka township and 4km east of Luggate on the Wanaka Luggate Highway (SH6).

The land was zoned RV as a result of an appeal to the 1995 ODP decisions, and special planning provisions were applied in order to recognise the proximity of the zone to Wanaka airport. Residential uses other than a single unit for on-site custodial purposes are non-complying in the zone and visitor accommodation is discretionary within the Outer Control Boundary of the airport.



Figure 7: Location of Windermere RV Zone.

3.7.1 Area of landscape

The zone is located within the landscape of the Upper Clutha Basin, specifically the outwash terraces and glacial moraine between the Clutha River Mata-Au and the Criffel Range. The land is largely freehold pastoral farmland, rural living properties, or council-owned airport.

3.7.2 Landscape description

Biophysical attributes
<p>The landscape consists of glacial moraine and outwash material that has been shaped by the subsequent fluvial action of the Clutha River (refer Figure 19 in Appendix B). Moving south from the Clutha a series of terraces rises up to the large outwash terrace on which the RV Zone and airport are located. Further south are older weathered outwash terraces against the toe of the Criffel Range mountains. West of the outwash plain is more varied rolling moraine extending as far as the Cardrona River.</p> <p>Vegetation within the landscape is predominantly pasture grasses, with exotic shelterbelts dividing paddocks and surrounding rural homesteads. There is some remnant grey shrubland on terrace escarpments and close to the Clutha River. While natural elements are dominant, the patterns and processes of the landscape are managed for pastoral farming. Predominant land uses are pastoral farming or cropping.</p> <p>Commercial buildings and hangars at Wanaka airport and the adjacent Transport & Toy Museum form a concentration of built development within the landscape, but buildings are otherwise widely scattered on properties of 20 hectares or more. Denser rural living is present near the intersection with Ballantyne Road and there are consented clusters of rural living lots at Corbridge Downs (RM120572) west of the airport.</p>
Sensory/perceptual attributes
<p>The key sensory attributes of the landscape are its general flatness and openness and the consequent availability of expansive views across the Upper Clutha Basin to surrounding mountain ranges. It is a moderately legible and memorable landscape for those reasons.</p> <p>The level of perceived naturalness is moderate, as a result of the presence of the airport cluster and the lack of natural vegetation patterns.</p> <p>Transient attributes include seasonal changes in cropping and vegetation colours and the presence of stock and birdlife.</p>
Associative attributes
<p>Historic associations of the landscape relate to the longstanding farming use of the land and the aviation and transport history associated with the airport and museum. The biennial Warbirds Over Wanaka airshow draws many aviation enthusiasts to the area.</p>

3.7.3 Landscape values

Based on an evaluation of the landscape attributes, and available information about community and visitor perceptions, the values attached to the receiving landscape include:

- **Moderate biophysical values, including naturalness**, as a result of the dominance of natural elements over human modifications and the relatively unmodified outwash plain and moraine landforms.
- **High scenic values**, as a result of the available expansive views across the open landscape to the wider Upper Clutha Basin and surrounding mountains. Views from SH6 are particularly valued.

- **Moderate memorability values**, as a result of the open landscape and available scenic views.
- **Moderate expressiveness values**, as a result of the legible outwash terraces eroded by later fluvial action.
- **Moderate heritage values**, associated with farming and aviation history within the landscape.

3.7.4 *Landscape category*

The landscape area containing the Windemere RV Zone has a moderate level of naturalness, a strongly rural character and a moderately high level of visual amenity, largely as a result of its openness and the available long range scenic views. It is appropriately categorised as a Rural Character Landscape in the PDP.

3.7.5 *RV zone attributes and character*

The RV Zone is a level area of pastoral outwash plain that adjoins the Wanaka Transport and Toy Museum to the east and the airport runway to the north (refer **Figure 20** in **Appendix B**). It is currently owned by the Queenstown Airport Corporation Ltd. The Airport Outer Control Boundary approximately bisects the zone.

The Windemere homestead lies just outside the zone, but the diagonal rows of gum and pine shelter belt that border the homestead extend into the zone and partially enclose farm sheds and another dwelling. Other scattered exotic shelter trees are present on the property, which is currently used for cattle grazing. An intermittent water course runs in a man-made channel through the middle of the site.

Consent was granted in 2010 for construction of 11 aircraft hangars within the zone (RM100030), but this consent has lapsed.

The zone currently has an open rural character, typical of working farmland within the Upper Clutha Basin.

3.7.6 *RV zone landscape sensitivity and landscape absorption capacity (refer **Figure 21** in **Appendix B**)*

The landscape setting of the RV Zone is rural in character, although modified by the concentration of commercial development around Wanaka airport. The key values of the landscape are its openness and legible outwash plain topography, as well as the extensive scenic views. The values are vulnerable to development that substantially obscures views from SH6 and other public roads or compromises the pleasantness and coherence of the surrounding rural landscape. SH6 is a heavily used commuter and tourist highway and the potentially affected viewing audience is consequently high in volume.

The presence of the airport buildings and the Transport and Toy museum means that additional development on the site that was clustered with this node could be more readily absorbed than development in more distant parts of the zone. Given the large area of the

zone, full development of the land could be perceived as sprawl from the airport along the highway.

Tall built development or vegetative screening close to SH6 would block wider views of the landscape (refer **Photograph 30** in **Appendix B**) and this portion of the zone consequently has less absorption capacity than land set back further from the highway.

3.7.7 Recommendations

The Windemere RV zone area has little capacity to absorb visitor accommodation because of its proximity to the airport and the associated noise issues. Development that was compatible with existing commercial airport and museum uses and was of a height and location that did not obscure valued scenic views could be appropriately absorbed. However I consider that such development should be densely clustered close to the existing node rather than spread out across the zone.

In order to be successfully absorbed I consider that any development would need to be subject to the following controls:

- Maximum building height of 10m, consistent with commercial buildings within the airport and museum to the east;
- A road setback of at least 75 metres to maintain views to the Grandview mountains from SH6;
- Recessive external building materials similar to those required for buildings in the PDP Rural Zone.

4 Summary and conclusions

4.1 Summary and conclusions

The RV Zones in the ODP are, with the exception of the Windemere zone, set within the outstanding natural landscapes of the District. These landscapes have significant biophysical, sensory and associative values that require protection from inappropriate subdivision, use and development.

The planning provisions for the ODP RV Zone are relatively enabling, and could facilitate high density, bulky and visually prominent development. Such development has the potential to detract from the quality, character and values of the surrounding landscapes.

This landscape assessment has evaluated the attributes and values of the landscapes within which the zones sit, and described the sensitivity of these landscapes. The landscape absorption capacity of the zones themselves has also been mapped.

The main conclusions of the assessment are as follows:

- Some of the zones (eg. Arcadia and Walter Peak) are extensive in area and contain land that has little capacity to absorb development without degradation of the quality and character of the surrounding landscape.
- Other zones (eg. Blanket Bay, Cardrona and Arthurs Point), while appropriately located for visitor facility, residential or commercial development, contain sensitive areas where development is likely to result in significant adverse visual and/or landscape effects.
- The Windemere zone has some capacity to absorb development that is compatible with the adjacent airport and museum uses, as long as valued scenic views from SH6 are retained.
- More stringent controls over the location, density, height, external appearance and landscaping of buildings would be required to ensure that development within the zones was successfully absorbed within the landscape.

Helen Mellsop

BLA, Dip Hort (Distinction), Registered NZILA Landscape Architect

17 May 2019

Appendix A

Landscape attributes

Landscape Attributes

Biophysical attributes, which can include:

- Geology and soils
- Topography and landform
- Ecological patterns and processes
- Hydrological patterns and water bodies
- Vegetation patterns and types
- Land use, including structures and buildings
- Historic sites, buildings or features
- Likely future (permitted or consented) activities in the environment

Sensory and perceptual attributes, which can include:

- Available views of the landscape
- Scenic attributes – resulting from characteristics such as scale, complexity, coherence, contrast, composition and balance
- Openness – a lack of enclosure by vegetation, buildings or topography
- Legibility or expressiveness – how obviously the landscape demonstrates its formative processes
- Naturalness – to what extent the landscape is perceived as being modified by humans
- Memorability – how strongly the landscape creates a picture or impression in people’s minds that is carried with them
- Experiential attributes other than visual, such as sounds, smells and the ability to access and experience the landscape
- Tranquillity – a sense of peacefulness and quiet
- The darkness of the night sky
- Wildness – the sense of being in a remote and relatively unmodified area
- Transient attributes – those that change during the day or occur intermittently, such as tides, weather-related changes, human activities and wildlife

Associative attributes, which can include:

- Associations and meanings for tangata whenua
- Historic associations and stories attached to the landscape
- Cultural associations relating to shared cultural identity or the sense of attachment to place
- Spiritual associations, such as meanings attached to particular landscapes or pilgrimage sites

Appendix B

Maps and photographs for each Rural Visitor Zone

Appendix B

QLDC RV Zone – landscape assessment

Arcadia RV Zone – maps and photographs

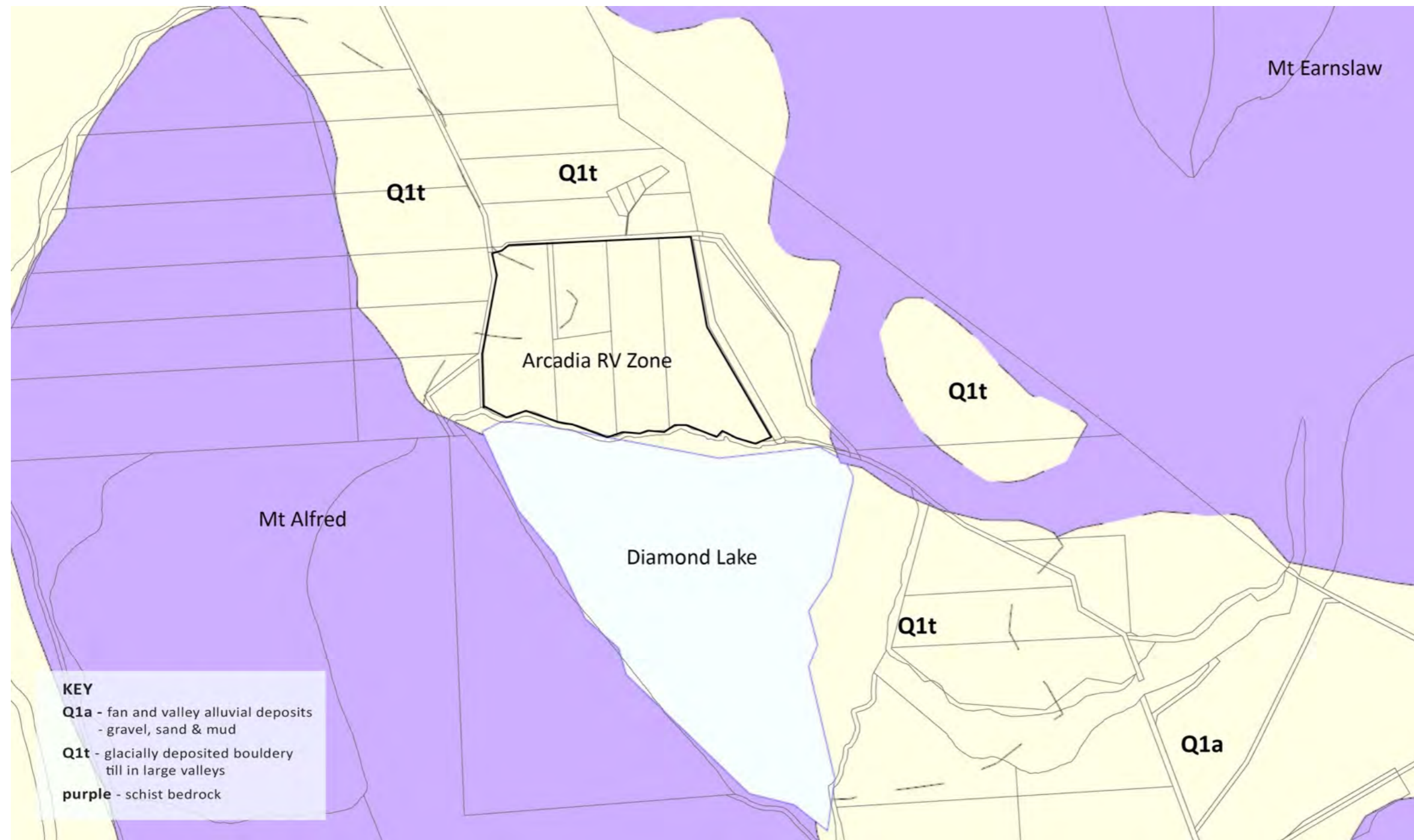


Figure 1: Geology in the vicinity of the Arcadia RV Zone (source QLDC GIS & GNS 1: 250.000 Wakatipu Geological Map)



Figure 2: Arcadia RV Zone immediate context



Photograph 1: View north-west from Glenorchy-Paradise Road toward Diamond Lake and Arcadia RV Zone (photograph taken at 50mm lens equivalent at 11.00am on 21-02-19)



Photograph 2: View south from Glenorchy-Paradise Road toward Diamond Lake with Arcadia RV Zone in foreground (photograph taken at 50mm lens equivalent at 10.10am on 21-02-19)



Photograph 3: View to Arcadia House from Glenorchy-Paradise Road (photograph taken at 85mm lens equivalent)



Photograph 4: View from Glenorchy-Paradise Road over north-west corner of RV Zone with Paradise Trust Annexe visible on right (panorama stitched from 2 photographs taken at 50mm lens equivalent at 10.30am on 21-02-19)



Figure 3: Landscape sensitivity of Arcadia RV Zone

Arthurs Point RV Zone – maps and photographs

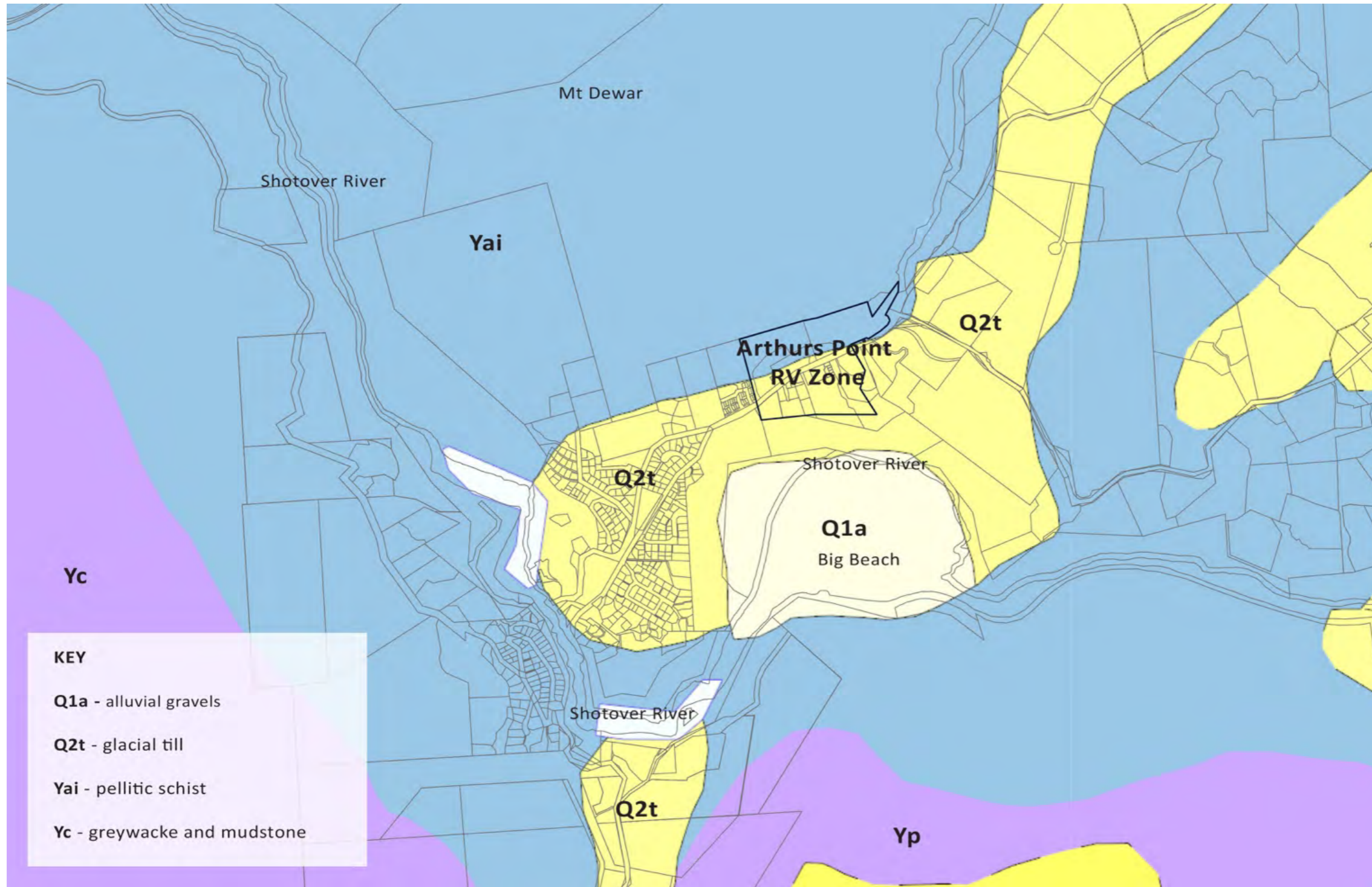


Figure 4: Geology in the vicinity of the Arthurs Point RV Zone (source QLDC GIS & GNS 1: 250.000 Wakatipu Geological Map)

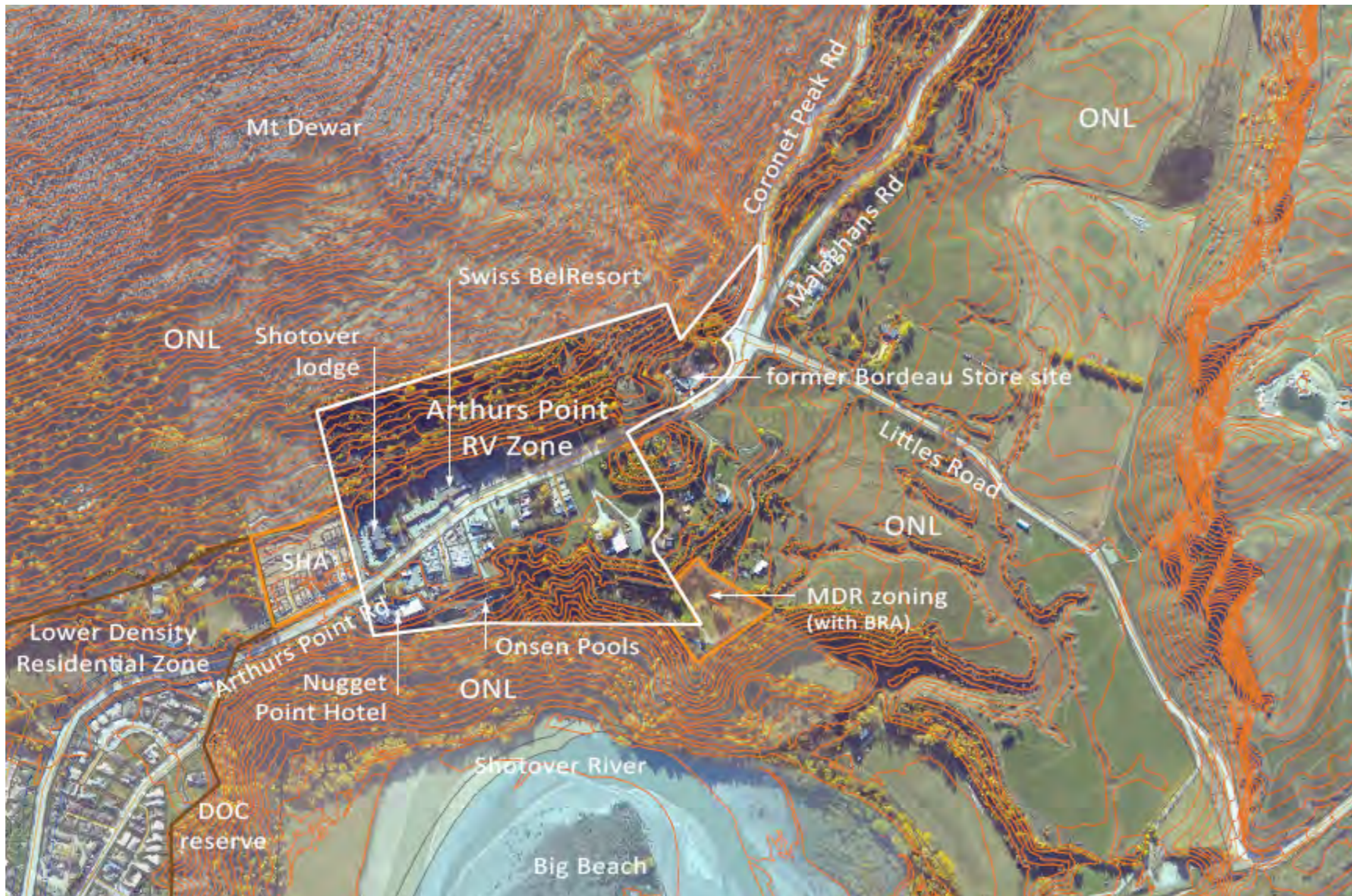


Figure 5: Arthurs Point Zone features and immediate context



Photograph 5: View from Littles Road towards Bowen Peak, Arthurs Point and Mt Dewar (panorama stitched from 2 photographs taken at 50mm lens equivalent at 12.55pm on 22-02-19)



Photograph 6: Multistorey apartments within the zone (photograph taken at 50mm lens equivalent on 22-02-19)



Photograph 7: View towards Swiss BelResort and vegetated part of zone on Mt Dewar (photograph taken at 50mm lens equivalent on 22-02-19)



Photograph 8: View over Onsen Pools extension to Shotover River (photograph taken at 50mm lens equivalent on 22-02-19)



Photograph 9: Commercial development within the zone (photograph taken at 50mm lens equivalent on 22-02-19)



Figure 6: Landscape sensitivity of Arthurs Point RV Zone

Blanket Bay RV Zone – maps and photographs

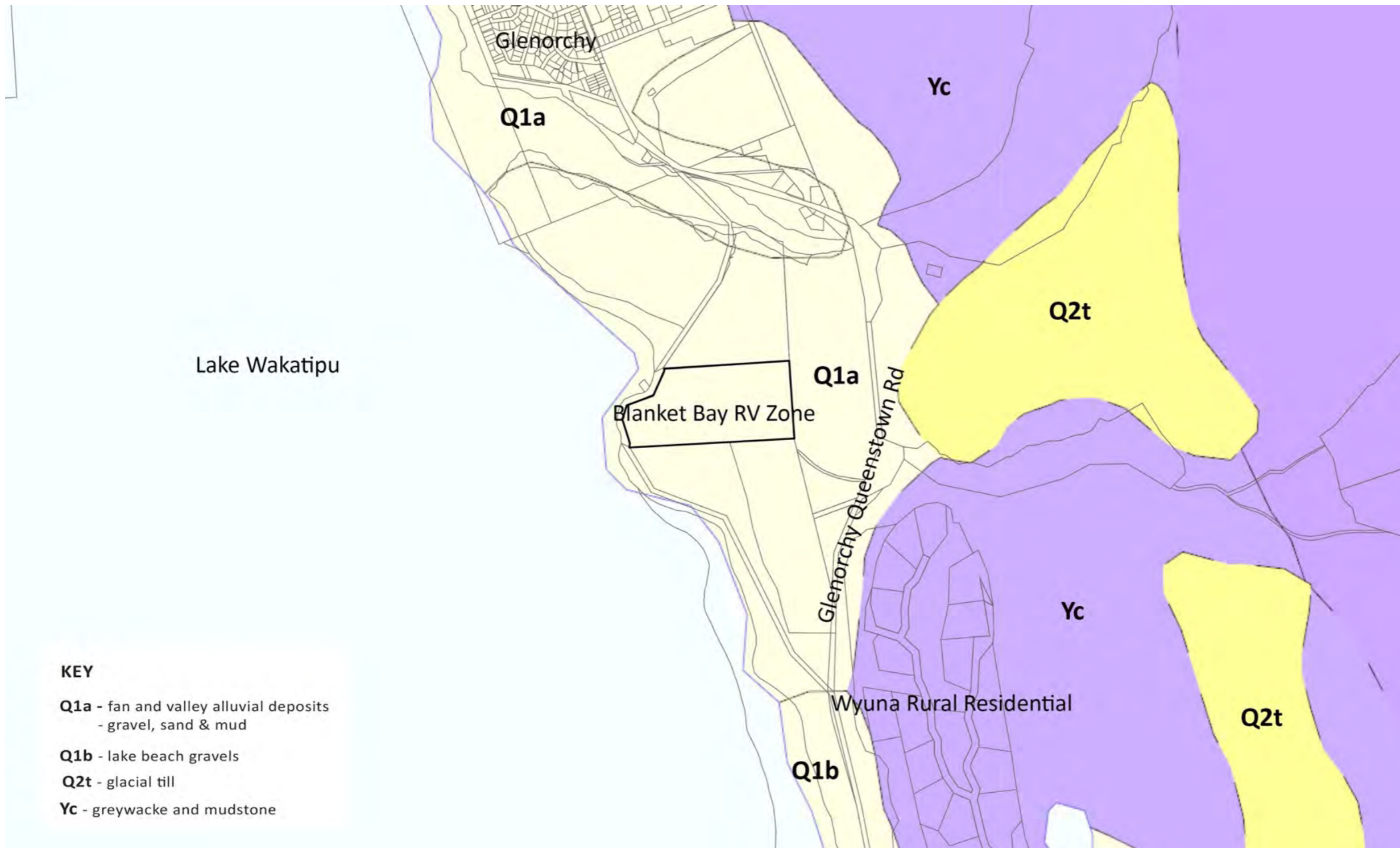


Figure 7: Geology in the vicinity of the Blanket Bay RV Zone (source QLDC GIS & GNS 1: 250,000 Wakatipu Geological Map)



Figure 8: Existing features and immediate context



Photograph 10: View to Blanket Bay, jetty and foreshore from south of Blanket Bay Lodge (panorama stitched from 2 photographs taken at 50mm lens equivalent at 11.30am on 21-02-19)



Photograph 11: Regenerating shrubland in SW corner of RV Zone (photograph taken at 50mm lens equivalent at 11.40am on 21-02-19)



Photograph 12: Stone Creek escarpments within the RV Zone (photograph taken at 50mm lens equivalent at 11.47am on 21-02-19)



Figure 9: Blanket Bay RV Zone landscape sensitivity.

Cardrona RV Zone – maps and photographs

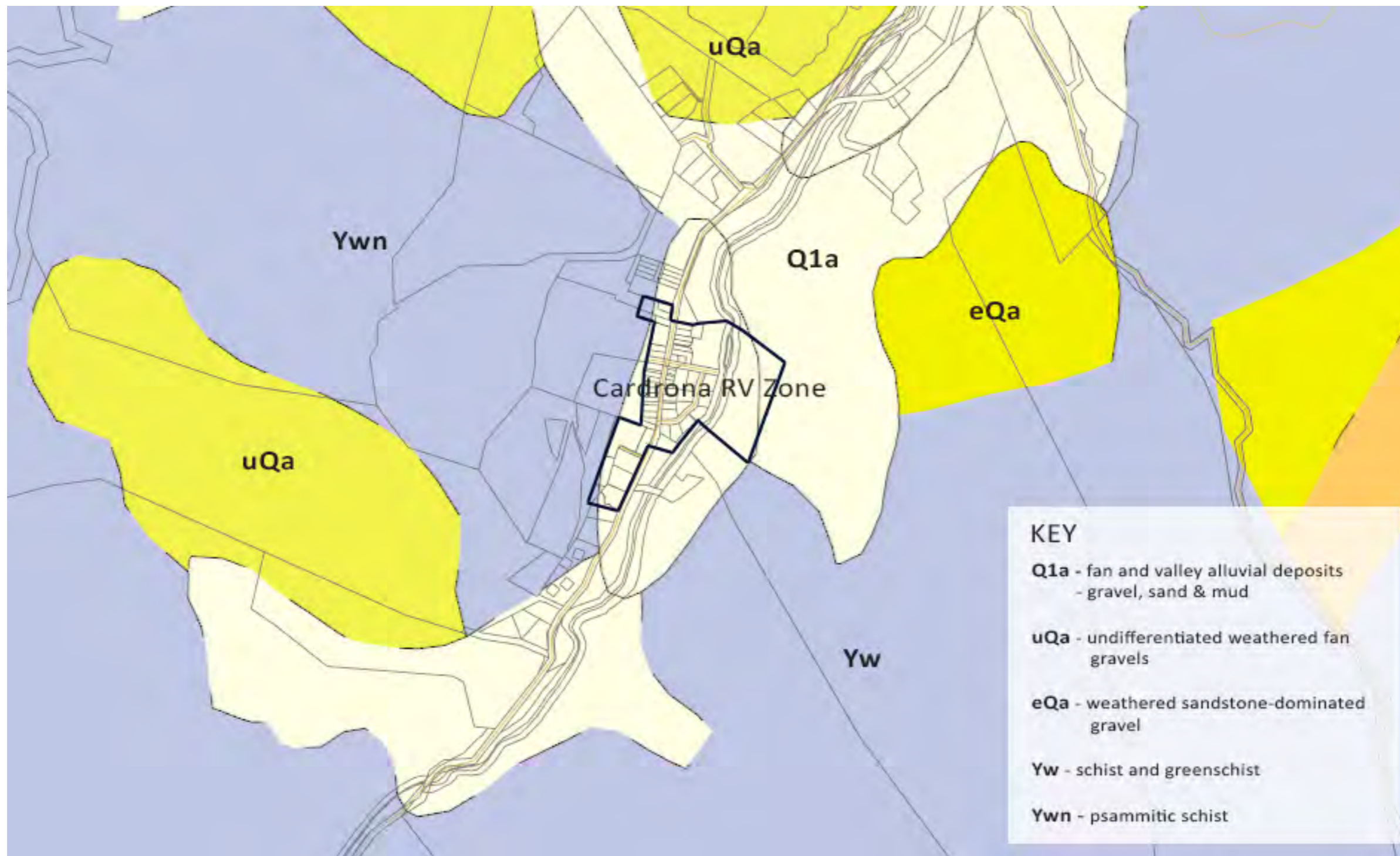


Figure 10: Geology in the vicinity of the Cardrona RV Zone (source QLDC GIS & GNS 1: 250,000 Wakatipu Geological Map)



Figure 11: Existing features and immediate context



Photograph 13: Cardrona Hotel, associated historic buildings and mature trees in the centre of the RV Zone (panorama stitched from 2 photographs taken at 9.30am on 22-02-19)



Photograph 14: View towards weedy vegetation on vacant lot in north-western part of the RV Zone that contains an unnamed water course (panorama stitched from 2 photographs taken at 50mm lens equivalent at 9.45am on 22-02-19)



Photograph 15: Vacant residential subdivision west of Cardrona River (panorama stitched from 3 photographs taken at 10.10am on 22-02-19)



Photograph 16: View east across Cardrona River to eastern part of RV Zone and base of eroded escarpment (panorama stitched from 3 photographs taken at 50mm lens equivalent at 10.15am on 22-02-19)

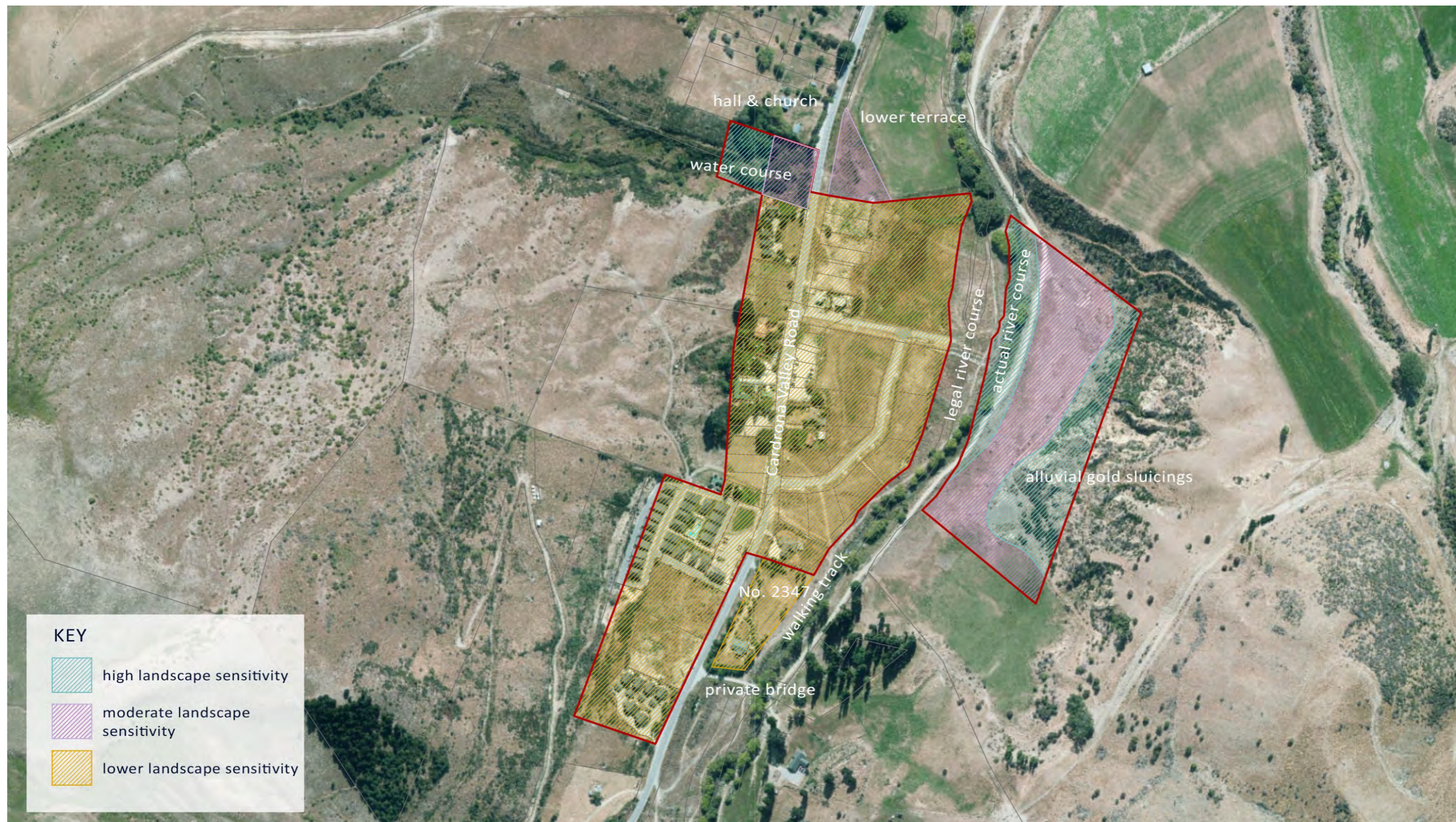


Figure 12: Cardrona RV Zone landscape sensitivity.

Cecil Peak RV Zone – maps and photographs

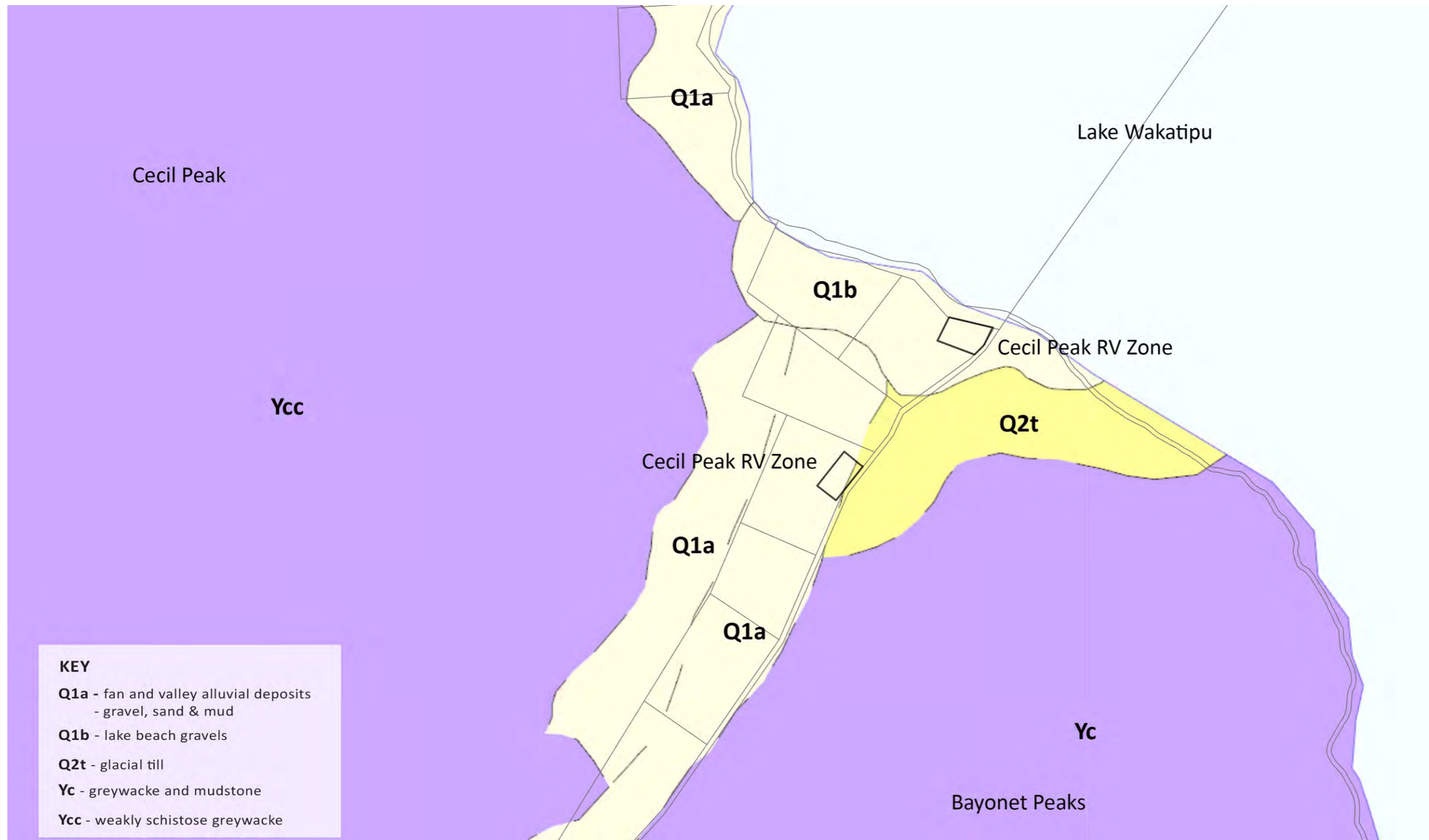


Figure 13: Geology in the vicinity of the Cecil Peak RV Zones (source QLDC GIS & GNS 1: 250.000 Wakatipu Geological Map)



Figure 14: Cecil Peak RV Zones features and immediate context.



Photograph 18: View from south-west corner of northern RV Zone showing short row of conifers (panorama stitched from 2 photographs taken at 50mm lens equivalent at 9.15am on 20-02-19)



Photograph 19: View south towards southern Cecil Peak RV Zone – greener pasture in mid-ground on right of farm track (panorama stitched from 2 photographs taken at 50mm lens equivalent at 9.25am on 20-02-19)



Photograph 20: View south across southern RV Zone (photograph taken at 50mm lens equivalent at 9.30am on 20-02-19)



Photograph 21: Enclosed picnic shelter, stone building and lodge at Cecil Peak Station with northern RV Zone in mid-ground (photograph taken at 50mm lens equivalent at 9.00am on 20-02-19)



Figure 15: Cecil Peak RV Zones landscape sensitivity.

Walter Peak RV Zone – maps and photographs

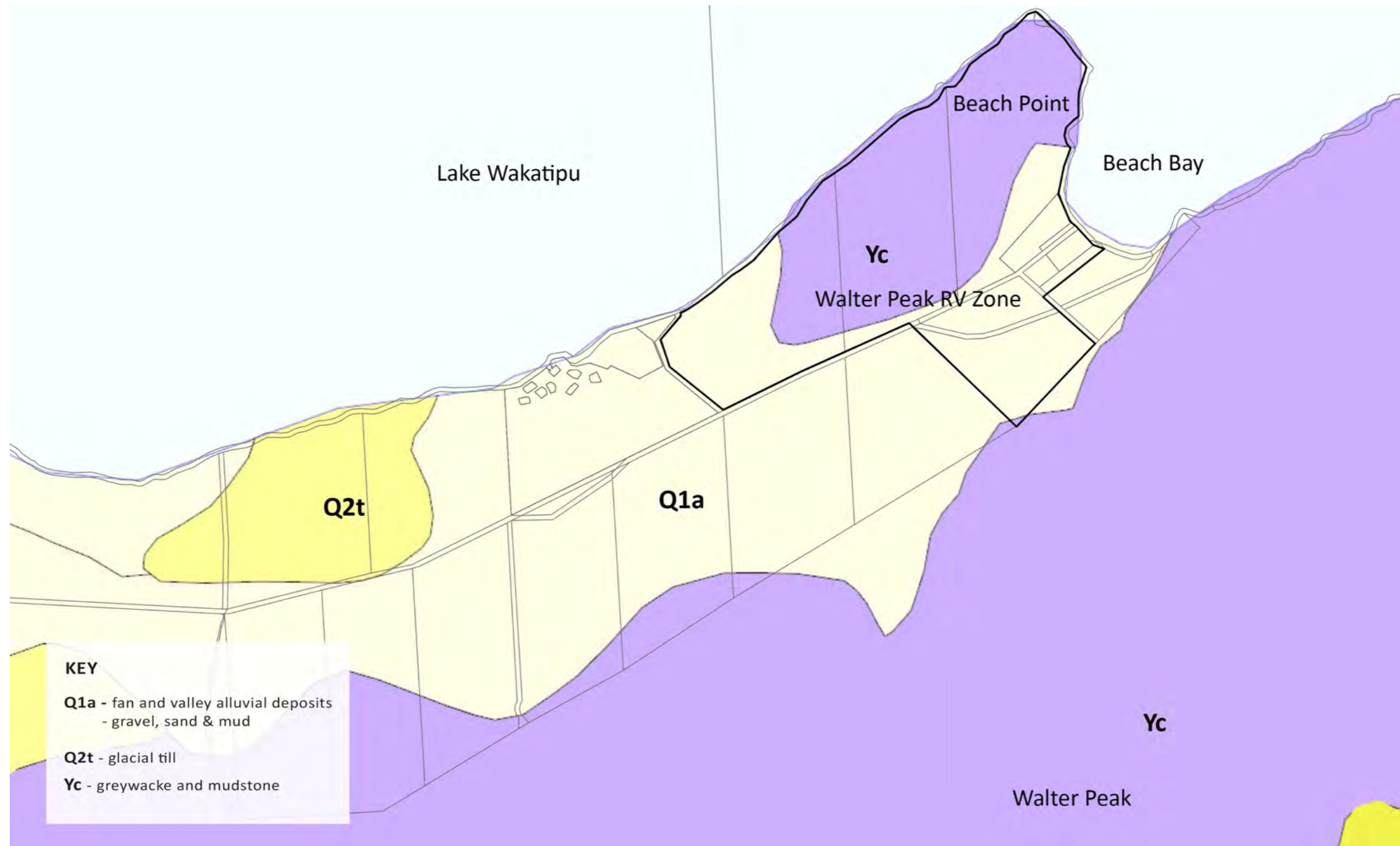


Figure 16: Geology in the vicinity of the Walter Peak RV Zone (source QLDC GIS & GNS 1: 250.000 Wakatipu Geological Map)

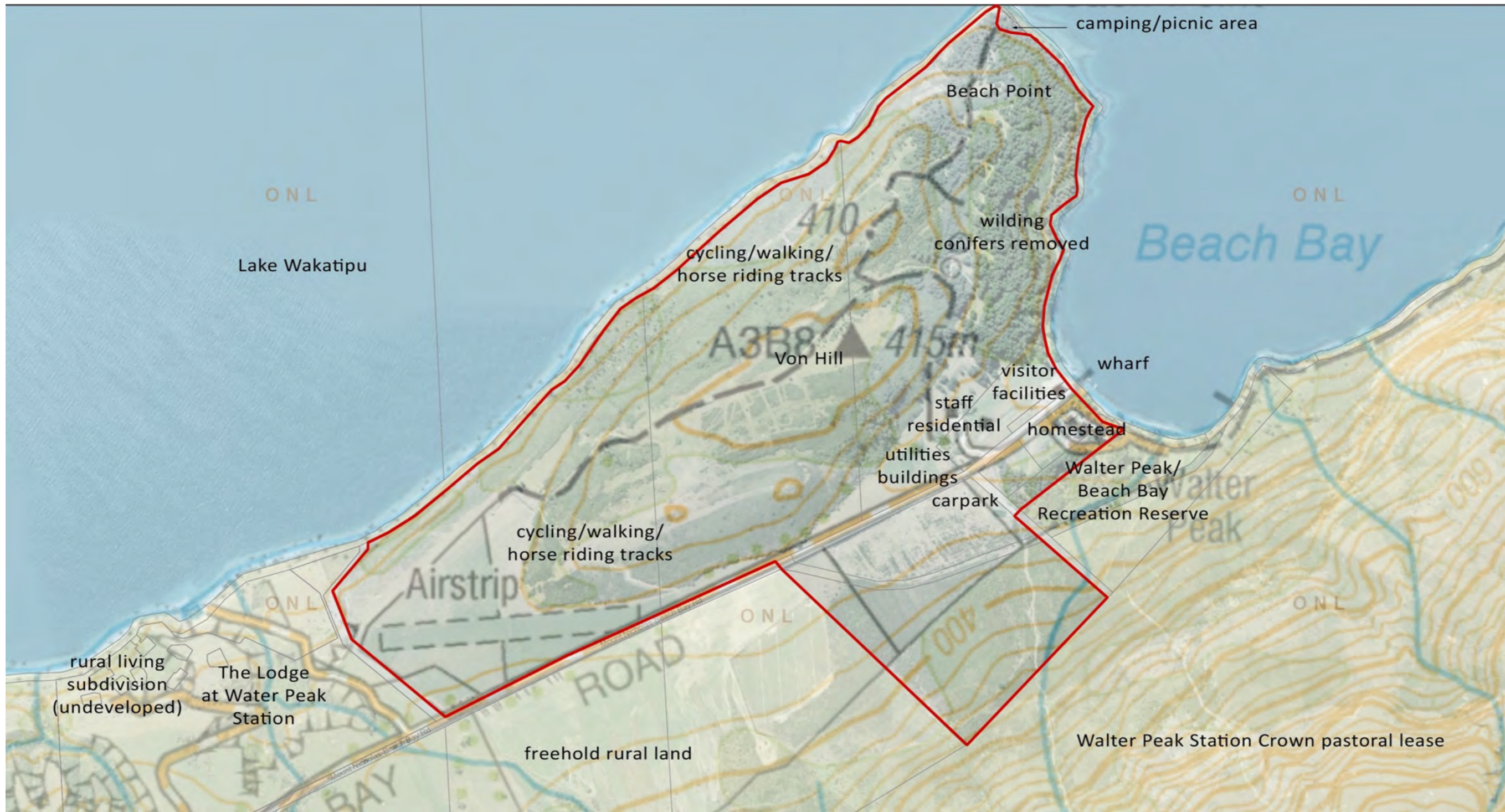


Figure 17: Existing features and immediate context



Photograph 22: View from lake to Beach Bay and Beach Point (panorama stitched from 3 photographs taken at 50mm lens equivalent at 11.35am on 20-02-19)



Photograph 23: View from lake to Beach Bay (photograph taken at 50mm lens equivalent at 11.35am on 20-02-19)



Photograph 24: Southern section of RV Zone extending up toe slopes of Walter Peak (photograph taken at 50mm lens equivalent at 12.10pm on 20-02-19)



Photograph 25: View from Mount Nicholas – Beach Bay Road over western area of RV Zone, including airstrip (panorama stitched from 3 photographs taken at 50mm lens equivalent at 12.20pm on 20-02-19)



Photograph 26: View east along Mount Nicholas-Beach Bay Road (photograph taken at 50mm lens equivalent at 112.25pm on 20-02-19)



Photograph 27: View to Walter Peak and RV Zone from northern lake shore (photograph taken at 105mm lens equivalent at 8.40am on 21-02-19)

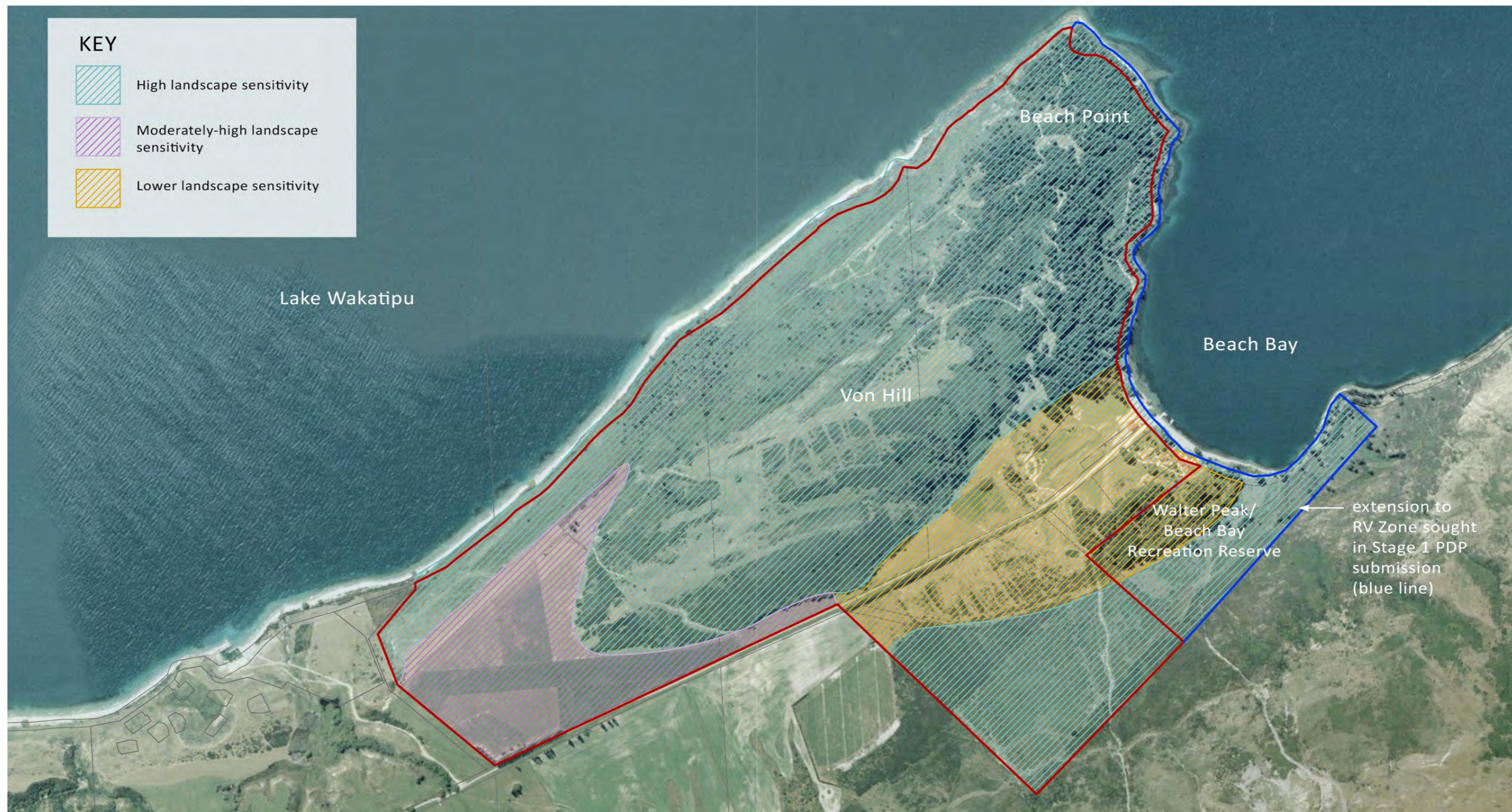


Figure 18: Walter Peak RV Zone landscape sensitivity.

Windemere RV Zone – maps and photographs

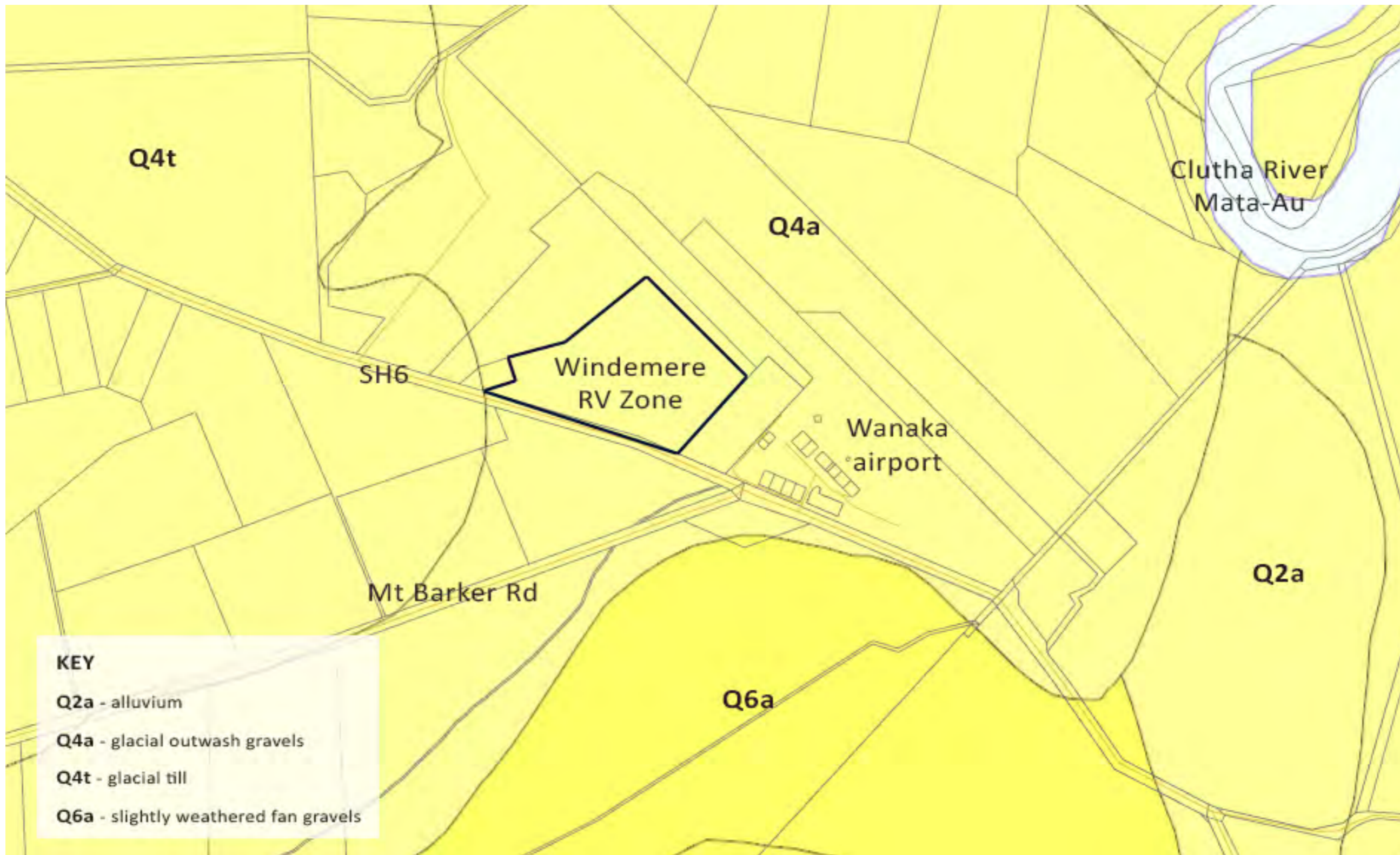


Figure 19: Geology in the vicinity of the Windemere RV Zone (source QLDC GIS & GNS 1: 250.000 Wakatipu Geological Map)



Figure 20: Existing features and immediate context



Photograph 28: View from SH6 across RV Zone to mountains (source: Google Earth 09/2018)



Photograph 29: View from SH6 across eastern part of RV Zone to mountains (source Google Earth 09/2018)



Photograph 30: View from SH6 at Wanaka airport showing views to mountains obscured (source: Google Earth 09/2018)



Figure 21: Windemere RV Zone landscape sensitivity.



QUEENSTOWN
LAKES DISTRICT
COUNCIL

DECISION OF THE QUEENSTOWN-LAKES DISTRICT COUNCIL

RESOURCE MANAGEMENT ACT 1991

Applicant:	J Veint
RM reference:	RM110010
Location:	Glenorchy-Paradise Road, Glenorchy Rural
Proposal:	An application to establish a Structure Plan for Arcadia Station.
Type of Consent:	Land Use
Legal Description:	Lot 2 Deposited Plan 409271 and Lot 11 Deposited Plan 25326 held in Computer Freehold Register 434244 Otago; Lot 1 Deposited Plan 409271 held in Computer Freehold Register 434245 Otago; Lot 13 Deposited 25326 held in Computer Freehold Register OT17B/743 Otago; and Section 1-2 Block II Dart Survey District held in Computer Freehold Register OT7D/1300 Otago.
Valuation Number:	2911132002
Zoning:	Rural Visitor
Activity Status:	Controlled Activity
Notification:	Non-notified
Commissioner:	Commissioner Sinclair
Date Issued:	11 May 2011
Decision:	Granted with conditions

Private Bag 50072, Queenstown 9348, New Zealand, www.qldc.govt.nz

10 Gorge Road, QUEENSTOWN, Phone +64-3-441 0499, Fax +64-450 2223

47 Ardmore Street, WANAKA, Phone +64-3-443 0024, Fax +64-3-443 8826

This is an application for resource consent under Section 88 of the Resource Management Act 1991 to establish a Structure Plan for Arcadia Station. The application was considered under delegated authority pursuant to Section 34 of the Resource Management Act 1991 on 10 May 2011. This decision was made and its issue authorised by Jane Sinclair, Independent Commissioner, as delegate for the Council.

Under the District Plan the site is zoned Rural Visitor and the proposed activity requires:

- A **controlled** activity resource consent pursuant to Rule 12.4.3.2(i) Structure Plan whereby each structure plan within the Rural Visitor Zone must show the locations where activities are to be undertaken, landscaping, open space and details of density of development.

Overall, the application is considered to be a **controlled** activity.

Notification Determination

The application was considered on a non-notified basis in terms of Section 95A and 95B whereby the consent authority was satisfied that the adverse effects of the activity on the environment are not likely to be more than minor and whereby no persons or order holders were, in the opinion of the consent authority, considered to be adversely affected by the activity.

Decision

Consent is GRANTED pursuant to Section 104 of the Act, subject to the following conditions imposed pursuant to Section 108 of the Act:

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans drawn by Baxter Design Group – Arcadia Rural Visitor Zone Structure Plan, Ref: 1540 Paradise Veint Structure Plan 10 Nov 2010 (**as approved 2 May 2011**) the Structure Plan Design Guidelines received 29 March 2011 and the application as submitted, with the exception of the amendments required by the following conditions of consent.
2. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991 and shall pay to Council an initial fee of \$100.
3. At the time this consent is given effect to the consent holder shall register a covenant on the Computer Freehold Register requiring future development to be undertaken in accordance with the Structure Plan, the Structure Plan Design Guidelines and the resource consent granted referenced RM110010 received 29 March 2011 and submitted with resource consent RM110010.

Reasons for the Decision

Proposal

The applicant seeks to establish a Structure Plan for Arcadia Station. It is intended that the Structure Plan will provide a framework to guide future land use development by defining future development areas, landscaping restrictions, density of development and open space, while protecting and enhancing key features of the site.

The Structure Plan encompasses 11 development areas as follows:

- Residential 1A (Res 1A);
- Residential 1B (Res 1B);
- Residential 2 (Res 2A, B and C);
- Visitor Accommodation Area 1 (Arcadia Homestead);
- Visitor Accommodation Area 2A (V/A2A);

- Visitor Accommodation Area 2B (V/A2B);
- Visitor Accommodation Area 3A (V/A3A);
- Visitor Accommodation Area 3B (V/A3B);
- Commercial Area (COM);
- Open Space (OS); and
- Lakeside Recreation (LR).

These development areas are illustrated on the Structure Plan below.

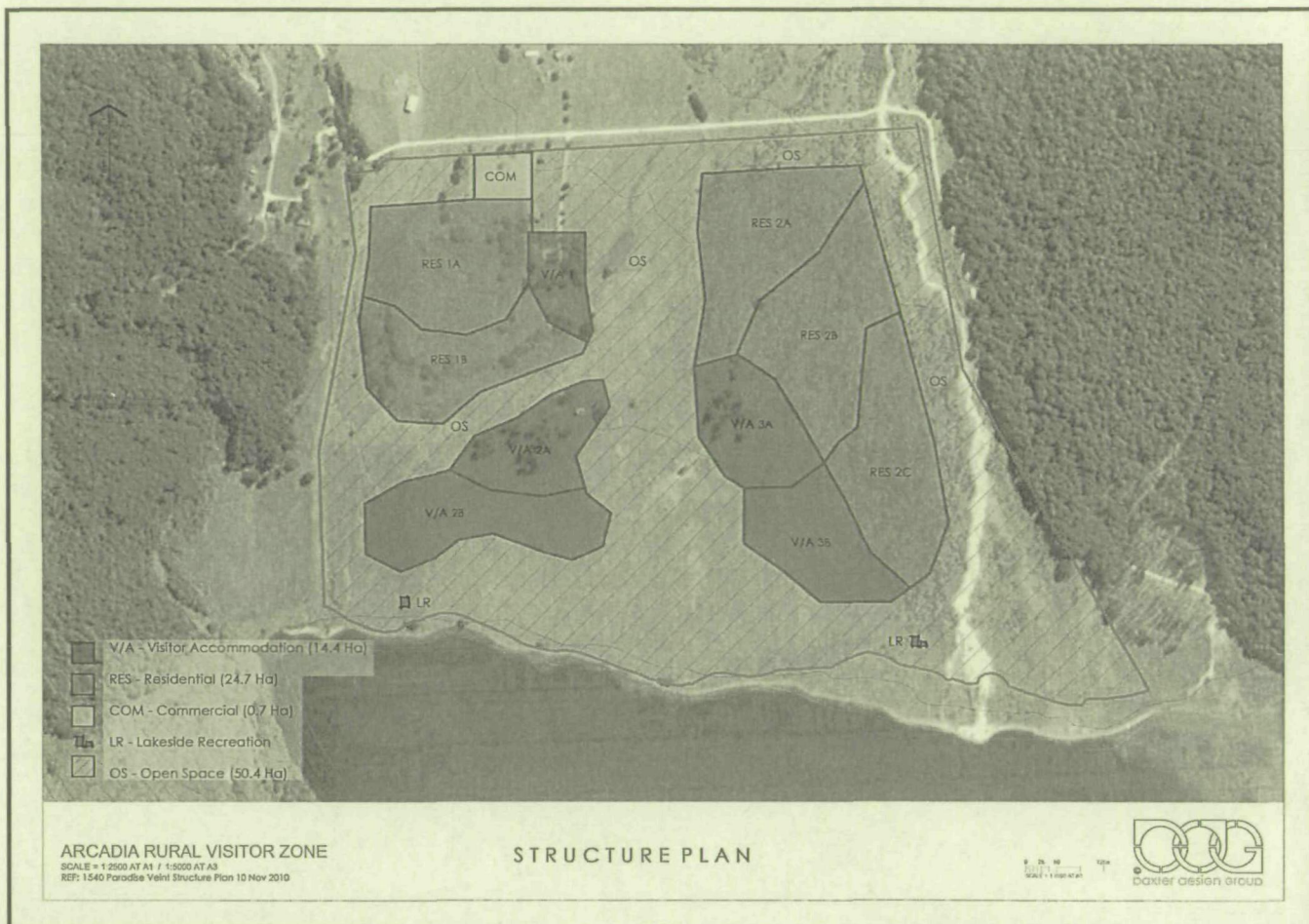


Figure 1 Structure Plan

The Structure Plan will be accompanied by a number of design guidelines determining density, wall colour, materials, claddings, building height, roof pitch and cladding, roading, fencing, vegetation, and curtilage areas

Finally the applicant has volunteered that the resource consent decision includes a condition that will tie future land use development to the Structure Plan and supporting Design Guidelines document.

It is noted that while the Rural Visitor Zone contains a controlled activity rule for a structure plan, it does not contain a corresponding standard or rule requiring that a structure plan must be approved prior to development.

Site and Locality Description

The site is located to the south and west of the Glenorchy-Paradise Road at the base of the Diamond Lake /Paradise Valley, north of Diamond Lake and south-west of Turret Head. The site encompasses the Arcadia Station and Homestead.

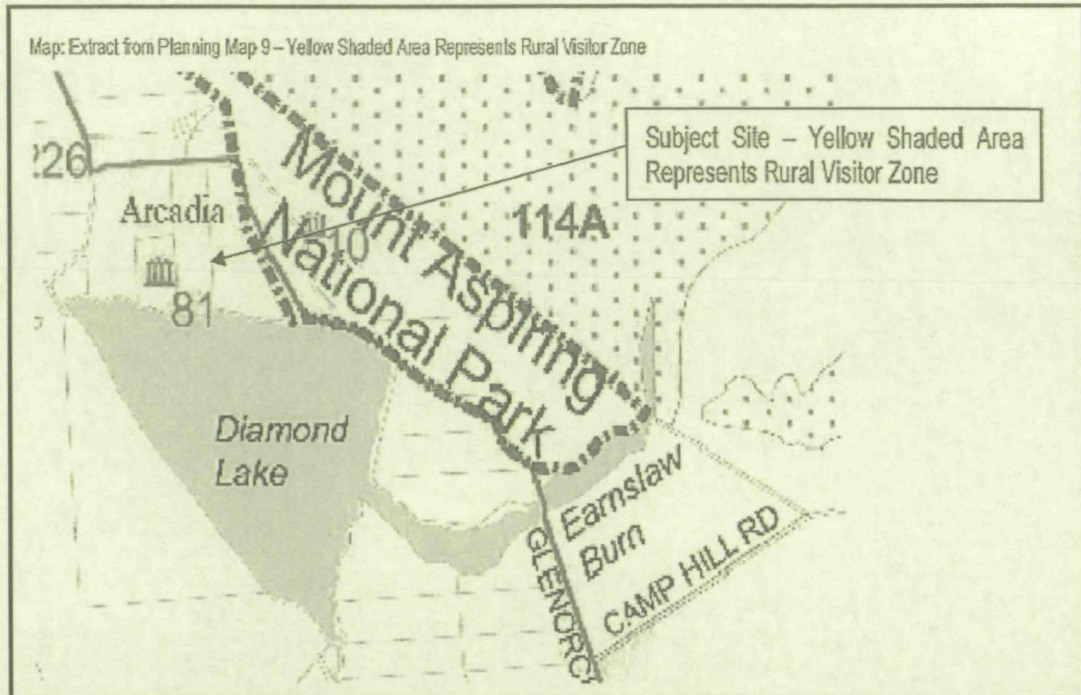


Figure 2: Location of Subject Site.

Arcadia Homestead is listed as a protected feature under the District Plan. There are a number of implement sheds associated with the homestead, as well as another dwelling owned by the Applicant. The land containing the Arcadia Homestead and bounded by Diamond Lake and the Paradise Road is zoned "Rural Visitor". This is an area of approximately 89 hectares.

Site History

Arcadia House was designed and built in 1883 by William Mason who proposed to use the surrounding 128 hectares as a retirement farm. The property was later sold and used as a guest house for over 50 years. In 1943 the property was sold to the Veint family who continued to operate the property as a guest house until 1949 when it was purchased by the Miller family with whom it remained until 1998. The property is now overseen by the applicant. The remainder of the property is grazed and used as farmland.

Effects on the Environment

The District Plan does not specify any relevant Assessment Matters but it focuses on the criteria that must be met for each Structure Plan. This will form the basis of the following assessment.

It is of relevance that the Structure Plan does not provide any certainty with regards to the granting of further consents. All buildings and visitor accommodation require controlled activity consents, commercial and retail activities require discretionary resource consents. Equally, as identified above, the District Plan does not contain any provisions requiring an approved Structure Plan to be complied with although the applicant is volunteering this as a condition of consent.

Baseline

The site is located in the Rural Visitor Zone. This zoning is significant in understanding the environment.

The purpose of this zone *"is to complement the existing range of visitor accommodation opportunities in the District and provide for increased opportunity for people to experience the rural character, heritage and amenity of the rural area"*. In association with this zoning the District Plan anticipates -

- Buildings;
- Residential Activity;
- Visitor Accommodation; and
- Commercial Recreation Activities.

Upon a review of the provisions of Section 12.3 Rural Visitor Zones of the District Plan, it is noted that the site is zoned as an area with higher potential to absorb change, and the zone allows for dense built form of up to four stories in height, although that development would have to meet the objectives and policies of the zone in respect of the mitigation of adverse effects on landscape and natural values.

Location of Proposed Activity Areas

There are three distinct clusters of activity/development proposed for the site. The proposed activities are predominantly residential and visitor accommodation with a small area of commercial activity located adjacent to the Glenorchy-Paradise Road. The location of each activity area is considered to be logical and sympathetic to the topography of the site and surrounding landscape. The large areas of open space will retain the rural integrity of the surrounding landscape, the view-shafts from the Glenorchy-Paradise Road down to the lake, as well as the heritage values and architecture of Arcadia Homestead. The large clusters of residential activity are located closest to public roads and adjoining sites where farming and residential activity is already established. The proposed visitor accommodation activity is largely contained on the lake side of the site and away from adjoining properties. The commercial area proposed is small relative to the size of the site and will ensure an acceptable level of rural amenity within the rural visitor area is retained. The small Lakeside Recreation Areas are located on the flat, pastoral land adjacent to the lake but will not compromise the openness of this part of the site.

Lakes Environmental's Landscape Architect (Helen Mellsop) has considered the potential effects on visual amenity as a result of the location of the activity areas. Ms Mellsop notes that when viewed from the Glenorchy-Paradise Road south of the Earnslaw Burn, and from the foreshore of the lake, future development would appear clustered against a backdrop of dark exotic and indigenous vegetation and against the higher terraces of the site. Further, that the proposed level of development that is encouraged by the Structure Plan could be absorbed without significant landscape effects, as long as buildings were appropriately designed and landscaped. The proposed density provisions and further restrictions on development will help to limit the extent of these effects.

Overall, the location of the proposed activity areas will ensure development is managed and appropriately contained to protect surrounding scenic resources.

Landscaping

Vegetation/Landscape Planting:

Ms Mellsop considers that additional indigenous vegetation, particularly along the foreshore of the lake and around any lakeside structures, adjacent to grey shrubland areas and along the small watercourse located on the western boundary would enhance the natural character and ecological values of the site. As volunteered by the applicant, the Open Space areas will be maintained in pasture and managed to ensure no weed species such as broom, gorse or sweet briar are allowed to establish. The planting of native species is also encouraged in the area east and south east of the Residential 2A, B and C areas. It is considered this will increase the visual amenity of the site, serve to extend the existing vegetation and increase the potential for development to be absorbed along that edge of these activity areas.

As stated in the proposed guidelines, where possible, in each of the residential activity areas, the mature exotic vegetation will be retained and incorporated into the landscape treatment to be approved at the time of building establishment. The Structure Plan guidelines also stipulate that if trees are to be planted then the species shall be Mountain Beech and/or similar species that currently exist within each of the activity areas. Further limitations are placed on the Residential 2A, B and C activity areas in respect of the planting of exotic species (specifically height and area of species) and this will ensure an acceptable degree of rural character is retained. Exotic tree planting is also restricted in each of the Visitor Accommodation Areas.

Ms Mellsoy has not raised any concerns regarding the proposed vegetation management for the property. This opinion is adopted and therefore it is considered that the effects in regard to landscape planting will be less than minor.

Fencing:

The applicant proposes to restrict fences to post and wire with a maximum height of 1 to 1.2 metres and courtyard walls to 1.8 metres in height and within 4 metres of the building. These restrictions on materials and height for fencing and courtyard walls will ensure that the rural character of the Rural Visitor Zone is retained. Post and wire fencing is typically rural and in keeping with the existing character, while courtyard walls are to be contained within 4 metres of buildings for visitor accommodation, no more than 1.8 metres in height and shall be built to match the building materials. The containment of the courtyard walls will ensure the domesticating elements of the development to not creep into the Open Space areas designated around the site. Ms Mellsoy does not raise any landscape issues with regard to the proposed restrictions on fencing.

Curtilage:

Curtilage areas are proposed for Residential Areas 1A and 1B. Only 60% of each individual allotment within these activity areas may be used as curtilage and areas outside of the curtilage areas must be maintained in pastoral grass. The Residential 2A, B and C areas will have Homestead Areas which require the dwelling, landscaped areas, ancillary structures and garaging to be established within the designated area. These areas shall be 50% of any allotment. It is considered that the restriction on the size of the curtilage and Homestead areas will adequately contain visual effects and domestication.

Ms Mellsoy has not raised any issues in regard to the proposed curtilage and Homestead areas.

Roadways/Access:

The Structure Plan has been designed to anticipate two entrances to the site, one from the Paradise-Glenorchy Road and one to the Arcadia Homestead. A secondary road is anticipated from an unformed legal road on the western boundary to the VA2 Area. This will be linked to the open space area between VA2 and VA3 activity areas.

The applicant proposes that walkways will be an integral part of access development on the site and Baxter Design Group has recommended a circular network of walkway between residential and visitor accommodation areas, with access to the lake edge and LR facilities.

The proposed roading materials in the Lakeside Recreation area will be maintained in gravel only with swale edging and built to a maximum width of 2.5 metres. This will limit potential effects on the natural character of the lakeshore area. All other roadways within the site shall be surfaced with either gravel or chip seal and this will also help to retain elements of rural character within the site.

Open Space

Between the three main clusters of activity areas the applicant has proposed Open Space areas to allow for view shafts of the lake and of the Arcadia Homestead and to provide visual relief and contrast within the landscape. Ms Mellsoy considers that a greater setback of built development from the lakeshore is important in maintaining the landscape values of the area, however while a larger area of open space/greater setback from the lake would be preferable, the District Plan stipulates a

setback of 10 metres for buildings for Residential Accommodation and a setback of 20 metres for Visitor Accommodation. The Council retains control over the location of activities through the Structure Plan process, however there is little guidance as to what this means. In this case the proposed setbacks for the activity areas along the lake front will be greater than that required by the District Plan. Further, a number of design controls have been offered by the applicant to ensure development does not compromise the openness of the lake and acceptable level of rural amenity is retained. Ms Mellsop states that:

Potential development in line with the proposed structure plan could appear as a small resort nestled by the lake. Dense built form up to four stories in height would be apparent from public roads and from the lake shore, but intervening areas of open pastoral land would be retained. Of particular benefit would be the maintenance of open vistas from the Glenorchy-Paradise Road to Diamond Lake and to the main facade of the homestead, and retention of the natural character of the River of Jordan and its surrounds.

On balance, while it is recognised that greater setbacks are preferable, the District Plan anticipates a high level of development in this location. On balance, the Structure Plan results in positive effects.

No other concerns have been raised in regard to the proposed Open Space areas.

The landscape architects report is adopted and relied upon with regards to other landscaping effects. The adverse effects on landscape are therefore considered no more than minor.

Density of Development

Section 12 of the District Plan – Rural Visitor Zone – does not specify what the anticipated densities for development might be for that zone. The applicant has specified proposed densities for each of the eleven activity areas within the Structure Plan. The provision of the proposed densities provides greater certainty about the outcome of future development on the site. Ms Mellsop has advised that the densities proposed within each activity area could be absorbed within the property without having significant adverse effects on the landscape values of the surrounding area. Overall, it is considered that the proposed densities provided for by the Structure Plan are appropriate for the zone and within the surrounding landscape.

Conclusion

The District Plan does not provide any relevant Assessment Matters to guide assessment. However the Environmental Results Anticipated (Section 12.3.5) focus on the retention of predominant rural character while providing the potential for consolidated areas to be utilised for visitor facilities, the provision of a range of accommodation and recreation buildings while ensuring the quality of the local environment is maintained, and the exclusion of activities which cause adverse environmental effects and the protection of traffic safety on local roads and State Highways. Each of the proposed activity types is considered to be appropriate and aligned with the District Plan requirements for the Rural Visitor Zone and each Activity Area is appropriately located and will be adequately managed in the future in respect of the density of development, landscaping and the retaining of rural amenity values within the zone and surrounding landscape. The proposed Structure Plan is in effect providing a mechanism to limit the possible outcomes of future development within the site, without determining them. In this regard it is a positive proposal.

Effects on Persons

The purpose of a Structure Plan is to determine the potential and appropriate areas for future development. In this instance a controlled activity resource consent is required to establish Structure Plan for the subject site. This type of activity is a paper exercise and generally anticipated within the Rural Visitor Zone. The types of activities proposed are anticipated in the Zone with the possible exception of the commercial area for which a discretionary resource consent will be required. Ms Mellsop has advised that the integrity of the zone and surrounding landscape will be retained as a result of this proposal. For these reasons no persons are considered to be adversely affected.

Objectives and Policies

The relevant objectives and policies are contained in Section 12.3 Rural Visitor Zone of the District Plan.

The objectives under 12.3.4 encourage the provision for the ongoing operation of the existing visitor areas recognising their operational needs and avoiding, remedying or mitigating adverse effects on landscape, water quality and natural values, and the scope for extension of activities in the Rural Visitor Zones. The relevant policies seek to ensure that new development has regard to the landscape values which surround rural visitor areas, to ensure the expansion of activities occur at a scale, or at a rate, consistent with maintaining the surrounding rural resources and amenities and to recognise the rural values of the Rural Visitor Zone and in particular buildings at Arcadia Station.

Ms Mellsoy has advised that the proposed location, scale and density that will result from the proposed Structure Plan will be appropriately absorbed within the landscape and the historical and rural integrity of Arcadia Homestead will be retained. The provision for services such as water supply, sewage treatment and disposal, electricity and telecommunication services will be assessed at the time resource consent is applied for to development future buildings.

The Structure Plan enables activities anticipated by the Rural Visitor Zone while having regard to the surrounding landscape values.

Overall the proposal is consistent with the above objectives and policies.

Other Matters

Local Government Act 2002: Development Contributions

In granting this resource consent reference was made to Part 8 Subpart 5 Schedule 13 of the Local Government Act 2002 and the Council's Policy on Development Contributions contained in Long Term Council Community Plan (adopted by the Council on 25 June 2004).

This proposal is not considered a "Development" in terms of the Local Government Act 2002 as it will not generate a demand for network infrastructure and reserves and community facilities.

For the forgoing reasons a Development Contribution is not required.

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.

Should you not be satisfied with the decision of the Council, or certain conditions, an objection may be lodged in writing to the Council setting out the reasons for the objection under Section 357 of the Resource Management Act 1991 no later than 15 working days from the date this decision is received.

You are responsible for ensuring compliance with the conditions of this resource consent. 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.

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

Please contact the Council when the conditions have been met or if you have any queries with regard to the monitoring of your consent.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of Section 125 of the Resource Management Act 1991.

If you have any enquiries please contact Pip Riddell on phone (03) 450 0353 or email philipa.riddell@lakesenv.co.nz.

Prepared by
LAKES ENVIRONMENTAL LTD

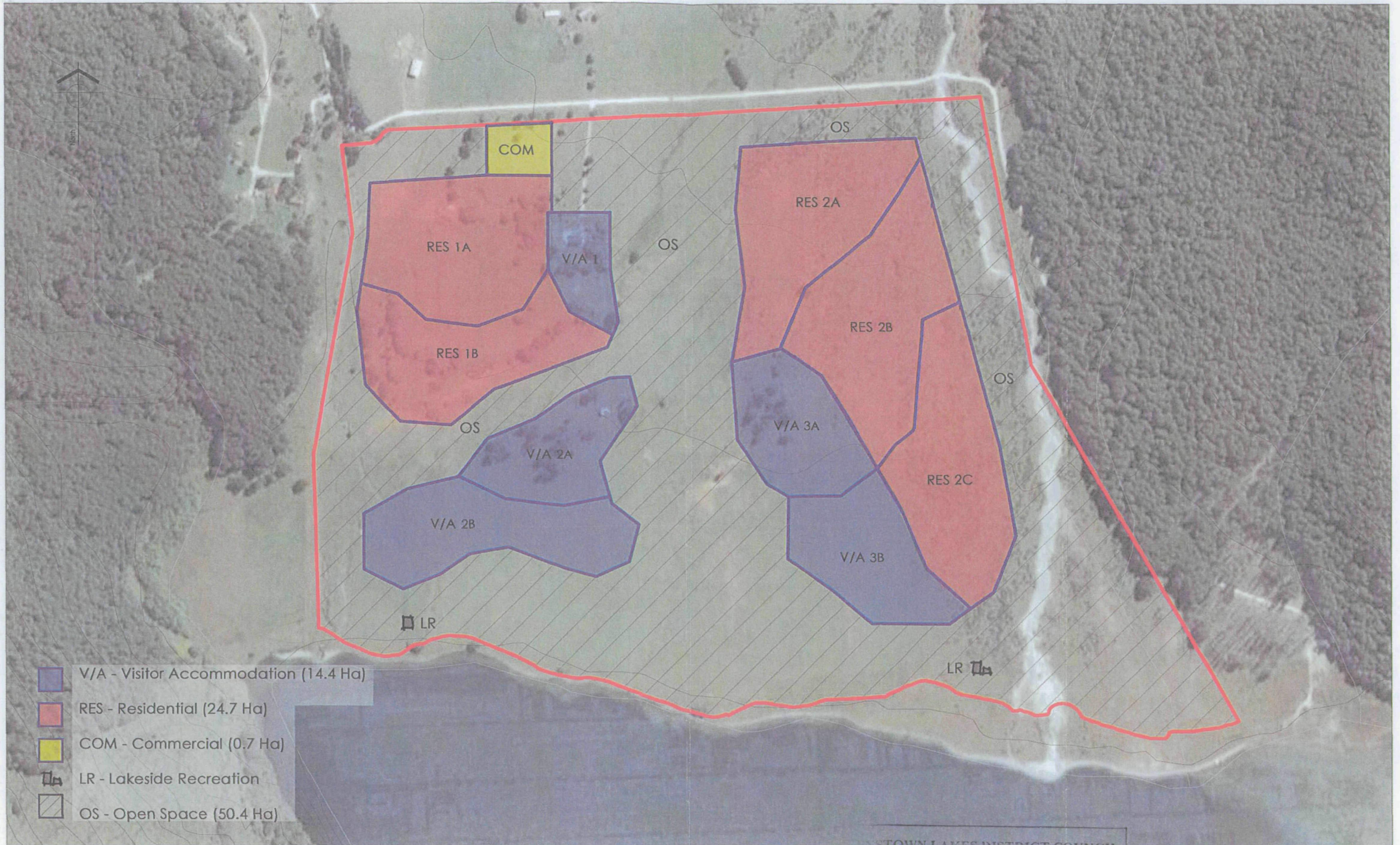
Reviewed by
LAKES ENVIRONMENTAL LTD





P Riddell

wendy baker

Pip Riddell
PLANNER

Wendy Baker
PLANNING TEAM LEADER



-  V/A - Visitor Accommodation (14.4 Ha)
-  RES - Residential (24.7 Ha)
-  COM - Commercial (0.7 Ha)
-  LR - Lakeside Recreation
-  OS - Open Space (50.4 Ha)

ARCADIA RURAL VISITOR ZONE
 SCALE = 1:2500 AT A1 / 1:5000 AT A3
 REF: 1540 Paradise Veint Structure Plan 10 Nov 2010

STRUCTURE PLAN

WINSTOWN LAKES DISTRICT COUNCIL

APPROVED PLANS: RM 110010

2-5-11
Date

JA
Initials

0 25 50
SCALE 1:2500 AT A1

RECEIVED
 07 JAN 2011
 baxter design group
 Lakes Environmental

Philippa Riddell

From: Dan Curley [dan@vivianespie.co.nz]
Sent: Wednesday, 11 May 2011 9:04 a.m.
To: Philippa Riddell
Subject: RE: Veint Update

I understand that Pip. Thanks.

From: Philippa Riddell [mailto:Philippa.Riddell@lakesenv.co.nz]
Sent: Wednesday, 11 May 2011 9:02 a.m.
To: 'Dan Curley'
Subject: RE: Veint Update

Dan, both Jenny and I have worked to ensure we addressed Jane's concerns. Your client is more than within his rights to apply for a controlled activity for buildings.

Regards
Pip

From: Dan Curley [mailto:dan@vivianespie.co.nz]
Sent: Wednesday, 11 May 2011 9:00 a.m.
To: Philippa Riddell
Subject: RE: Veint Update

Have you specifically stated what scale you consider those concerns to be in alignment to the plan?

Give me some time to think about this. Its getting to the point where the Client might apply for controlled activity buildings and I'm not sure that will be a good result.

I will come back to you.

Cheers
Dan.

From: Philippa Riddell [mailto:Philippa.Riddell@lakesenv.co.nz]
Sent: Wednesday, 11 May 2011 8:55 a.m.
To: 'Dan Curley'
Subject: Veint Update

Morning Dan,

The decision has been DNI'd again, the concern being landscape effects and a report from an expert who considers there are issues with the proposed location of the activity areas closest to the lake. The Commissioner is of the opinion that concerns of the landscape architect need to be addressed. I am unsure what more I can do from my end.

Regards
Pip

Pip Riddell
Planner
Lakes Environmental Ltd
Private Bag 50077
QUEENSTOWN 9348

Tel 03 450 0353
Fax 03 442 4778

pip.riddell@lakesenv.co.nz
www.lakesenvironmental.co.nz

Go Green - Think Before You Print This Document

In the interest of minimising the wastage of paper please consider the environment before printing this email.

Scanned by **MailMarshal** - M86 Security's comprehensive email content security solution. Download a free evaluation of MailMarshal at www.m86security.com

In the interest of minimising the wastage of paper please consider the environment before printing this email.

Scanned by **MailMarshal** - M86 Security's comprehensive email content security solution. Download a free evaluation of MailMarshal at www.m86security.com

Philippa Riddell

From: Philippa Riddell
Sent: Tuesday, 3 May 2011 2:42 p.m.
To: 'Dan Curley'
Subject: FW: Veint RM110010

Hi Dan,

I have Helen's comments for you below. I see that Helen's real concern is that development could be concentrated toward the lakeside within the two VA activity areas, and while there is a density provision and other building type controls there is no mechanism to ensure development in those activity areas will not be prominent as a result of high concentrations. While you and I both appreciate that the setback proposed is greater than what the Plan requires, I am not an expert on landscape effects and given what Helen has raised and the Commissioner's comments, it must be addressed in one form or another.

Please let me know how you wish to proceed with this.

From: Helen Mellsop [<mailto:helen.mellsop@vodafone.co.nz>]
Sent: Tuesday, 3 May 2011 1:57 p.m.
To: Philippa Riddell
Subject: RE: Veint RM110010

Hi Pip,

Just to explain in a little more detail – in my landscape assessment report of the 28th January I stated my opinion that there was potential for built development in Visitor Accommodation areas 2B and 3B to detract from the natural character of Diamond Lake, which has public access along its northern shore:

'Significant built development within 150 metres of the lake shore esplanade could also detract from the naturalness of the lake itself and the recreational experience of members of the public using the lake. The proposed design controls allow only 6000m² of built coverage in VA 2B and 3300m² in VA 3B, but these areas cover about 40,000m² and 35,000m², respectively. The structure plan could therefore result in dispersed development across the fan, detracting from its open character and legibility.

Theoretically under the currently proposed controls, the visitor accommodation development could be concentrated in the areas closest to the lake esplanade, which in the case of VA2B is only 70 metres from the esplanade, and with VA3B 120 metres. This development, particularly in VA2B, could be visually prominent from the lakeshore. While acknowledging that the zone rules specify setbacks of only 10 metres for residential development and 20 metres for visitor accommodation development, I am still of the opinion that built development in these areas be set back from the lake esplanade by at least 150 metres in order to avoid these adverse effects on the landscape values of the area surrounding the rural visitor zone.

Hope this helps in some way! Let me know if you need anything more.

Regards, Helen

helen mellsop | landscape architect

Phone | 09 846-3936 Mobile | 021 164 2808

Website | www.helenmellsop.co.nz

Email | helen.mellsop@vodafone.co.nz

From: Philippa Riddell [mailto:Philippa.Riddell@lakesenv.co.nz]
Sent: Tuesday, 3 May 2011 10:26 a.m.
To: 'Helen Mellsop'; 'Helen Mellsop'
Subject: Veint RM110010

Hi Helen,

I see in your report that you hold concerns regarding the proposed setback from Diamond Lake. I'm at a crossroads with this as the DPlan allows for a shorter setback for buildings and so in this respect what Veint is proposing is compliant. The Commissioner is wanting a greater understanding of what the effects will be on the Lake given this is the case. Would you please elaborate on this in an email for me.

Regards
Pip

Pip Riddell
Partner
Lakes Environmental Ltd
Private Bag 50077
QUEENSTOWN 9348

Tel 03 450 0353
Fax 03 442 4778

pip.riddell@lakesenv.co.nz
www.lakesenvironmental.co.nz

Go Green - Think Before You Print This Document

In the interest of minimising the wastage of paper please consider the environment before printing this email.

Scanned by **MailMarshal** - M86 Security's comprehensive email content security solution. Download a free evaluation
MailMarshal at www.m86security.com

Appendix D

Partially Operative Regional Policy Statement 2019

Provision	Detail
Chapter 1 - Resource Management in Otago is integrated	
Objective 1.1	Otago's resources are used sustainably to promote economic, social, and cultural wellbeing for its people and communities
Policy 1.1.1 Economic wellbeing	Provide for the economic wellbeing of Otago's people and communities by enabling the resilient and sustainable use and development of natural and physical resources.
Policy 1.1.2 Social and cultural wellbeing and health and safety	Provide for the social and cultural wellbeing and health and safety of Otago's people and communities when undertaking the subdivision, use, development and protection of natural and physical resources by all of the following: a) Recognising and providing for Kāi Tahu values; b) Taking into account the values of other cultures; c) Taking into account the diverse needs of Otago's people and communities; d) Avoiding significant adverse effects of activities on human health; e) Promoting community resilience and the need to secure resources for the reasonable needs for human wellbeing; f) Promoting good quality and accessible infrastructure and public services.
Objective 1.2	Recognise and provide for the integrated management of natural and physical resources to support the wellbeing of people and communities in Otago
Policy 1.2.1	Achieve integrated management of Otago's natural and physical resources, by all of the following: a) Coordinating the management of interconnected natural and physical resources; b) Taking into account the impacts of management of one natural or physical resource on the values of another, or on the environment; c) Recognising that the value and function of a natural or physical resource may extend beyond the immediate, or directly adjacent, area of interest; d) Ensuring that resource management approaches across administrative boundaries are consistent and complementary; e) Ensuring that effects of activities on the whole of a natural or physical resource are considered when that resource is managed as subunits. f) Managing adverse effects of activities to give effect to the objectives and policies of the Regional Policy Statement. g) Promoting healthy ecosystems and ecosystem services; h) Promoting methods that reduce or negate the risk of exceeding sustainable resource limits.
Chapter 3 - Otago has high quality natural resources and ecosystems¹	
Objective 3.1	The values (including intrinsic values) of ecosystems and natural resources are recognised, and maintained, or enhanced where degraded

¹ Provisions as per consent order (not yet operative)

Provision	Detail
Policy 3.1.11 Natural features, landscapes, and seascapes	Recognise the values of natural features, landscapes and seascapes are derived from the biophysical, sensory and associative attributes in Schedule 3.
Objective 3.2	Otago's significant and highly-valued natural resources are identified, and protected, or enhanced where degraded
Policy 3.2.4 Managing outstanding natural features, landscapes and seascapes	Protect, enhance or restore outstanding natural features, landscapes and seascapes, by all of the following: a) In the coastal environment, avoiding adverse effects on the outstanding values of the natural feature, landscape or seascape; b) Beyond the coastal environment, maintaining the outstanding values of the natural feature, landscape or seascape; c) Avoiding, remedying or mitigating other adverse effects; d) Encouraging enhancement of those areas and values that contribute to the significance of the natural feature, landscape or seascape.
Policy 3.2.5 Identifying highly valued natural features, landscapes and seascapes	Identify natural features, landscapes and seascapes, which are highly valued for their contribution to the amenity or quality of the environment but which are not outstanding, using the attributes in Schedule 3.
Policy 3.2.6 Managing highly valued natural features, landscapes and seascapes	Maintain or enhance highly valued natural features, landscapes and seascapes by all of the following a) Avoiding significant adverse effects on those values that contribute to the high value of the natural feature, landscape or seascape; b) Avoiding, remedying or mitigating other adverse effects; c) Encouraging enhancement of those values that contribute to the high value of the natural feature, landscape or seascape.
<i>Chapter 4 - Communities in Otago are resilient, safe and healthy</i>	
Objective 4.1	Risks that natural hazards pose to Otago's communities are minimised
Policy 4.1.4 Assessing activities for natural hazard risk	Assess activities for natural hazard risk to people, property and communities, by considering all of the following: a) The natural hazard risk identified, including residual risk; b) Any measures to avoid, remedy or mitigate those risks, including relocation and recovery methods; c) The long-term viability and affordability of those measures; d) Flow-on effects of the risk to other activities, individuals and communities; e) The availability of, and ability to provide, lifeline utilities, and essential and emergency services, during and after a natural hazard event.
Policy 4.1.5 Natural hazard risk	Manage natural hazard risk to people, property and communities, with particular regard to all of the following: a) The risk posed, considering the likelihood and consequences of natural hazard events; b) The implications of residual risk; c) The community's tolerance of that risk, now and in the future, including the community's ability and willingness to prepare for and adapt to that risk, and respond to an event; d) Sensitivity of activities to risk. e) The need to encourage system resilience f) The social costs of recovery.

Provision	Detail
Policy 4.1.6 Minimising increase in natural hazard risk	Minimise natural hazard risk to people, communities, property and other aspects of the environment by: a) Avoiding activities that result in significant risk from natural hazard; b) Enabling activities that result in no or low residual risk from natural hazard; c) Avoiding activities that increase risk in areas potentially affected by coastal hazards over at least the next 100 years; d) Encouraging the location of infrastructure away from areas of hazard risk where practicable; e) Minimising any other risk from natural hazard.
Policy 4.1.7 Reducing existing natural hazard risk	Reduce existing natural hazard risk to people and communities, including by all of the following: a) Encouraging activities that: i. Reduce risk; or ii. Reduce community vulnerability; b) Discouraging activities that: i. Increase risk; or ii. Increase community vulnerability; c) Considering the use of exit strategies for areas of significant risk to people and communities; d) Encouraging design that facilitates: i. Recovery from natural hazard events; or ii. Relocation to areas of lower risk; or iii. Mitigation of risk; e) Relocating lifeline utilities, and facilities for essential and emergency service, to areas of reduced risk, where appropriate and practicable; f) Enabling development, upgrade, maintenance and operation of lifeline utilities and facilities for essential and emergency services; g) Reassessing natural hazard risk to people and communities, and community tolerance of that risk, following significant natural hazard events.
Policy 4.1.8 Precautionary approach to natural hazard risk	Where natural hazard risk to people and communities is uncertain or unknown, but potentially significant or irreversible, apply a precautionary approach to identifying, assessing and managing that risk
Chapter 5 - People are able to use and enjoy Otago's natural and built environment	
Objective 5.1	Public access to areas of value to the community is maintained or enhanced
Policy 5.1.1 Public access	Maintain or enhance public access to the natural environment, including to the coast, lakes, rivers and their margins, and where possible areas of cultural or historic significance, unless restricting access is necessary for one or more of the following: a) Protecting public health and safety; b) Protecting the natural heritage and ecosystem values of sensitive natural areas or habitats; c) Protecting identified sites and values associated with historic heritage or cultural significance to Kāi Tahu; d) Ensuring a level of security consistent with the operational requirements of a lawfully established activity.
Objective 5.3	Sufficient land is managed and protected for economic production
Policy 5.3.1 Rural activities	Manage activities in rural areas, to support the region's economy and communities, by a) Enabling primary production and other rural activities that support that production;

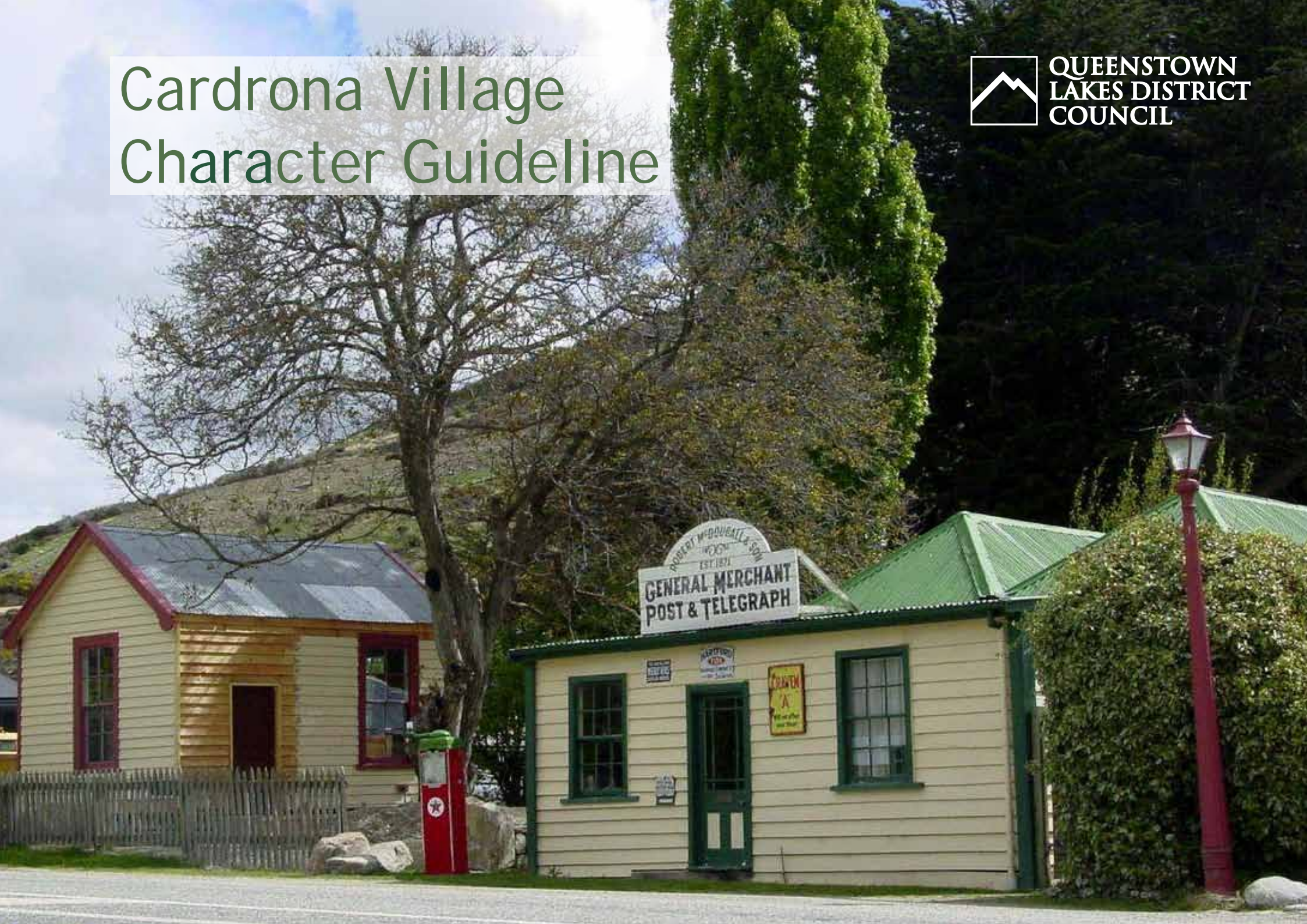
Provision	Detail
	<ul style="list-style-type: none"> b) Providing for mineral exploration, extraction and processing; c) Minimising the loss of significant soils; d) Restricting the establishment of incompatible activities in rural areas that are likely to lead to reverse sensitivity effects; e) Minimising the subdivision of productive rural land into smaller lots that may result in a loss of its productive capacity or productive efficiency; f) Providing for other activities that have a functional need to locate in rural areas.
Policy 5.3.2 Distribution of commercial activities	Manage the distribution of commercial activities by: <ul style="list-style-type: none"> a) Enabling a wide variety of commercial, social and cultural activities in central business districts, and town and commercial centres; b) Enabling smaller commercial centres to service local community needs; c) Restricting commercial activities outside of a) and b) when such activities are likely to undermine the vibrancy and viability of those centres; d) Encouraging the adaptive reuse of existing buildings.
Policy 5.3.5 Tourism and outdoor recreation	Recognise the social and economic value of some forms of outdoor recreation and tourism having access to, and being located within, outstanding natural features and landscapes.
Objective 5.4	Adverse effects of using and enjoying Otago's natural and physical resources are minimised
Policy 5.4.2 Adaptive management approach	Apply an adaptive management approach, to avoid, remedy or mitigate actual and potential adverse effects that might arise and that can be remedied before they become irreversible, by both: <ul style="list-style-type: none"> a) Setting appropriate indicators for effective monitoring of those adverse effects; and b) Setting thresholds to trigger remedial action before the effects result in irreversible damage.
Policy 5.4.3 Precautionary approach to adverse effects	Apply a precautionary approach to activities where adverse effects may be uncertain, not able to be determined, or poorly understood but are potentially significant or irreversible.

Partially Operative Regional Policy Statement 1998

Provision	Detail
Objective 5.4.1	To promote the sustainable management of Otago's land resources in order: <ul style="list-style-type: none"> (a) To maintain and enhance the primary productive capacity and life-supporting capacity of land resources; and (b) To meet the present and reasonably foreseeable needs of Otago's people and communities.
Objective 5.4.2	To avoid, remedy or mitigate degradation of Otago's natural and physical resources resulting from activities utilising the land resource.
Objective 5.4.3	To protect Otago's outstanding natural features and landscapes from inappropriate subdivision, use and development.
Policy 5.5.4	To promote the diversification and use of Otago's land resource to achieve sustainable landuse and management systems for future generations.

Provision	Detail
Policy 5.5.5	<p>To minimise the adverse effects of landuse activities on the quality and quantity of Otago's water resource through promoting and encouraging the:</p> <ul style="list-style-type: none"> (a) Creation, retention and where practicable enhancement of riparian margins; and (b) Maintaining and where practicable enhancing, vegetation cover, upland bogs and wetlands to safeguard land and water values; and (c) Avoiding, remedying or mitigating the degradation of groundwater and surface water resources caused by the introduction of contaminants in the form of chemicals, nutrients and sediments resulting from landuse activities.
Policy 5.5.6	<p>Otago's outstanding natural features and landscapes which:</p> <ul style="list-style-type: none"> (a) Are unique to or characteristic of the region; or (b) Are representative of a particular landform or land cover occurring in the Otago region or of the collective characteristics which give Otago its particular character; or (c) Represent areas of cultural or historic significance in Otago; or (d) Contain visually or scientifically significant geological features; or
Objective 6.4.2	<p>To maintain and enhance the quality of Otago's water resources in order to meet the present and reasonably foreseeable needs of Otago's communities.</p>

Cardrona Village Character Guideline



Contents

1	Introduction	1
	Purpose of the Guidelines.....	1
	Cardrona Village Characteristics.....	2
	Character Design Principles.....	4
2	Village Structure	6
	Structuring Elements	6
	Site Layout	9
3	Building Design Elements	12
	Building Character	12
	Materials	18
	Applying Colour	21
4	Public Open Space Design.....	22
	Cardrona Valley Road	22
	Village Green.....	25
	Secondary Streets and Lanes	26
	Riverside Landscape	27
	Landscaping and planting in Cardrona Village	28
	Palette of Materials	29

Acknowledgements

This guideline is produced by Queenstown Lakes District Council with support from Urbanism+ Ltd and Pocock Design:Environment

January 2012

1 Introduction

1.1 PURPOSE OF THE GUIDELINES

These Character Guidelines reflect the commitment of the Cardrona Valley community and the Queenstown Lakes District Council to encourage Cardrona Valley to develop as a cohesive and integrated Village with a character that is appropriate to its history and the surrounding environment.

To accomplish this, the guidelines identify the key existing characteristics that make Cardrona distinctive and suggest ways that the community can build upon and complement these characteristics as the village grows.

The guidelines are non statutory but are intended to complement and assist in the interpretation of the District Plan. To this end, the Council will use these guidelines under section 104(1)(c) of the Resource Management Act to help it assess and make decisions on resource consent applications.

The Council also recommends that all projects that will significantly affect the town or village centre are reviewed by the Urban Design Panel; which will consider how the proposal has applied these guidelines. The most value from the panel process usually arises when projects are brought to the panel in the conceptual stages of the project when the panel's advice can most readily be incorporated.





1.2 CARDRONA VILLAGE CHARACTERISTICS

The extraordinary natural environment (1), high country scenery, and the recreational activities based on this environment are qualities that attract recreational visitors and residents to the area. The village lies on the quickest route between Queenstown and Wanaka, close to the access roads to Cardrona Ski field, Snow Farm and Snow Park. The historic Cardrona Hotel remains an iconic stage post along that journey.

Development History

For centuries prior to European arrival the valley formed part of the route for Maori travelling between the West Coast and southern Otago. European settlement began with large pastoral runs back in the 1850s, followed rapidly by the discovery of gold in the 1860s which brought the influx of miners that led to the establishment of the town. At its peak in the 1870s, Cardrona is estimated to have had a population of between 3000 and 4000, with four hotels, three European stores, four Chinese stores, four butchers, a post office, bakery, blacksmith, bank, school, police headquarters and a jail. Despite only a few historic buildings surviving, the remnants of that era underpin the character of Cardrona today. Recent development is confined to a handful of houses and three clusters of visitor accommodation units

Landscape Setting

The Cardrona Valley is set in a high country alpine environment with development contained within the valley floor close to the Cardrona River (2). Here the environment has a more domesticated character, including plant species associated with farming and residential development. The village lies 25kms up the valley from Wanaka at a point where the wide open pastoral terraces of the valley floor transition to a narrower and more steeply inclined river valley, rising towards the Crown Range Pass. Crack Willows and Poplars are the dominant tree species in the valley, particularly below the village. A number of other large exotics are prominent around former and existing farm houses.

Within the town large specimen trees feature prominently, in some cases defining historic land uses in the absence of former buildings. The town's past is also reflected in the sluice faces visible around its edges. The close connection of the village to both its cultural and natural landscape setting is a key component to the Village Character.

The valley's flora features dramatic and attractive seasonal variation providing design cues for further planting as well as material and colour palettes.





Built Elements of the Village

The Cardrona Hotel (1) is the most significant remaining building from the gold rush era and provides the visual and functional focal point for the community. The simple rectangular façade and minor lean-to form an iconic frontage to the road and screen more recent visitor accommodation additions to the rear. Just next to the hotel and from the same era are the small post office and store buildings (2). An historic schoolhouse and a hall, are located approximately 250m north of the hotel, within a Council reserve.



More recent developments include a small number of stand-alone houses and the relatively large scale 'Benbrae Development' (3), a visitor accommodation complex comprised of multiple stand alone units that take styling cues from minor's huts. A large number of Cardrona's lots remain vacant and, of these, approximately a dozen remain in the ownership of absentee title holders that date back to the gold rush.

1.3 CHARACTER DESIGN PRINCIPLES

The above key characteristics give rise to the following key design values:



Buildings are enveloped by a powerful natural and cultural landscape.

This means:

- Buildings are discrete, small scaled, yet distinctive forms in the landscape
- Buildings reinforce landscape views and viewshafts
- Buildings are surrounded by sufficient space to accommodate mature trees and other vegetation (2 and 4)
- The Village has distinct edges formed by low escarpments to the east and west and the arrival gateways along the highway to both north and south.

The Village is anchored around its highway 'main street'.

This means:

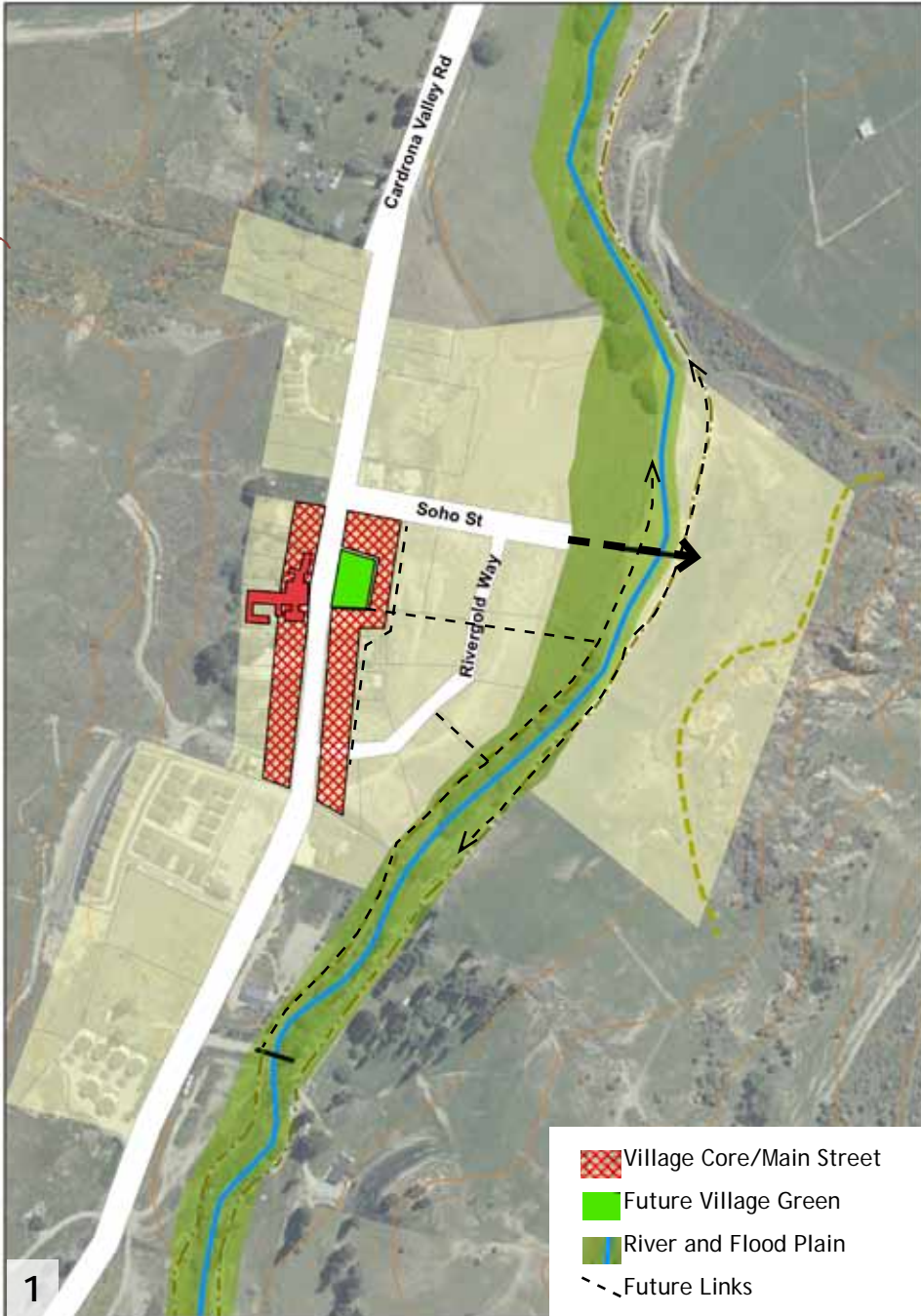
- Commercial and retail development is focussed on the linear strip of the highway that starts at Soho Street and runs south approximately 220m, and on a (future) village green opposite the Cardrona Hotel
- This stretch of the highway must transition into a more pedestrian-focussed street
- Buildings here should relate positively to public spaces, fronting up to the highway and village green
- All development in the Village is well connected to the main street area.

Buildings are simple and appear handmade, based on the traditional 'shed' and cottage forms found in the District.

This means:

- Buildings are composed of a primary volume based on simple, familiar shapes, supplemented by secondary volumes such as verandas, lean-tos and chimneys
- Buildings are oriented and laid out on sites relative to one another to create clearly 'public' fronts with entrances and clearly 'private' spaces, generally at the back
- Larger buildings are composed of collections of primary volumes
- Buildings are constructed and clad in basic, familiar materials (5), primarily timber, stone, plaster and corrugated iron
- Buildings are clearly visible from the street and are not hidden behind high walls or fences
- Colours, signage and fencing reflect the historical context.





2 Village Structure

The character of Cardrona Village will change significantly as more of the zoned land is developed. When new development is being planned, the following broad considerations should lead the design process:

2.1 STRUCTURING ELEMENTS (1)

Cardrona Valley/Crown Range Road

Cardrona Valley Road transitions to the Crown Range Road at the Cardrona Hotel, the heart of the village. Existing development is located along this north-south road axis. It makes sense for retail and commercial development to coalesce along this strip to benefit from the flow of passing traffic and the existing focal point of the Hotel.

Reinforce the Village Heart

The full length of Cardrona Valley Road within the village boundaries is too long to sustain a vibrant retail frontage. Commercial development should therefore be concentrated on the straight stretch of the road either side of the Hotel and around the envisaged village green.

The Village Green

The proposed village green is intended to be located in a central and visible location in the village heart on the east side of the highway, more or less opposite the Cardrona Hotel, where it would serve as a social focal point for the community and visitors. The current use of this space as Hotel carparking can in the long-term be offset by on-street parallel parking along the road.

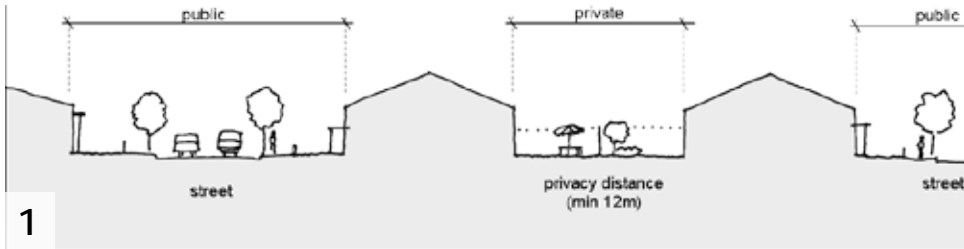
Connection to the River

The Cardrona River flows through the valley parallel to the road. Yet it is not currently visible from the road. An opportunity exists to integrate this small alpine valley river into the village fabric. This can be done by:

- Extending Soho Street, up to and over the river
- Creating a lane & vista leading to the river from the village green and/or the main street
- Buildings along the riverside establishing courtyards, frontages and activities overlooking their river facing boundaries while avoiding high walls hedges or fences that create a visual barrier to the river side reserve (2).



Riverside buildings fronting onto river



A good subdivision pattern has houses with low fences facing each other across the street. High walls can be used at the rear to provide privacy.

The Movement Network / Subdivision Pattern

The largest undeveloped area zoned for expansion of the village lies to the east of the main road, up to the identified river flood plain, and on the opposite bank, up to the sluice face, once a bridge is constructed. Soho Street provides the most likely link through which to forge this crossing. It is important that the network of streets and lanes created:

- is well-connected and that cul-de-sacs are avoided in order to encourage walking
- forms small tight blocks so as to encourage a traditional village development pattern with dwelling fronts facing other fronts across the street and backs facing backs across back yards (1), while avoiding rear lots
- has relatively straight streets in order to provide clear view shafts to connect to the surrounding landscape, with particular emphasis eastwards towards the stream and the clay cliffs / sluice face
- enables lots orientated east-west, rather than north-south and locating the principal private open spaces to the rear or the side of dwellings to avoid the challenge of residents trying to protect their privacy by high fences or walls on the street edge.

Service Lane

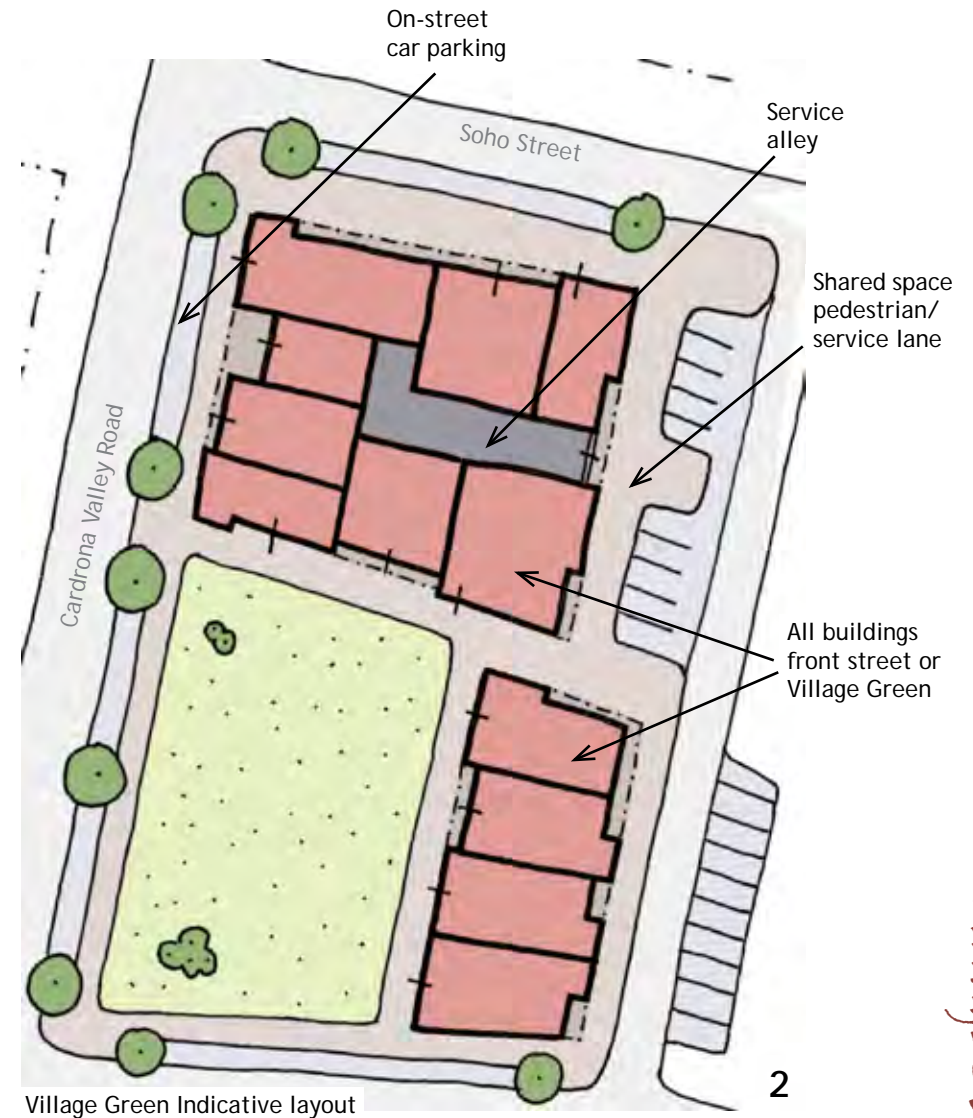
A service lane running parallel to the main street is recommended at approximately 30 to 60m to the east of the 'main street' section of the highway. This would enable deliveries and storage areas, and access to onsite car parking to take place without detracting from the amenity of the street frontage. It could also serve as a rear lane to other activities such as visitor accommodation with a main frontage to a street or lane further east.

2.2 SITE LAYOUT

Main Street Site Design (2)

Development at ground level along the main street strip and around the proposed village green should be retail/ commercial/ tourist related and needs to front onto, and interact with, the main street and village green. To achieve this:

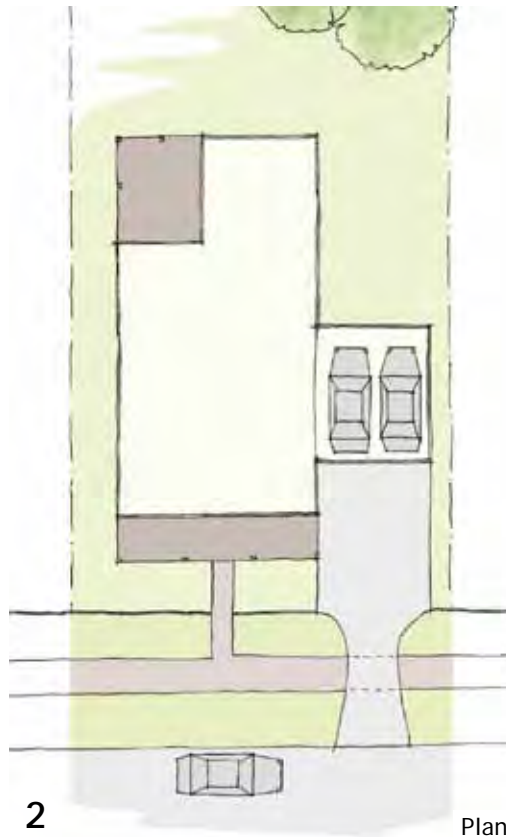
- build up to, or within 2m of, the street (or village green) boundary, except where creating a pedestrian amenity forecourt, such as an outdoor eating area
- create an active edge of shopfronts and entrances facing the street (or village green)
- locate service, storage and any on-site car parking at the rear of the site
- avoid parking forecourts, and where possible vehicular access from the street frontage
- create occasional pedestrian lanes to access activities at the rear of the site and beyond
- align the main walls and rooflines parallel to the street boundary
- avoid parking layouts requiring vehicles to reverse onto Cardrona Valley Road.



Village Green Indicative layout



Diagrams illustrate traditional residential lot layouts with houses fronting streets, low front fences and recessed garages.



Visitor Accommodation Site Design

A large proportion of future development within Cardrona is anticipated to be for visitor accommodation. The scale of development should respect the fine grained scale fitting for a small rural village and be laid out in a manner that supports an intimate pedestrian streetscape. To achieve this:

- break down larger scale developments into several adjoining footprints
- arrange such footprints in a manner that private and semi-private courtyards are created
- align the main walls and rooflines parallel to the street boundary
- ensure main entrances address and enliven the streetscape with such features as entrance canopies, verandas or porticos
- set accommodation units a minimum 3m from the street frontage or neighbouring sites
- locate on-site parking to the rear or side of the buildings and avoiding parking forecourts
- limit the building footprint to 50% of the site area
- limit the height of visually solid front garden walls or fences to 0.9m
- restrict development to three storeys - the 12m maximum height for visitor accommodation buildings within the zone enables the expression of traditional gable roof forms, but is not intended to enable a fourth storey
- avoid parking layouts requiring vehicles to reverse onto Cardrona Valley Road.

Residential site design (1 and 2)

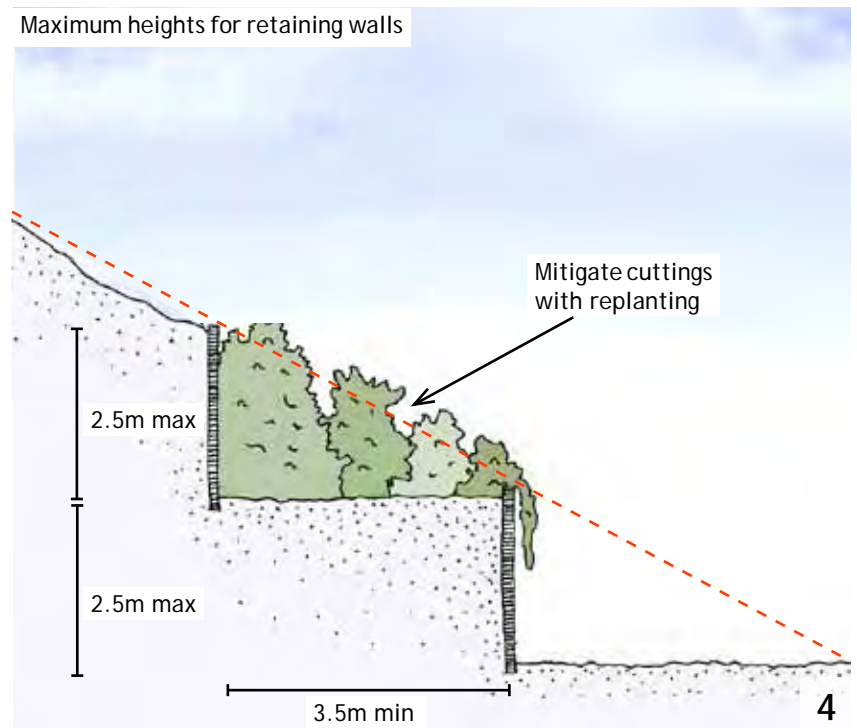
In addition to visitor accommodation, future growth can be anticipated to attract people who choose to live in Cardrona for the attractions and amenities afforded by the setting, as well as for work opportunities. It is important that future residential development supports the desired traditional village structure. Therefore:

- create discrete individual dwelling units
- create public fronts facing the street and private backs
- provide a small front yard for each unit that can allow visitors to cross a threshold (front gate), move through a semi-private space, before arriving at the front door to the private realm
- include a transitional structure, such as an entrance canopy, porch or veranda at the front entrance facing the street
- locate a kitchen, living or dining space with a window facing the street
- plan the building layout so that the main living area opens directly to a sunny outdoor living space
- locate dwellings at least 3m from street fronts and 1m from side or rear boundaries
- limit the building footprint to 50% of the site area
- locate garages further to the rear of the site than the main frontage of the dwelling with straight line access from the road
- where possible, combine driveways to rear parking with neighbours
- limit the height of visually solid front walls or fences to 0.9m and use traditional materials and designs including schist walls and picket fences. Occasional high hedges are encouraged
- avoid parking layouts requiring vehicles to reverse onto Cardrona Valley Road.

Earthworks

The natural contour of the land should be respected and should not be significantly disrupted (3). To achieve this:

- minimise earthworks and avoid excessive cut and fill in all land modifications for subdivision, and site works to establish building platforms, driveways, streets, and lanes; restrict retaining walls to a maximum height of 2.5m
- when retaining ground higher than 2.5m, a second retaining wall should be set back a minimum of 3.5m from the first and should also be restricted to 2.5m in height (4).





3 Building Design

3.1 BUILDING CHARACTER

A ‘key community outcome’ identified in the Cardrona 2020 Community consultation process in 2003 is “to enhance the historic theme in the main Cardrona township area and for all new buildings to respect the existing character and scale of the township”. Relatively little is left of Cardrona’s historic building fabric. In order to find appropriate design cues for the types of buildings anticipated in Cardrona, it is necessary to search wider in the Queenstown Lakes District. The buildings of the early settlers, in particular the rural shed (1) and the cottage (2) provide examples of buildings that sit well in the dramatic landscapes and can be adapted to contemporary uses without losing the defining features of their identity. These building types are based on simple, easy to construct forms.

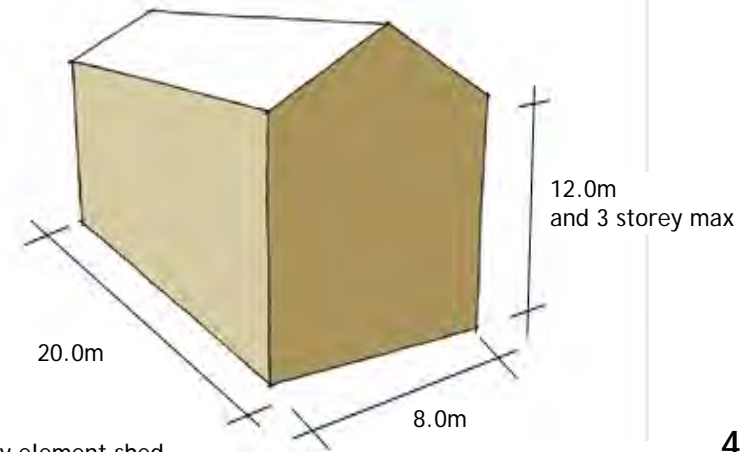
The shed lends itself more readily to Cardrona where there is an anticipated demand for visitor accommodation and the zone rules enable buildings up to 12m high. Early examples of large sheds include the former three storied Brunswick Flour Mill at Kawarau Falls, and the Arranmore Stable next to the runway at Queenstown airport. Recent examples of contemporary interpretations of the shed are the Club House at Jacks Point (3) and the Amisfield winery near Lake Hayes.

Early cottages were small and usually single storied, consisting of a small shed-like primary volume adorned by lesser secondary elements such as a veranda, lean-to and chimney. However this building type can also successfully be adapted to the larger sizes demanded by contemporary uses through the aggregation of several primary and secondary elements. Alternatively a grouping of discrete small cottages can collectively form a visitor accommodation complex. In such instances it is important that a traditional neighbourhood site layout is adhered to in accordance with the residential site design principles above, and the repetition of the same or similar unit type throughout the complex is avoided.

Traditional Building Components

The primary element of the shed (4) is composed of:

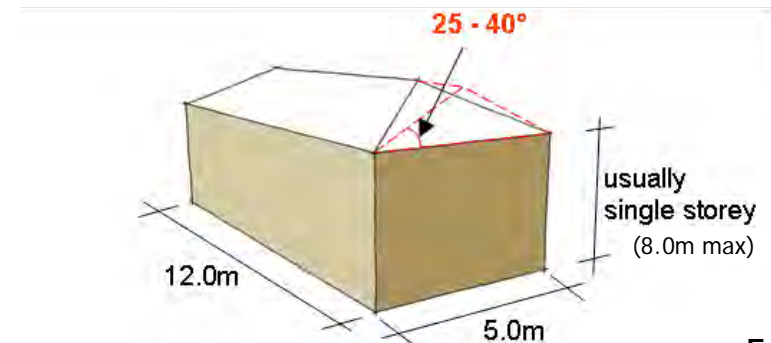
- a rectangular footprint up to 20m long and 8m wide
- a gable roof pitched between 25 to 40 degrees with minimal or no eave overhang
- up to a maximum of 3 storeys within a maximum height of 12m
- few, if any secondary elements adorning the primary form.



Primary element shed

The primary element of the cottage (5) is composed of:

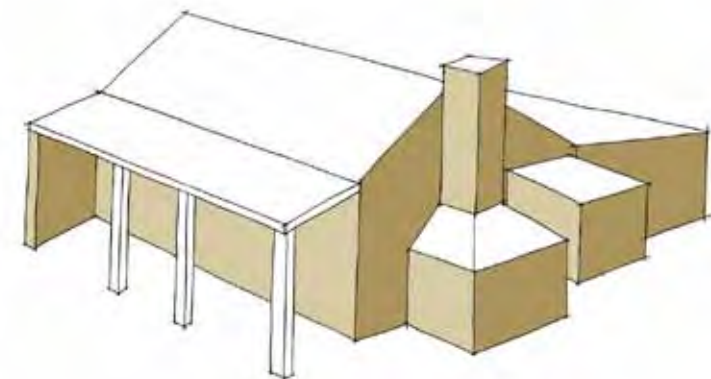
- a rectangular footprint up to 12m long and 5 m wide
- hipped or gable roofs pitched between 25 to 40 degrees with minimal eaves
- usually one storey, but occasionally two storeys within a maximum height of 8m.



Primary element cottage

Secondary elements (6) include:

- Lean-tos of a width up to 2/3rds the width of the primary structure added to any side with roof pitches between 8 and 20 degrees
- Strong fireplaces and chimneys typically located at the gable end
- Verandas and porches (usually in lean-to form).



Cottage combining primary and secondary elements



Two primary forms and secondary link

Larger Buildings

- Larger buildings can be composed of groups of adjoining primary elements (1) and secondary elements
- Each primary element should have a discrete roof form
- Exact repetition should be avoided with subtle variations introduced to the forms
- Arrange the primary volumes to define usable outdoor spaces.

Main Street and Village Green Buildings (2)

Along the 210m stretch between Soho Street and the change in direction of Cardrona Valley Road just north of the Rivergold Way intersection, buildings may be built up to the street boundary, but should not exceed two storeys and 8m in height within 15m of the street frontage.

To activate the street façade of main street and village green buildings:

- use simple, familiar building forms (3) built up to, or within two metres of the street or village green boundary
- form shop fronts and entrances along the street edge
- add verandas and shopfront parapets (avoiding overstated support structures)
- provide between 40% and 60% of openings (windows and doors) to the below veranda component of the façade
- express the façade depth by avoiding windows flush with the cladding (2)
- provide level access between the footpath and the internal ground floor.



Main street corner building

The Cardrona Hotel

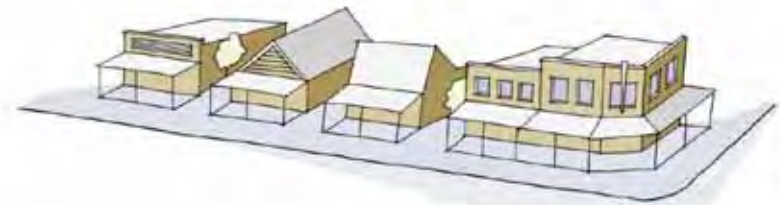
- Facades of new buildings should not be overly elaborate so as to compete with Cardrona's iconic signature building. This collection of single storey buildings and the associated historic post office and store need to be set apart from other development in order that this distinctive form is not overwhelmed by any new neighbours
- A gap of at least 3m should be provided between these historic buildings and any new development.

Residential Buildings

New residential buildings should be composed of the primary and secondary elements of the traditional cottage, and on occasions the traditional rural shed with a maximum height of two storeys and 8m (4).

The primary element of each house should address the street in the following manner:

- The street façade should be parallel to the street boundary and incorporate the entry door and windows
- Where a veranda facing the street is proposed it should occupy the full width of the street façade. Details such as brackets and post mouldings should be restrained and simple
- The components of the veranda should not be larger than required for structural support. (150 x 150mm posts would be oversized)
- Symmetry and non-functional ornaments should be restricted to the street façade.



Archetypal main street building forms

3



The primary elements of the house should address the street

4



1

Visitor Accommodation Buildings

Visitor accommodation developments take on a number of different formats from single multi-unit buildings to groupings of individual units and an associated office unit. These formats can readily be adopted to fit within the constraints of the traditional rural shed or cottage building types when treated as aggregations of cells comprising primary shed or cottage components (1).

- An aggregation of primary shed forms could accommodate multiple units as well as dining, lobby and conference facilities, whereas a grouping of individual cottage forms lends themselves to accommodating individual units
- Visitor accommodation developments should feature a clearly defined main entry facing the street and parallel to the street boundary
- Groupings of separate buildings should each address the public streetscape or laneways within the private development in a manner set out above for residential buildings
- Visitor accommodation buildings should not exceed three storeys in height, however groupings of cottage forms should generally be single storied and should not exceed two storeys.

Signage and Shop Front Lighting

Design signage and lighting as an integral part of the building façade (2). This will help reduce visual clutter and maintain the integrity of the overall site design.

- Signage needs to reference the historic Cardrona character (4), with regard to size, font style and colours
- All signage should be integrated into the architecture of the building
- Above ground floor signage should be restricted to building names in cut out lettering or painted directly onto the façade
- Avoid ubiquitous corporate signage, colours and 'chain brand' architecture
- Buildings occupied by commercial franchises, nationwide or international businesses should show respect for their context
- Shop front lighting (and pedestrian canopy lighting) needs to maintain night time pedestrian amenity and safety. Design with restraint so as to avoid a 'service station' level of over-saturation
- Avoid light spill.



3



4



3.2 MATERIALS

Materials and finishes should be complimentary to the traditional palette of materials found in the District. Respecting this limited palette offers an effective way of generating cohesiveness. The District's early buildings were built from the materials at hand, which were typically processed to the minimum extent necessary (1). The construction process involved crafting the buildings with simple hand tools, with little pre-fabrication and components were often recycled.

Materials Appropriate for Cardrona

Those materials traditionally used in Cardrona should form the basis for evaluating which new materials are acceptable.

- Recycled and re-used materials contribute an aged look and in addition enhance the sustainability of the structure by avoiding the embodied energy costs of new material
- Buildings should typically be constructed in a limited palette of materials, with each building element, be it primary or secondary, clad in a single material
- New mass production technologies can easily conflict with such a traditional approach and their use should therefore be constrained
- Replicating traditional materials is often unsuccessful.



Timber (3)

Timber was the primary structural and cladding material of the early settlers in Cardrona. The remaining historical buildings are all clad in painted weatherboards with either bevel back or rusticated profiles.

- Much of the expression of the façade arises from the trim, including window and door facings and boxed corners, which are typically wide timber facings
- Tongue and grooved boarding is the traditional material for areas such as veranda soffits
- Timber shingles were also a traditional roofing material and are appropriate
- Contemporary imitations, in composite material, aluminium and plastic can replicate the traditional profiles however never acquire the subtleties and character of aged timber and, hence, should be avoided.

Mortared Schist (4)

There is a strong Western and Central Otago tradition of building in local schist, traditionally featuring a smeared earth/ lime mortar joint.

- This style is recommended for all stone external walls of buildings and is also effective for boundary walls when schist predominates on the associated building
- Schist should not be used for secondary elements (other than chimneys), and additions, 'feature walls', columns or plinths unless it is also used to clad the primary form.



Cardrona Community Hall

3



A contemporary mortared schist shed

4



Corrugated Iron (1)

Corrugated iron is the longstanding roofing material of preference. Traditionally roofs remained unpainted, with the galvanised iron weathering to a mat patina.

- Galvanised steel is a reasonably durable product in the dry local environment and remains available
- Painted or 'colorsteel' roofs have a sheen and consistency of appearance that lacks the character of the traditional weathered appearance, however new paint colours are now available with low reflectivity that more closely replicate the duller mat quality of weathered metal
- Zincalume is too bright and reflective and should not be used.

Plaster (2)

There is a tradition in the District of using plaster to bag stonework, and in more recent times to disguise the block module in concrete and produce a monolithic surface. This can effectively create a sympathetic contrast to the texture of timber, stonework or corrugated iron.

- Where used, plaster should be either limewashed or matt painted.

Materials Not Appropriate for Cardrona

Building materials that try to look like something they are not, are inappropriate as construction or cladding materials, e.g. fake stone or monolithic finishes over composite sheet cladding, pressed tile roofing, slim profile schist and fibre cement sheet cladding.



3.3 APPLYING COLOUR

The local flora and geology of the Cardrona Valley offer a wide and varied colour palette. It is important that colours applied to the built form should complement these colours as well as respecting the colour palette of traditional buildings in the District (3 and 4).

Traditional buildings in the region feature subdued colour, particularly for the larger areas of cladding, with stronger rustic colours used for trim. Roofs are predominantly grey, rustic red or rustic green. The remaining heritage buildings in Cardrona all feature cream cladding, with strong darker colours used to express the architectural trim and detail. Early photographic records indicate some earlier buildings were unpainted.

- Provide for timeless colours, not what is fashionable. Heritage colour charts from Resene, Aalto and other manufacturers provide suitable guidance (avoid colours brighter in hue than appear on these charts)
- Consider developing a basic palette for each development which can be varied between buildings. No more than 40% of the buildings in any single large development should have the same colour scheme
- Avoid relying too greatly on muted colours, as it can simply make a development appear depressed and faded (5). Splashes of strong colour can greatly enliven a streetscape
- Avoid excessive use of corporate colours that turn buildings into signage
- Solar heating panels may breach reflectivity levels over small area on roofs.



4 Public Open Space Design

4.1 CARDRONA VALLEY ROAD



Beyond the Town Boundary

As one travels through the valley, the power of the landscape lies in the simple clarity of the transition from the natural alpine grasslands of the valley walls to the modified rural landscape of the valley floor, including the sluice faces visible around Cardrona. This needs to be protected from visual intrusion. Minimise the visual impacts of man-made structures on the road edge such as utility poles and signage. For example the new power poles recently installed up Cardrona Valley Road have a greater visual impact than the old posts that are of a smaller scale and have an historical visual reference.

Entrances to the Village

The township features a variety of established exotic trees associated with its early settlement. However street trees along the road itself are restricted to the clusters at each end that signify the entrances (1 and 2). Upright columnar exotic varieties are effective in this and other locations however the use of native beech is out of context. It is important that the road clearly transitions from highway to village street at these entrances.

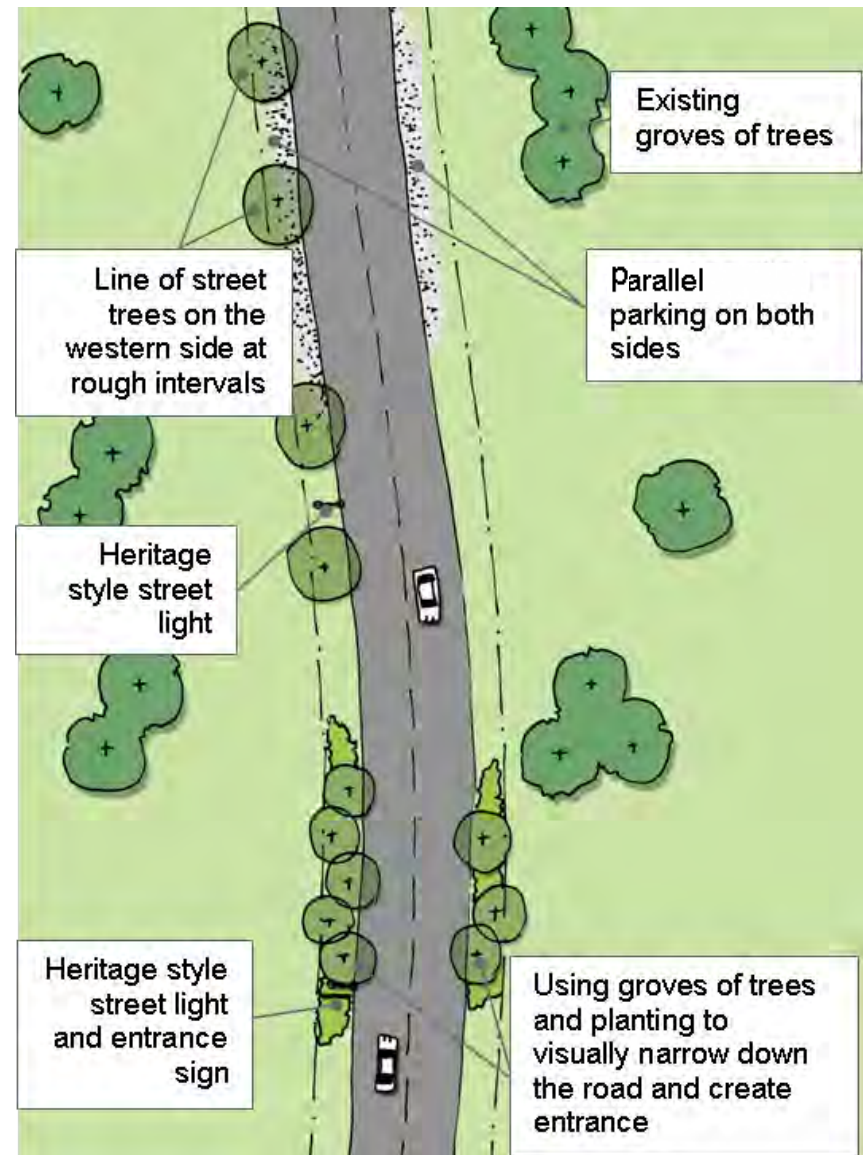
- Reinforce and enhance the existing groves of columnar exotic trees that signify the entrance points to the village and mark the transition from the open road to a 70kph zone, while phasing out existing beech trees
- Narrow the carriageway between the village entrances and the village core to slow the traffic and clearly indicate a change of road character
- Introduce a line of street trees (such as fastigiata Oak or Hornbeam) at intervals of between 15 and 30m as permitted by underground services along both sides of the road from the village entrances at

both ends and up to the identified village core, to clearly mark the linear extent of the town, enhance containment of the road edge and assist in traffic calming. Power lines along the eastern side of the road need to be undergrounded and their poles removed

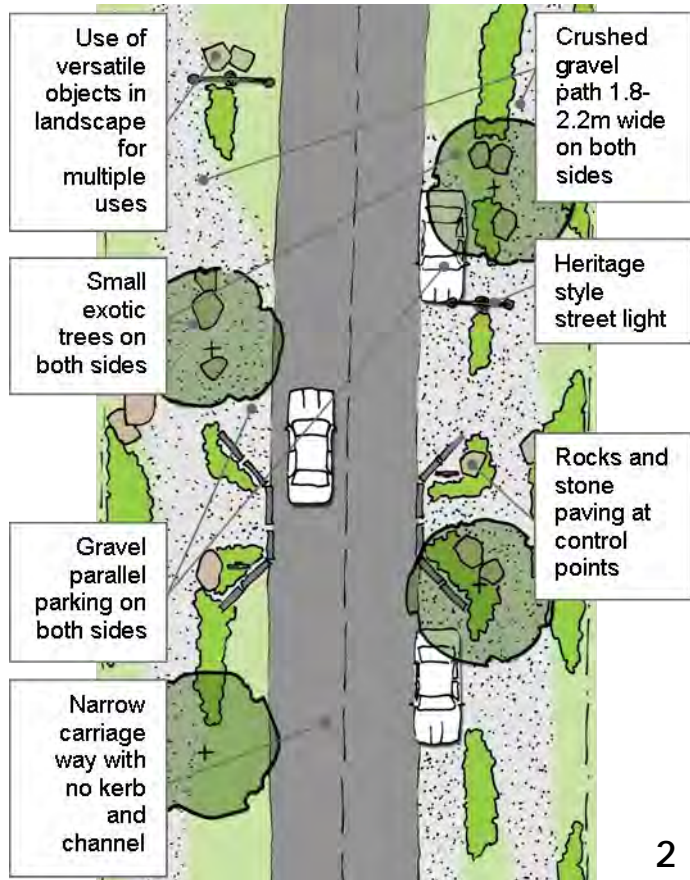
- Enable parallel parking along each side of the road on a grass swale edge
- Complete informal 1.8 to 2.2m wide pathways along the west side of the road, using crushed gravel or limestone. Avoid the use of a raised kerb and channel; instead use concrete nibs under road edges to avoid edge break. Separate path from parking/swale by at least one metre
- Introduce street lights at regular intervals between street trees - see 'Palette of Materials' section
- Avoid introducing excessive clutter by way of traffic and parking signage or bollards.

Transition Zone

- Introduce a transition zone on either side of the village core, between the 70kph zones and the 'mainstreet' component of the village core
- Create two new thresholds between the 70kph zone and a central 50kph zone by locating the last two fastigate varieties directly opposite one another and close as possible to the carriageway and vary the paving treatment to a rough cobble effect
- Introduce a line of smaller street trees from the varieties (other than fastigiate) on page 28 at between 15 and 30m spacings
- Enable parallel parking along each side of the road within grass swales
- Continue the line of street lights from the town boundary thresholds
- Avoid introducing excessive clutter by way of traffic and parking signage and bollards.



Entrance to village



The Village Core

- A distinct and more intense character is sought through this section to reinforce its role as the village focal area. Further narrow down the carriageway through the village core to encourage traffic speeds safe for informal crossing (approximately 30kph). Avoid using a flush median to keep the width constrained
- Underground the existing overhead power lines along the east side of the road, in an alignment that avoids the proposed alignment of street trees below
- Enable parallel parking in compacted gravel swales on both sides of the road, where the reserve width permits. However exclude parking in front of the Hotel frontage
- Introduce smaller exotic deciduous trees (distinct from entrance and transition zones) to both sides of street at 15 to 20m spacings between parallel carparks (incorporating irrigation) however keep clear of stretch of heritage buildings along west side
- Create crushed gravel pathways without raised kerbs along both sides of the road
- Continue the line of street lights from the transition zone, except in the immediate vicinity of the hotel where existing heritage lamps are retained (1)
- Integrate the placement of large rocks into the landscape and consider using this at control points for pedestrian crossing area in front of the hotel
- Limit streetscape furniture materials to timber, stone and steel
- Use black for the colour of the light poles and limit the colour of other furniture to the natural colour of the construction material such as timber and stone
- Avoid visual clutter including overstated and/or superfluous bollards and road signage inappropriate in the village core.

4.2 VILLAGE GREEN (3)

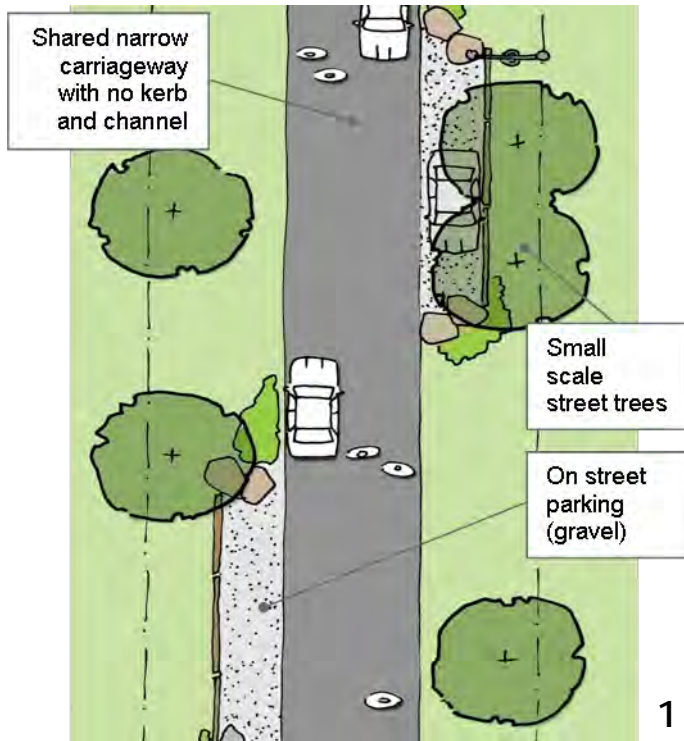
A village green is proposed opposite the Cardrona Hotel and is envisaged as an informal open space clearly defined by the active edges of buildings around its perimeter.

- Design to accommodate multiple outdoor community uses from picnics, outdoor market days and community festivities
- The predominant surface should be lawn with low alpine planting and small scale exotics (see Tree Schedule below) for edge definition prior to realisation of active built edges
- Further reinforce edges and create informal seating using large locally sourced stones.



Arrowtown Village Green

3



4.3 SECONDARY STREETS AND LANES

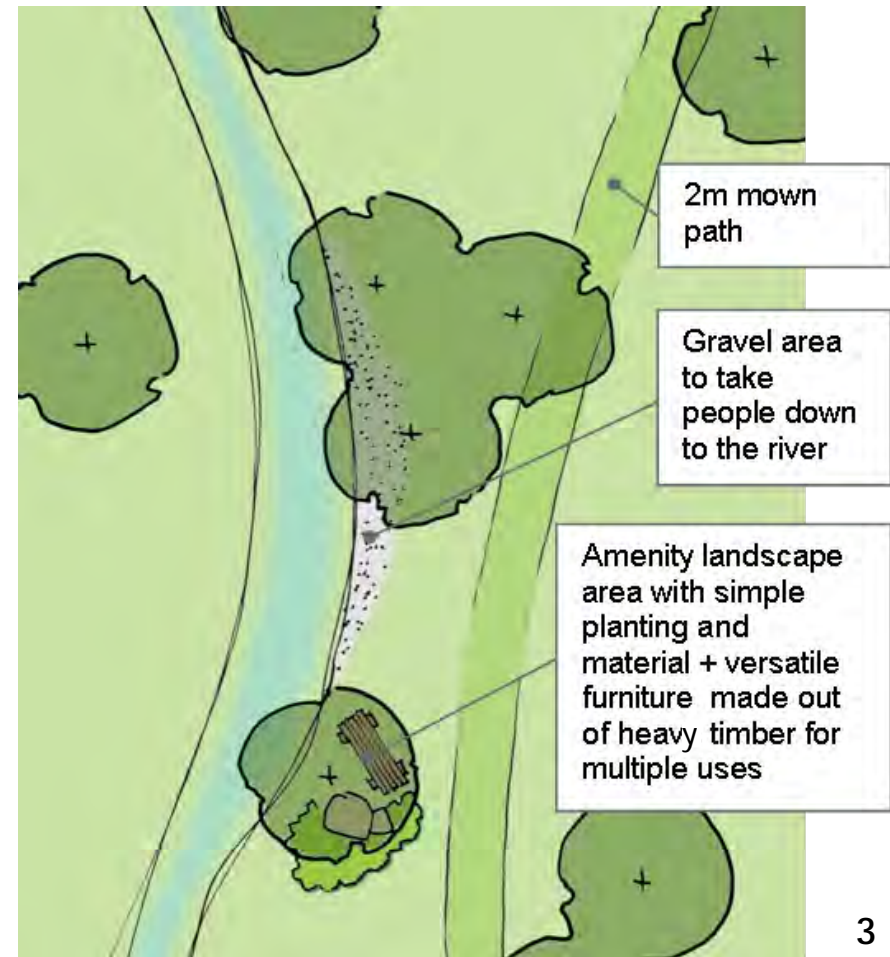
The movement network should be extended from Cardrona Valley Road as a series of intimately scaled rural village lanes conducive to walking as opposed to urban roads. The following elements should be addressed (1):

- Provide a low speed environment for vehicles by reducing the width of the carriageway
- Create an informal character and avoid raised kerb and channel
- Consider lanes that are shared by pedestrians and vehicles
- Include on-street car parking on lanes to minimise the amount of on-site car parking and to use space efficiently, as space for moving is also used for manoeuvring. These spaces could be formed of semi-grassed permeable pavers or crushed gravel, to avoid the need for painted traffic markings
- Although a rural 'feel' is envisaged, aim for a high level of amenity, including street furniture and lighting. Focus on quality and robustness in materials and finishes and avoid over-design or elaborate detail. Include street trees of a scale appropriate to the narrow intimate scale of the lanes. Consider a rustic style of lighting (2).

4.4 RIVERSIDE LANDSCAPE (2)

The Cardrona River which flows parallel to the road through the valley is the principal natural feature within the village. Its wide flood zone, in particular along the western bank, provides an opportunity to create a public amenity area, reinforcing the close relationship between the village and its dramatic setting.

- Focus on retaining a wilderness quality to this area while enabling public access through narrow informal paths
- Base the planting palette on species currently occurring in the river flats and wetlands, however use other willow species than crack willows.







4.5 LANDSCAPING AND PLANTING IN CARDRONA VILLAGE




The following tree and plant species are appropriate for the public realm in and around the Cardrona Village.





Type	Species	Common name	Height	Historic
Exotic trees	Aesculus hippocastanum	Horse Chestnut	10m+	Yes
	Quercus robur fastigiata	Fastigiated Oak	15 - 20m	
	Carpinus betulus fastigiata	Fastigiated Hornbeam	9 - 12m	
	Corylus avellana	Hazelnut	3 - 7m	Yes
	Cornus capitata	Evergreen Dogwood	7 - 14m	
	Fraxinus ornus	Manna Ash	9 - 15m	
	Pyrus	Flowering Pear	5 - 10m	
	Juglans regia	Common Walnut	10m+	Yes
	Malus (old varieties)	Crab Apple	4 - 7m	Yes
	Quercus robur	German Oak	10m+	Yes
	Sorbus aucuparia	Rowan	8m	Yes
Native trees	Hoheria lyallii	Mountain Ribbonwood	3m	
	Nothofagus solandri (var. cliffortoides)	Mountain Beech		Yes
	Sophora microphylla	Kowhai	4m	



Type	Species	Common name	Historic
Hedges	Cupressus macrocarpa	Macrocarpa	Yes
	Acer campestre	Field Maple	Yes
	Buxus sempervirens (& varieties)	Box	Yes
	Carpinus betulus	Common Hornbeam	
	Chaenomeles x Hybrid	Flowering Quince	Yes
	Coprosma propinqua	Mikimiki	
	Coprosma rugosa	Coprosma	
	Corylus avellana	Common or European Hazel	Yes
	Corokia cotoneaster	Zig-Zag Shrub	
	Crataegus monogyna	Hawthorn	Yes
	Cupressus macrocarpa	Macrocarpa	Yes
	Escallonia x exoniensis	Escallonia	Yes
	Fagus sylvatica	European Beech	
	Lavandula angustifolia	Lavender	Yes
	Lonicera nitida	Honeysuckle	Yes
	Lonicera pileata		
	Prunus laurocerasus	Cherry Laurel	Yes
	Rosmarinus officinalis	Rosemary	Yes
	Taxus baccata	Common Yew	Yes
	Taxus baccata 'Fastigiata'	Columnar Yew	Yes

4.6 PALETTE OF MATERIALS - STREETS LANES AND VILLAGE GREEN

Footpaths, Streets and Walkways				
Description	Crushed local aggregate or hoggin, no raised kerbs	Grass swales with Cyprus Oaks at 20 to 40m centres	Crushed local aggregate with medium sized deciduous trees at approx 20m centres	Crushed local aggregate with small deciduous trees at approx 20m centres
Location	All footpaths	Cardrona Valley/Crown Range Rd Swales inside 70kph zone	Swales inside 50kph zone	Cardrona Valley/Crown Range Rd swales, 'mainstreet' section

Footpaths, Streets and Walkways			
Description	'Crazy paving' schist flagstones in concrete or mortar.	Chip seal and grass swales	Crushed local aggregate or grass
Location	Pedestrian crossings	Lanes with vehicular access	Riverside walkways

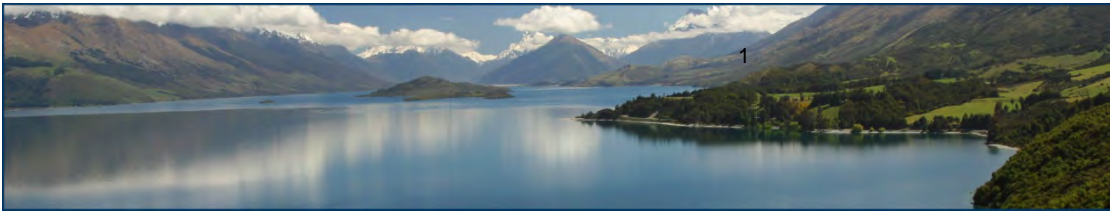
Street furniture				
Description	Standard rubbish bin	Bike stand	Bollard	Street Light We-ef lamp on Wilson pole
Location	All locations	All locations	All locations	All locations

Street furniture		
Description	Standard park seat	Feature rocks
Location	Village Green and riverside	As required



QUEENSTOWN
LAKES DISTRICT
COUNCIL





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

Applicant:	APP 155 Limited
RM reference:	RM180844
Application:	Subdivision consent to create 29 allotments; 25 for residential purpose and four for access purposes; and Land use consent for earthworks and transport related infringements
Location:	155 Arthurs Point Road, Arthurs Point
Legal Description:	Lot 3 Deposited Plan 331294 held in Record of Title (RT) 128811
Operative District Plan Zoning:	Rural Visitor
Proposed District Plan Zoning:	N/A
Activity Status:	Restricted Discretionary
Date	12 June 2019

SUMMARY OF DECISIONS

1. Pursuant to sections 95A-95F of the Resource Management Act 1991 (**RMA**) the application will be processed on a **non-notified** basis given the findings of Section 5 of this report. This decision is made by Andrew Woodford, Senior Planner, on 12 June 2019 under delegated authority pursuant to Section 34A of the RMA.
2. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 108 of the RMA. This consent can only be implemented if the conditions in Appendix 1 are complied with by the consent holder. The decision to grant consent was considered (including the full and complete records available in Council's electronic file and responses to any queries) by Andrew Woodford, Senior Planner as delegate for the Council.

1. SUMMARY OF PROPOSAL AND SITE DESCRIPTION

Subdivision consent is sought to subdivide land which is legally described as Lot 3 DP 331294 at 155 Arthurs Point Road into 29 allotments. Lots 1 to 25 are proposed to be utilised for residential purposes. Lot 101 will function as a private road and be held in 25 undivided one-twenty fifth shares by the owners of Lots 1 to 25. Lots 201, 202 and 203 will function as access Lot.

Land use consent is also sought for earthworks and to construct a private road which has the potential to serve more than 12 units (noting that all future units will require a land use consent under the Operative District Plan).

It is noted that land use consent is **not** being sought for the establishment of residential units on the allotments in the future, with the applicant noting that future residential units will be subject to further land use consents. Notwithstanding this, the applicant is proposing some design and scale controls to be placed as consent notice requirements on the future lots. Any buildings and/or activities on the sites proposed allotments in the future will be required to comply with the requirements of the Operative District Plan, and Proposed District Plan (if applicable – noting that the Rural Visitor Zone has not yet undergone review).

The applicant has provided a detailed description of the proposal, the site and locality and the relevant site history in sections 1 – 4 of the report entitled *Resource Consent Application for a 25 Lot Residential Subdivision*, prepared by Amanda Leith of Southern Planning Group, and submitted as part of the application (hereon referred to as the applicant's AEE and attached as Appendix 2). This description is considered accurate and is adopted for the purpose of this report with the following additions:

- Initially the plans indicated that Lot 101 was to vest with Council as a road. This is no longer the case. Access to Lot 101 will be via an easement – as the vesting of this Lot to Council as a road would result in part of the Council roading network not being provided with a physical connection. All roads within the subdivision are proposed to remain private.
- The applicant has not triggered land use consent for earthworks rules. The subdivision chapter does not include the provision for earthworks on land which is located within Special Zones.
- The Operative District Plan (ODP) maps indicate that there is a Designation for a water reservoir on the northern portion of the site. This Designation has not been carried over within the PDP.

For ease of reference, the location of the subject site is shown in Figure 1 below:



Figure 1: Subject site (outlined in blue) and surrounding environment

2. ACTIVITY STATUS

The proposal requires consent for the following reasons:

2.1 THE DISTRICT PLAN

OPERATIVE DISTRICT PLAN (ODP)

The subject site is zoned Rural Visitor in the ODP and the proposed activity requires resource consent for the following reasons:

Subdivision

- A **controlled activity** resource consent pursuant to Rule 15.2.3.2 [b] for any subdivision or development in any zone which complies with all of the site and zone standards. Council's matter of control is listed with each controlled activity:
 - Rule 15.2.6.1 (lot sizes and dimensions);
 - Rule 15.2.7.1 (subdivision design);
 - Rule 15.2.8.1 (property access);
 - Rule 15.2.9.2 (esplanade provision);
 - Rule 15.2.10.1 (natural and other hazards);
 - Rule 15.2.11.1 (water supply);
 - Rule 15.2.12.1 (storm water disposal);
 - Rule 15.2.13.1 (sewage 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);

Land Use

- A **restricted discretionary** activity pursuant to Rule 14.2.2.3 [ii] which states that any activity which does not comply with site standards shall be a discretionary activity with the exercise of the Council's discretion being restricted to the matter(s) specified in that standard. Site standard, 14.2.4.1 [vi] that provides that no private way or private vehicle access or shared access shall service sites with a potential to accommodate more than 12 units on the site and adjoining sites. Although no units are able to be built on the 25 lots proposed to be created as of right, it is intended that a residential unit be established on the sites in the future (subject to future land use consents). Therefore, it is assessed that the private road will be able to service in excess of 12 units. Council's discretion is restricted to this matter.

- A **restricted discretionary** activity pursuant to Rule 22.3.2.3 which provides that earthworks that are not listed as a permitted, controlled, discretionary, non-complying or prohibited activity and that do not comply with one or more of the Site Standards within Rule 22.3.3 shall be a Restricted Discretionary Activity. In this instance, site standard 22.3.3 [i] with regard to the total volume of earthworks is being breached. Within the Rural Visitor Zone, 1000m³ of earthworks are permitted within one 12-month period per site. In this instance, 30,400m³ of earthworks is proposed. Council's discretion is restricted to:
 - 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; and
 - viii. Noise.

- A **restricted discretionary** activity pursuant to Rule 22.3.2.3 which provides that earthworks that are not listed as a permitted, controlled, discretionary, non-complying or prohibited activity and that do not comply with one or more of the Site Standards within Rule 22.3.3 shall be a Restricted Discretionary Activity. In this instance, site standard 22.3.3 [ii (a (ii))] which states that all cuts and batters shall be laid back such their angle from the horizontal is no more than 65 degrees. In this instance, batters slopes of 1:1 (100% slope) are proposed. Council's discretion is restricted to:
 - 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; and
 - viii. Noise.

- A **restricted discretionary** activity pursuant to Rule 22.3.2.3 which provides that earthworks that are not listed as a permitted, controlled, discretionary, non-complying or prohibited activity and that do not comply with one or more of the Site Standards within Rule 22.3.3 shall be a Restricted Discretionary Activity. In this instance, site standard 22.3.3 [ii (a (iii))] which states that the maximum height of any fill shall not exceed 2 metres. In this instance, the maximum fill height is 5.2 metres. Council's discretion is restricted to:
 - 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; and
 - viii. Noise.

PROPOSED DISTRICT PLAN - STAGE 1 AND 2 DECISIONS

Council notified its decisions on Stage 1 of the Proposed District Plan (**Stage 1 Decisions Version 2018**) on 7 May 2018 and Stage 2 (**Stage 2 Decisions Version 2019**) on 21 March 2019. The Rural Visitor Zone has not undergone review as of yet and therefore there are no rules within the PDP that require to be triggered.

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

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

3. SECTION 95A – PUBLIC NOTIFICATION

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

3.1 Step 1 – Mandatory public notification

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

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

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

3.2 Step 2 – Public notification precluded

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

The proposal is a restricted discretionary subdivision and land use consent and therefore precluded from public notification by s95A(b)(ii).

Therefore, no assessment in accordance with Step 3 is required.

3.3 Step 4 – Public Notification in Special Circumstances

There are no special circumstances in relation to this application.

4. LIMITED NOTIFICATION (s95B)

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

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

Limited notification is not required under Step 1 as the proposal does not affect customary rights groups, customary marine title groups nor is it on, adjacent to or may affect land subject to a statutory acknowledgement (s95B(2)-(4)).

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

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

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

Therefore, an assessment in accordance with Step 3 is required.

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

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

Boundary activity / Prescribed activity

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

Any other activity

If not a boundary activity or prescribed activity, the proposed activity falls into the 'any other activity' category (s95B(8)), and the effects of the proposed activity are to be assessed in accordance with section 95E (see the assessment below in section 4.3.3).

4.3.1 Assessment Of Effects On Persons (s95E)

Effects That May Be Disregarded

4.3.2 Permitted Baseline (s95E(2)(a))

The consent authority **may** disregard an adverse effect of the activity on a person if a rule or national environmental standard permits an activity with that effect. In this case, all subdivisions require resource consent and therefore, the permitted baseline is not of relevance to this application.

4.3.2 Persons who have provided written approval (s95E(3))

No persons have provided approval for the application.

4.3.3 Assessment: Effects on Persons

The following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor:

Owners and Occupiers of 157 Arthurs Point Road (Lot 2 DP 331294)

This property is owned by QRC Limited and operates as the Shotover Lodge which provides short term accommodation and long term rental accommodation.

Access to the proposed development is proposed to be via an existing right of way in favour of the subject site over Lot 2 DP 331294. The existing easement is to the south of Lot 2 and connect to the 'leg in' which is proposed to become Lot 101 – a private road which will provide access to the proposed allotments. The existing easement will 'fall' to all 29 lots proposed by way of this consent (inclusive of access lots). The subdivision, which will result in 25 lots proposed to be utilised for residential purposes, is largely controlled by the Operative District Plan (as there are no minimum lot sizes). The right of way to the south of Lot 2 DP 331294 will require physical work – however it has always been the intent that this this right of way be formed and utilised. The subject site, and easement, was created by subdivision resource consent RM030691. There was a formed access within this location at this time (where access to the Shotover Lodge is now) and the application for RM030691 provided that "*it is intended to use the existing access point to physically access Lots 2 and 3, with an easement being registered on the Title for Lot 1 (now Lot 2 DP 331294) ensuring the continuation in perpetuity of this access*". It is further noted that a condition of this consent required that the right of ways be formed prior to s224c. However, this formation was never completed.

With specific regard to the use of the right of way – the applicants are seeking consent to establish 25 lots with the intent that these lots will be used for residential purposes (subject to future land use consents). These lot sizes are anticipated as a controlled activity within the Rural Visitor Zone.

Taking the above into consideration, it has always been anticipated that this right of way be formed and therefore with regard to the effects of the formation on the owners and occupiers of Lot 2 331294, effects are assessed as being less than minor. The use of the right of way to service this many allotments within this zone is anticipated by the controlled activity status of the subdivision itself. The use of private infrastructure in this instance will be managed by a management organisation that future lot owners will be required to join. This will ensure that the private infrastructure, including the private roads, will be able to be appropriately maintained.

All future land use activities on the Lots will be subject to the requirements of the Operative District Plan (and Proposed Distract Plan should an activity be proposed once this site has undergone the District Plan review).

Earthworks to construct the internal roading and install infrastructure will have a discernible effect. However, hours will restrict these earthworks to take place during daytime hours with no earthworks to be undertaken on Sundays and public holidays. While rock breaking is expected, no rock blasting is anticipated. Further, earthworks will be relatively temporary in nature. With regard to earthworks, the effects on the owners and occupiers of this property is assessed as less than minor.

Overall, it is assessed that the effects arising from this proposal on the owners and occupiers of Lot 2 DP 331294 will be less than minor.

Owners and Occupiers of 201 Arthurs Point Road (Lot 1 DP 515200)

Earthworks to install internal roading and infrastructure will take place in proximity to this boundary with built form being subject to District Plan requirements. While earthworks will be discernible, they will take place during daytime hours and no rock blasting is anticipated.

Overall it is assessed that the effects arising from this proposal on the owners and occupiers of Lot 1 DP 525200 will be less than minor.

Owners of Occupiers of Properties to the west of the subject site within the Bullendale Development

The access is proposed to run adjacent to the east of properties which are located within the Bullendale Development (SH160143). As denoted in Figure 2 below, there are three residential units located in very close proximity to the access leg in, which “block 4” being somewhat offset from access location.



Figure 2: Eastern portion of the ‘Bullendale’ Development. Access to the development proposed herein is proposed to be to the east of this development where the leg-in is denoted.

Vehicles utilising this access will be discernible for the owners and occupiers of properties located to the east of this development, especially properties located directly adjacent to the boundary, however the scale of the subdivision is somewhat anticipated as a controlled activity within the Rural Visitor Zone. The use of the future lots will be subject to District Plan requirements.

Earthworks to construct the internal roading and install infrastructure will have a discernible effect. However, hours will restrict these earthworks to take place during daytime hours with no earthworks to be undertaken on Sundays and public holidays. While rock breaking is expected, no rock blasting is anticipated. Further, earthworks will be relatively temporary in nature. With regard to earthworks, the effects on the owners and occupiers of this property is assessed as less than minor.

Overall, it is assessed that the effect on the owners and occupiers of any building within the Bullendale development will be less than minor.

Others

No other persons are considered to be potentially affected by the proposal. The property to the north has a common owner (Adam Smith). The effect on any other persons is assessed as less than minor.

4.3.4 Decision: Effects on Persons (s95B(1))

In terms of section 95E of the RMA, no person is considered to be adversely affected.

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

Special circumstances do not apply that require limited notification.

5. OVERALL NOTIFICATION DETERMINATION

In reliance on the assessment undertaken in sections 3 and 4 above, the application is to be processed on a non-notified basis.

6. S104 ASSESSMENT

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

Effects on specific persons have been assessed within section 4 of this report. The following assessment is made with regard to effects on the environment under s104.

The relevant assessment matters in Section 14 (Transport), 15 (Subdivision, Development and Financial Contributions) and 22 (Earthworks) of the ODP have been considered in the assessment below.

Transport

Private Roads

As largely detailed in section 4 above, an existing right of way over Lot 2 DP 331294 is proposed to be utilised. It is noted that Lot 101 will not vest as a road with Council, as initially detailed within the AEE and scheme plans. This is because Lot 101 could not physically connect with Arthurs Point Road, as the location of the leg in (where it adjoins Arthurs Point Road) would be too close to the Bullendale access to the west – resulting in unacceptable traffic safety outcomes. Generally, Council does not allow for private roads where there are more than 12 units. This is due to management structures often not functioning appropriately, resulting in roading that is not maintained. The applicant was encouraged to see whether the land where the existing right of way easement is located could be included as part of the subdivision; this would allow the main trunk road to vest with Council. As Mr Hewland notes with regard to this matter:

“To mitigate concerns over any future maintenance burden on Council associated with a private road of that scale, and to ensure future property owners are aware of their obligations the applicant has offered a range of mechanisms as follows;

- *All lot owners will own an undivided share in the Road (Lot 101).*
- *Register an easement over the Road to establish and clarify usage rights and maintenance obligations. Those provisions can be quite comprehensive and could require owners to contribute to a communal fund on an annual basis.*
- *Register an encumbrance on all lots in favour of QLDC which:*
 - o *Acknowledges that the Road is privately owned, and QLDC has no maintenance obligations in respect to the Road; and*
 - o *Requires the lot owners to maintain the Road to the standard required by QLDC.”*

Mr Hewland’s findings are largely accepted – however it is assessed that a consent notice instrument or covenant in gross are more appropriate instruments to record this requirement and to ensure that future lot owners are aware of their requirements. Nevertheless, it is assessed that sufficient protection has been provided to ensure that the private road does not become a maintenance burden for Council in the future.

Taking into account the above, it is assessed that not requiring Lot 101 to vest will have acceptable effects on the environment.

Subdivision

Lot Sizes

The 25 lots proposed to be utilised for residential purposes in the future (once again noting that these will be subject to further land use consents) range in net area size between 610m² and 1240m². There is no minimum lot size within the Rural Visitor Zone.

Overall, these lot sizes are assessed as being appropriate for this zone and effect on the environment are considered acceptable.

Subdivision Design

The subdivision has a fairly basic and uniform design with one main trunk road providing access to the majority of the allotments which are intended to be utilised for residential purposes in the future, with three smaller access lots providing access to the remaining allotments. A footpath will be provided from Arthurs point road into the proposed development. It is noted that footpath will only be provided on one side of the private road, as opposed to two. Mr Hewland has assessed this as being appropriate. This is accepted.

Rubbish will be collected from Arthurs Point Road, as is the case with other developments along this road. This is considered to be acceptable. The location alongside Arthurs Point Road for rubbish bins to be stored is at a sufficient distance from inhabited buildings. The specific location of this collection area will be approved through the Engineering Acceptance stage.

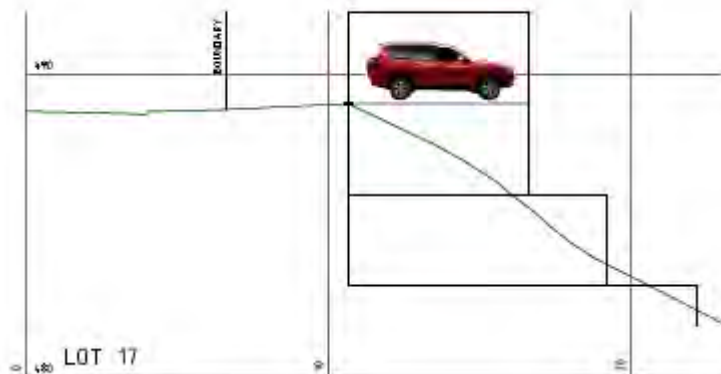
Overall, the design of the subdivision is assessed as being appropriate and effects on the environment are considered acceptable.

Property Access

As detailed previously in this report, access to the subdivision is proposed from Arthurs Point Road via an existing right of way easement which will connect to the leg in on the subject site. It is assessed that the effects on the wider environment as a result of utilising this right of way are acceptable.

The application does not include the provision to form vehicle crossings from the private access ways to the individual allotments. With regard to this, Mr Hewland has commented:

“Due to the sites moderately steep topography and proposed lot layout many of the dwelling design options are constrained. An analysis of each lot access has been provided that confirms feasibility for each, noting many lots will require structures that provide garaging at road level, eg;



Due to the complexities associated with this I believe it is best for the future lot owner to construct their own access so as not to constrain their options. The details of these crossings will be assessed under a "Connection to Council Services" application at the time of the lot development. Stantec recommend that Lots 23 and 25 are only accessed from Road ACC 003, and that Lots 2-6, and 10-15, are only accessed from the respective upper road formation and a related consent notice is recommended."

Overall, it is considered that there is appropriate access to the subdivision itself and that future lots can feasibly achieve access and are not necessary to be formed now to achieve good subdivision design. Effects on the environment with regard to property access are therefore considered acceptable.

Esplanade Provision

There are no water bodies within the subject site that warrant the requirement of esplanades. Effects in this regard on the environment are considered nil.

Natural and Other Hazards

Records held at Council show that the liquefaction risk to the site is considered to be nil-low risk. The application has included a geotechnical report provided by Bell Geoconsulting Limited which includes an assessment of a "dormant pre-existing schist debris landslide" which is a 1,000,000,000m³ landslide. Mr Hewland accepts that the author of this geotechnical report is an expert with regard to this landslide having considerable published papers on the subject.

Servicing

The site is not currently serviced, however there are reticulated services and stormwater disposal options available within Arthurs Point Road.

Because the development is accessed over a private right of way that does not provide Council maintenance staff or contractors with a right of access, all servicing infrastructure within the development is to be privately owned. Councils Property and Infrastructure department has provided the following comment with regard to private infrastructure, which Mr Hewland has incorporated into his report:

"There shall be a clear demarcation point for each of the services to show where QLDC responsibility ends and private responsibility starts. The physical demarcation point would be a maintenance structure or similar feature as follows:

- *Water – Isolation valve on the water main feeding the development. This shall include a bulk flow meter and back flow prevention.*
- *Wastewater – A manhole on QLDC main at or near the boundary.*
- *Stormwater – A manhole on QLDC main at or near the boundary.*
- *Roading – A threshold at the Arthurs Point road intersection along with road name blades with 'Private' and 'no exit' signage.*

For roading run-off, sumps shall be constructed to Code of Practice which shall trap all grit and prevent it from reaching the QLDC reticulation network.

A legal entity shall be established that legally binds all the lot owners to their maintenance responsibilities such as keeping sumps cleaned etc. The maintenance shall be outlined in an O & M manual for the private infrastructure.

There shall be a consent notice requirement so that QLDC can have legal ability to enforce the responsible body to complete maintenance."

Mr Hewland has accepted these requirements as relevant conditions for engineering review and acceptable. The consent holder will be responsible for establishing a suitable management organisation which will be responsible for implementing and maintaining the on-going maintenance of the private access ways and servicing infrastructure associated with the subdivision, including a Fire and Emergency New Zealand (FENZ) approved maintenance regime for the private hydrant network. All documentation associated with the establishment of the management company will be checked by Council's solicitors prior to the s224c certificate being issued. Such a condition is assessed as being appropriate and will ensure an appropriate legal management structure is in place with regard to the private infrastructure and servicing.

Overall, with regard to the private infrastructure proposed, effects on the wider environment are assessed as being acceptable.

Potable Water

Modelling has been undertaken, based on 25 lots. It has been confirmed that this modelling was based on two independent units being constructed on each site – hence a consent notice condition is proposed providing that there shall be a maximum of two independent units on each site (should further land use resource consent be granted in the future). The two units could comprise of two principle residential units with no residential flats, or a residential unit with a residential flat. If two residential units are constructed, no residential flats are to be constructed. Council's Chief Engineer, Mr Ulrich Glasnor, confirmed no network upgrades are necessary if the developer utilises their own pump station. As such, Mr Hewland has provided the following comment:

“Accordingly, I recommend that details of the potable supply and firefighting pump stations are included with the reticulation design, for review and acceptance. This design needs to allow for a period of no electricity to ensure a continuation of supply, this could be in the form of a backup generator or a header tank within the development to provide a gravity feed. The design shall also include an isolation valve on the water main feeding the development with back flow prevention and a bulk flow meter”

The above is accepted and related conditions are recommended.

Overall, with regard to potable water, as efficient supply can be made to the lots, effects on the wider environment are assessed as being acceptable.

Fire-fighting

Mr Hewland has identified that hydrants will be required to be installed within the road network with a pump to boost the pressure to achieve minimum pressure for all proposed lots. FENZ have provided initial comment on the application regarding the private hydrant network. They are satisfied that the private hydrant network is appropriate, subject to final locations and their maintenance regime being approved by FENZ and requiring the private roads to meet the minimum Code of Practice requirements – which Mr Hewland notes that they do. The maintenance of these hydrants will be included as part of the management entity, which has been previously discussed within this report.

Overall, with regard to fire-fighting water supply, this is able to be supplied and managed appropriately and therefore effects on the wider environment are assessed as being acceptable.

Wastewater

The applicant seeks to connect to Council's 150mm reticulated wastewater within Arthurs Point Road. To this effect, Mr Hewland has commented:

“Modelling of the available capacity in the network for the proposed 25 lots has been undertaken. This concluded that the downstream pump station has the capacity to take the extra flows. It is also understood that upgrades to the sewer upstream of the pump station is being considered by Council. Accordingly, I recommend that details of the wastewater reticulation is provided for review and acceptance, this shall include details demonstrating a clear demarcation point to show where QLDC responsibility ends and private responsibility starts.”

This is accepted. Overall, as it has been demonstrated that capacity is available for additional wastewater flows, it is assessed that effects on the wider environment are acceptable.

Stormwater

Mr Hewland notes that the subject site sits below a reasonably sized catchment. Flows will be intercepted, managed and discharged downstream of the site. The geotechnical report, submitted as part of the application provides that *“The need to control spring discharges near the upper property boundary is considered a key requirement for development of some of the upper lots”*. With regard to this matter, Mr Hewland has noted that further details of how this will be achieved will need to be provided for review and acceptance. This is accepted.

Mr Hewland further comments:

“It is proposed to connect the development to the 600mm culvert constructed beneath Arthurs Point Road. Details and calculations demonstrating the feasibility of this have been provided with the application. This will need to be confirmed along with the capacity of all downstream reticulation and culverts. Because of the size of the receiving water there is no need to detain or attenuate the flows prior to discharge.

Because the water will discharge directly into the Shotover River I recommend that stormwater treatment is carried out to prevent any hydrocarbons or intercept-able solids from polluting the river.

I recommend that final design details of the primary and secondary stormwater systems are submitted for review and acceptance. This shall include details demonstrating a clear demarcation point to show where QLDC responsibility ends and private responsibility starts.”

Mr Hewland’s comments are accepted. The application has demonstrated that stormwater effects can be adequately remediated and mitigated.

Taking the above into consideration, it is assessed that effects on the wider environment arising from stormwater from the development are acceptable.

Vegetation and Landscaping

Landscaping plans have been provided as part of the application which shows rather extensive landscaping alongside the private roads throughout the development. The majority of the leg-in is proposed to be planted alongside both boundaries with Mountain beeches with several smaller species such as flax also proposed.

All the private roads will be landscaped – in total, the applicant is proposing to plant several thousand plants of differing heights. The vegetation proposed utilises species which are common throughout the District and are considered to be appropriate. As the roads are not vesting with Council, the maintenance of this vegetation will also form part of the management entity which is required to be established.

It is noted that the landscaping plans submitted with the application are based on the initial design which includes an intersection at the end of the leg in on the subject site with Arthurs Point Road. It is therefore suggested that amended landscape plans be provided to detail changes proposed as a result of this access change. The applicant has accepted this condition. All other landscaping is to remain in general accordance with the plans as submitted. To ensure landscaping is carried out in a timely fashion and to an appropriate standard, a condition requiring it be established prior to s224c certification is also recommended.

Overall, it is considered that the landscaping is appropriate and the effects on the wider environment as a result of the proposed vegetation and landscaping is acceptable.

Easements

Any easements required will be private as no infrastructure is being vested with Council. It has been established in this report that access is able to be obtained to all allotments and servicing is able to be put in place. Easements will be provided for as necessary.

Overall with regard to the establishment of new easements, effects on the wider environment are assessed as acceptable.

Earthworks

Earthworks are required to form the private roads and install infrastructure within the subdivision. Due to the topography of the site, relatively deep cuts are required, especially alongside the northern boundary. Batter slopes of 1:1 or shallower are proposed throughout – and the geotechnical report submitted with the application has confirmed this as appropriate, which Mr Hewland has agreed with. Mr Hewland has subsequently recommended a condition that the earthworks take place in accordance with the plans submitted within the application. This is accepted. While landscaping which such cuts and batters has the potential to detract from landscape values, landscaping required will ensure that such effects will be temporary and can be successfully mitigated.

Rock breaking is likely to be required, however no rock blasting is required. Construction sound and vibration management standards are required to be complied with – which anticipates greater noise levels during construction works. With 30,400m³ of earthworks required over an area of 3000m², earthworks will be discernible within the surrounding environment. However, with the imposition of conditions relating to hours of that earthworks can take place, potential effects are assessed as being acceptable.

Mr Hewland has recommended that a construction site management plan be submitted for approval as part of the Engineering Acceptance process, which is to detail dust control, stormwater, silt and sediment control and roading maintenance throughout earthworks. The implementation of this site management plan will ensure earthworks can be carried out in such a way that the surrounding environment is not adversely affected.

Temporary effects associated with earthworks taking place on a site which is highly visible is considered to be acceptable, taking into consideration the zoning.

As the earthworks form part of the land use component of the consent, the applicant has agreed to a condition that earthworks are only to be undertaken in accordance with the subdivision consent conditions – as the subdivision contains conditions regarding Engineering Acceptance and the requirement for a site management plan, as previously mentioned.

Overall with regard to earthworks, is assessed that effects on the wider environment are acceptable.

Conclusion

It has been established above that effects are appropriate and will be successfully avoided, remedied or mitigated, subject to the recommended conditions which can be imposed under s108 of the RMA.

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

Operative District Plan

The relevant operative objectives and policies are contained within Parts 12 (Rural Visitor), 14 (Transport), 15 (Subdivision, Development and Financial Contributions) and 22 (Earthworks) of the ODP. The applicant's assessment at section 9.1 of the AEE is comprehensive, considered largely accurate and is therefore adopted for the purpose of this report with the following further comments and assessment.

The applicant's assessment notes that the internal roads of the subdivision will vest with Council. This is no longer the case. Notwithstanding this point, the roads, which will be private, are proposed to be formed to a standard that complies with Table 3.2 of the Land Development and Subdivision Code of Practice. The standard of roading is therefore assessed as appropriate. With regard to the maintenance of the private roads, a management organisation is required to be established. The management organisation will set out the obligations and responsibility of lot owners with regard to the up keep of the private infrastructure, including the roads. The objectives and policies contained within Chapter 14 seek to ensure new roading infrastructure is designed in a way that is safe, efficient and is appropriate for the surrounding environment. Building on this, the objectives and policies within Chapter 15 seek to ensure that the cost of installing infrastructure is borne by the developer and that infrastructure is designed to an appropriate standard. All necessary infrastructure will be installed by the consent holder. While individual vehicle crossing points are not proposed to be installed by the consent holder, this is deemed to be appropriate in this circumstance as the steep topography of the site will result in crossing points being specifically designed to accommodate future land use activities. It is satisfied that the specific location of the vehicle crossing points is not necessary to the subdivision design of this specific site. It is also noted that an Outstanding Natural Landscape (ONL) is located to the rear of the site – however as mentioned, all future land use activities are required to comply with District Plan requirements. Therefore, potential effects on the ONL are assessed as being acceptable.

As such, it has been satisfied that the proposal is consistent with the objectives and policies contained within Chapter 15.

The objectives and policies of Chapter 22 (Earthworks) seek to ensure that earthworks are undertaken in a way that minimises adverse environmental effects. In this instance, a site management plan is required to be certified by Council prior to works commencing. Further, hours of operation will limit potential nuisance effects. Taking these matters into consideration, it is assessed that the earthworks proposed are consistent with the objectives and pia comprehensive Environmental Management Plan is required to be approved by Council prior to earthworks on the site starting. Such a plan will ensure that earthworks are carried out in such a way that any potential environmental disruption is avoided.

Overall with regard to the private infrastructure and the development as a whole, it is assessed that the proposal is consistent with the relevant objectives and policies contained within the Operative District Plan.

Proposed District Plan (Stage 1 – Decisions Version 2018)

Although the Rural Visitor Zone has not yet been subject to the District Plan review, Chapters 3 – 6 o the PDP apply across the entire district. In this instance, Chapter 3 (Strategic Direction) seeks to ensure that urban type developments take place within the Urban Growth Boundary. In this instance, the site is located within the Urban Growth Boundary. Therefore, allotments of this size are deemed to be appropriate.

It is noted that several of the objective and policies within Chapters 3 – 6 are under Appeal. Notwithstanding this, it is assessed that the proposal is consistent with the higher level district wide policies.

Proposed District Plan (Stage 2 Decisions Version 2019)

Council notified its decisions on Stage 2 of the Proposed District Plan 21 March 2019. There are no relevant objectives and policies that have immediate legal effect.

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

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

6.4 OTHER MATTERS – SUBDIVISION (s106)

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 granting of consent will not accelerate material damage from natural hazards. Further, sufficient provision has been made for legal and physical access to each allotment.

6.5 PART 2 OF THE RMA

This proposal is considered to appropriately avoid, remedy and mitigate any adverse effects on the environment while also providing for sustainable management. As such, it can be considered that this proposal is in accordance with Part 2 of the RMA.

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

Consent is **granted** to subdivide land legally described Lot 3 DP 331294 into 29 allotments (25 for residential purposes) subject to the conditions outlined in *Appendix 1 (Decision A)* of this decision report imposed pursuant to Section 220 of the RMA.

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

Consent is **granted** to undertake earthworks and for traffic relates breaches subject to the conditions outlined in *Appendix 1 (Decision B)* of this decision report imposed pursuant to Section 108 of the RMA.

7.0 DEVELOPMENT CONTRIBUTIONS AND ADMINISTRATIVE MATTERS

Local Government Act 2002: Development Contributions

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

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

Administrative Matters

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

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

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

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

If you have any enquiries please contact Alex Dunn on phone (03) 443 0126 or email alex.dunn@qldc.govt.nz.

Report prepared by

Decision made by



Alex Dunn
SENIOR PLANNER

Andrew Woodford
SENIOR PLANNER

APPENDIX 1 – Consent Conditions
APPENDIX 2 – Applicant's AEE

APPENDIX 1 – DECISION A: SUBDIVISION CONSENT CONDITIONS

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:
 - ‘APP 155 Limited Residential Development – All Stages – Boundary Dimensions’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 012. Dated 04.18. Revision -.
 - ‘APP 155 Limited Residential Development – All Stages – Boundary Dimensions’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 013. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Road Layout’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 004. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Road Layout’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 005. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Cut/Fill Depths’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 006. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Cut/Fill Depths’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 007. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Road Typical Cross Sections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 008. Dated 04.18. Revision C.
 - ‘APP 155 Limited Residential Development – All Stages – Road Typical Cross Sections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 009. Dated 04.18. Revision C.
 - ‘APP 155 Limited Residential Development – All Stages – Road Typical Cross Sections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 010. Dated 04.18. Revision C.
 - ‘APP 155 Limited Residential Development – All Stages – Road Longsections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 011. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Road 001/Arthur’s Point Road Intersection – Design Vehicle’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 014. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Road 001/Arthur’s Point Road Intersection – Checking Vehicle’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 014A. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – Swept Paths – Internal Intersections and Turning Areas – Design Vehicle Left Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 015. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – Swept Paths – Internal Intersections and Turning Areas – Design Vehicle Left Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 015A. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – Swept Paths – Internal Intersections and Turning Areas – Design Vehicle Right Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 016. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Checking Vehicle Left Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 017. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Checking Vehicle Right Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 018. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Fire Appliance In’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 019. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Fire Appliance Out’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 020. Dated 04.18. Revision E.

- ‘APP 155 Limited Residential Development – All Stages – Arthur’s Point Road Intersection Road Marking and Signage’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 021. Dated 04.18. Revision E.

stamped as approved on 11 June 2019

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

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

General

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

Note: The current standards are available on Council’s website via the following link:

<http://www.qldc.govt.nz>

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

4. The owner of the land being developed shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC’s Land Development and Subdivision Code of Practice, in relation to this development.
5. At least 7 days prior to commencing excavations, the consent holder shall provide the Manager of Resource Management Engineering at Council with the name of a suitably qualified professional as defined in Section 1.7 of QLDC’s Land Development and Subdivision Code of Practice who is familiar with the Bell Consulting Ltd report dated 01 June 2018, reference 1872/01, and who shall supervise the excavation procedure, stormwater management during construction, and retaining wall construction and ensure compliance with the recommendations of this report and ensure compliance with NZS 4431:1989 plus submit a Schedule 2A and geotechnical Completion report to Council on completion of earthworks for each lot/stage. This engineer shall continually assess the condition of the excavation and shall be responsible for ensuring that temporary retaining is installed wherever necessary to avoid any potential erosion or instability.
6. Prior to commencing works on site, the consent holder shall obtain and implement an approved traffic management plan approved by Council prior to undertaking any works within or adjacent to Council’s road reserve that affects the normal operating conditions of the road reserve through disruption, inconvenience or delay. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor (STMS). All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS to manage the site in accordance with the requirements of the NZTA’s “*Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management*”. The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.

7. 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 (3), to detail the following requirements:
- a) The provision of a water supply to Lots 1-25 in terms of Council's standards and connection policy. This shall include a pump station to achieve Council's standards for all residential lots in accordance with Appendix H of QLDC's Land Development and Subdivision Code of Practice. The water system shall ensure a water supply in the event of a power outage, either by storage or by backup generator to the pump station. The design shall also include an isolation valve on the water main feeding the development with back flow prevention and a bulk flow meter.
 - b) The provision of fire hydrants with adequate pressure and flow to service the development with a minimum Class FW2 firefighting water supply in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008 (or superseding standard). This shall include a pump station in accordance with Appendix H of QLDC's Land Development and Subdivision Code of Practice to achieve FW2 for all residential lots. The firefighting system shall ensure firefighting supply in the event of a power outage, either by storage or by backup generator to the pump station. The hydrant locations shall be in accordance with the QLDC Code of Practice and approved in writing by the Area Manager for the Central North Otago branch of the New Zealand Fire Service.
 - c) The provision of a foul sewer connection from Lots 1-25 to Council's reticulated sewerage system in accordance with Council's standards and connection policy, which shall be able to drain the buildable area within each lot. This shall include details demonstrating a clear demarcation point and manhole to show where QLDC responsibility ends and private responsibility starts.
 - d) The provision of a stormwater collection and disposal system which shall provide both primary and secondary protection for future development within Lots 1-25 in accordance with Council's standards and connection policy. This shall include:
 - i) A reticulated primary system to collect and dispose of stormwater from all potential impervious areas within the whole development. All impervious areas must be catered for to prevent any slope instability from discharge to ground. The individual lateral connections shall be designed to provide gravity drainage for the entire area within each lot.
 - ii) The system shall be designed to make provision for the interception of settleable solids and floatable debris prior to discharge to receiving waters. From any area of the site where motor vehicles are stationary, as a minimum, the system shall include proprietary devices and/or swales that prevent gross pollutants, hydrocarbons and grit reaching the Shotover River.
 - iii) Reticulation to an approved outfall discharging to the Shotover River, including details confirming all existing downstream reticulation and culvert sizing has the necessary capacity. This shall include details demonstrating a clear demarcation point and manhole to show where QLDC responsibility ends and private responsibility starts. Sumps shall be provided which shall trap all road grit and prevent it from reaching the QLDC reticulation network.
 - iv) 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.

- v) Details of how spring discharges throughout the development will be drained, controlled and integrated into the stormwater system, as identified in the geotechnical assessment from Bell Consulting Ltd, dated 01 June 2018, reference 1872/01.
- e) The consent holder shall engage an independent and suitably qualified and experienced traffic engineer to carry out a detailed design safety audit of all detailed roading and intersection designs 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 marking have been provisioned in accordance with the New Zealand Transport Agency's Manual of Traffic Signs and Markings (MOTSAM). The consent holder shall demonstrate that safety matters raised by the safety audit have been suitably addressed at their own cost. A copy of this report shall be submitted to Council for review and acceptance.
- f) An intersection with Arthurs Point Road, in general accordance with CFMA drawing E004, sheet 001, dated 10.18 as submitted with the application. This shall include but not be limited to the following:
 - i) Details demonstrating the provisions of compliant footpaths including a connection from the new access road 'Road 001' to the Arthurs Point Road reserve.
 - ii) Demonstrate compliant vehicle sight lines at the new intersection including the identification of clear zones, if any, along Arthurs point Road to ensure that sight lines are achieved. This shall also include details of inter-visibility sight lines between opposing lanes on Road 001 that demonstrate approaching drivers can adequately see each other. Sight line consideration shall include all proposed landscaping and cuts / fills on the access road along with any other permanent obstructions.
 - iii) Tracking curves that demonstrate safe separated tracking for two passing vehicles throughout the intersection throat hairpin areas of Road 001. Minor breaches may be acceptable at the discretion of Council engineers.
 - iv) Demonstrate that the footpath linkages terminate at appropriate safe location(s) to cross the Road 001 and/or Arthurs Point Road and integrate into the wider footpath network(s). This shall include pedestrian refuge areas where needed for safe passage.
 - v) Details demonstrating safe cycle movements along Arthurs Point Road across the Road 001 intersection.
 - vi) A threshold at the Arthurs Point road intersection including road name blades with 'Private' and 'no exit' signage.

The designs shall be subject to review and acceptance by Councils traffic experts at Councils discretion with any associated costs met by the consent holder.

- g) The formation of roads Road 001, Road 002, ACC 002 and ACC 003 in general accordance with the drawings submitted with the application. This shall include but not be limited to the following:
 - i) Footpaths as shown on application plans including on Arthurs Point Road as shown on CFMA drawing E004, sheet 001, dated 10/2018 to the eastern side of the RoW access...
 - ii) A road safety barrier assessment and provision of barriers where identified in the assessment, in accordance with Clause 3.3.4 of QLDC's Land Development and Subdivision Code of Practice and Safety in Design principles. This shall include guardrails and/or other safety protection, to the satisfaction of Council engineers, to restrain an errant vehicle coming off the development road at approximately chainage CH50 to CH120 on Road 001.
 - iii) The provision of measures to counter the effect of southwest bound headlights from Road 001 on the northeast bound Arthurs Point Road lane.
 - iv) The provision of no-stopping road markings.
 - v) A high friction surface in the location of the hair pin bend on Road 001.
 - vi) Signage and marking in accordance with MOTSAM and the TCD Manual.

- vii) Road lighting in accordance with Council's road lighting policies and standards, including the Southern Light lighting strategy. Any road lighting installed on private roads/rights of way/access lots shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on private roads/rights of way/access lots shall be isolated from the Council's lighting network circuits.
 - viii) Provision of rubbish bin collection areas for the private access ways.
- The designs shall be subject to review and acceptance by Councils traffic experts at Councils discretion with any associated costs met by the consent holder.
- h) A detailed geotechnical assessment and any relevant design from an appropriately experienced and qualified geotechnical engineer, this shall include details on;
 - i) Management of ground water/springs/seepages/slope drainage during construction and post development.
 - ii) Management of overland flows and preventing infiltration both during subdivision construction and post development.
 - iii) Certification that the stormwater management, retaining, and roading designs appropriately take into account geotechnical advice regarding the potential landslide hazard to prevent any slope instability.
 - i) A construction Site Management Plan that shall detail measures to control and or mitigate any dust, silt run-off and sedimentation that may occur, in accordance with (but not limited to) the QLDC's Land Development and Subdivision Code of Practice. In addition the measures shall include, but not be limited to, the following:

Dust Control

- Sprinklers, water carts or other similar measures shall be utilised on all materials to prevent dust nuisance in the instance of ANY conditions whereby dust may be generated.

Stormwater, Silt and Sediment Control

- Prevention of infiltration of water into the slope to prevent slope instability.
- Management of all springs and seepages.
- Silt traps (in the form of fabric filter dams or straw bales) shall be in place prior to the commencement of works on site to trap stormwater sediments before stormwater enters the QLDC stormwater reticulation system.
- Site drainage paths shall be constructed and utilised to keep any silt laden materials on site and to direct the flows to the silt traps.
- Stormwater flows into the site from neighbouring lots shall be managed during earthworks.
- Silt traps shall be replaced or maintained as necessary to assure that they are effective in their purpose.
- The principal contractor shall take proactive measures in stopping all sediment laden stormwater from entering the QLDC reticulated stormwater system. The principal contractor shall recognise that this may be above and beyond conditions outlined in this consent.

Roading Maintenance

- The consent holder shall ensure tyres remain free of mud and debris by utilising wheel washing equipment, constructing a gravel hardstand area of sufficient depth, or other similar measures.
- The principal contractor shall ensure that the entrance to the site shall be swept regularly with stiff brooms.

The measures outlined in this condition are minimum required measures only. The principal contractor shall take proactive measures in all aspects of the site's management to assure that virtually no effects are realised with respect to effects on the environment, local communities or traffic. The principal contractor shall recognise that this may be above and beyond conditions outlined in this consent.

- j) The provision of Design Certificates for all engineering works associated with this subdivision/development submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.
 - k) The provision of a Design Certificate submitted by a suitably qualified design professional for the Water booster Pump Station(s) required for the water reticulation and firefighting. The certificates shall be in the format of IPENZ Producer Statement PS1 or the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.
 - l) The provision of an IPENZ Producer Statement PS1 shall be submitted for any permanent retaining walls within the lot which exceed 1.5m in height or are subject to additional surcharge loads. This shall be accompanied by certification from an appropriately experienced and qualified geotechnical engineer that the proposed retaining designs are suitable to prevent any slope instability.
8. With the exception of works required to implement the site and stormwater management plans accepted in Condition (7i), no earthworks shall commence on site without the authorisation of the Engineer specified in Condition (4). This engineer shall confirm in writing to the Manager of Resource Management Engineering at Council that all of the certified erosion and sedimentation and stormwater control measures have been properly installed.

To be monitored throughout earthworks

- 9. No permanent batter slope within the site shall be formed at a gradient that exceeds 1(V):1(H).
- 10. The site management shall be undertaken in accordance with the accepted plan provided under Condition (7i) to ensure that neighbouring sites remain unaffected from earthworks. These measures shall remain in place for the duration of the project, until all exposed areas of earth are permanently stabilised.
- 11. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.
- 12. No earthworks, temporary or permanent, are to breach the boundaries of the site with the exception of approved works within the Right of Way and Arthurs Point Road.
- 13. If at any time Council, or its elected representatives, receive justifiable complaints about or proof of effects from vibration sourced from the earthworks activities approved by this resource consent, the consent holder at the request of the Council shall cease all earthworks activities and shall engage a suitably qualified professional who shall prepare a report, which assesses vibration caused by earthworks associated with this consent and what adverse effect (if any) these works are having on any other land and buildings beyond this site. Depending on the outcome of this report a peer review may be required to be undertaken by another suitably qualified professional at the consent holder's expense. This report must take into consideration the standard BS 5228:1992 or a similar internationally accepted standard. Both the report and peer review (if required) shall be submitted to Council for acceptance and review.
- 14. Hours of operation for earthworks, shall be:
 - Monday to Saturday (inclusive): 8.00am to 6.00pm.
 - Sundays and Public Holidays: No Activity

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

To be completed before Council approval of the Survey Plan

15. Prior to the Council signing the Survey Plan pursuant to Section 223 of the Resource Management Act 1991, the consent holder shall complete the following:
- a) All necessary easements shall be shown in the Memorandum of Easements attached to the Survey Plan and shall be duly granted or reserved. This shall include easements as necessary to establish and clarify the lot owners shared usage rights and maintenance obligations for the roading network and serving infrastructure, this shall include a requirement for all lot owners to annually contribute to a long term maintenance fund.
 - b) No right of way easements shall be created over Lot 101 in favour of land to the north of the subdivided areas.
[Note: This condition relates solely for the s223 approval for RM180844 and does not preclude additional right of ways being applied for in the future]
 - c) The names of all roads, private roads & private ways which require naming in accordance with Council's road naming policy shall be shown on the survey plan.
[Note: the road naming application should be submitted to Council prior to the application for the section 223 certificate]

Amalgamation Condition

16. The following shall be registered with Land Information New Zealand (CSN **XXXXXX**):
- That Lot 101 RM180844 be held as to 25 undivided one-twenty eighth shares by the owners of Lots 1-25 hereon as tenants in common in the said shares and that individual Computer Registers be issued in accordance therewith.
 - That Access Lot 201 RM180844 be held as to 5 undivided one-fifth shares by the owners of Lots 1 – 4 & 7 hereon as tenants in common in the said shares and that individual Computer Registers be issued in accordance therewith.
 - That Access Lot 202 RM180844 be held as to 3 undivided one-third shares by the owners of Lots 9 - 11 hereon as tenants in common in the said shares and that individual Computer Registers be issued in accordance therewith.
 - That Access Lot 203 RM180844 be held as to 4 undivided one-quarter shares by the owners of Lots 22 - 25 hereon as tenants in common in the said shares and that individual Computer Registers be issued in accordance therewith.

Alternatively, access is able to be held via right of way easements or another legal mechanism that must be approved by Council (including its Solicitors) prior to the signing of the s223 certificate.

Note: The purpose of this condition is to ensure that a robust and appropriate legal arrangement is agreed upon with Council prior to the s223 being signed.

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

17. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:
- a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision/development at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including right of ways and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).
 - b) The completion and implementation of all works detailed in Condition **(7)** above.

- c) All earthworks, retaining, geotechnical investigations and fill certification shall be carried out under the guidance of suitably qualified and experienced geotechnical professional as described in Section 2 of the Queenstown Lakes District Council's Land Development and Subdivision Code of Practice. At the completion of onsite earthworks the geo-professional shall incorporate the results of ground bearing test results for each residential allotment within the subdivision regardless of whether affected by development cut and fill earthworks and include the issue of a Geotechnical Completion Report (GCR) and Schedule 2A certificate covering all lots within the subdivision and demonstrating compliance with NZS4431:1989. The Schedule 2A certification shall include a statement under Clause 3(e) covering Section 106 of the Resource Management Act 1991. The Schedule 2A certification shall also include a statement that the roading and retaining within the development is geotechnically appropriate to prevent any long term slope instability. Any specific foundation requirements or constraints shall be identified for each lot (such as the potential for pole foundations only on lots at the toe of the slope). In the event the Schedule 2A includes limitations or remedial works against any lot(s) the Schedule 2A shall include a geotechnical summary table identifying requirements against each relevant lot in the subdivision for reference by future lot owners. Any remedial works outlined on the Schedule 2A that requires works across lot boundaries shall be undertaken by the consent holder prior to 224(c) certification being issued.
- d) All vehicle access, manoeuvring and parking areas associated with the development shall be subject to a post construction safety audit by an independent traffic engineer in accordance with the NZTA Manual "Road Safety Audit Procedures For Projects" at the consent holders cost. Should the review recommend any further works to achieve a safe traffic environment, the consent holder shall have these works approved by Council and implemented prior to 224c.
- e) An engineer's IPENZ Producer Statement PS4 shall be submitted for any permanent retaining walls within the development which exceed 1.5m in height or are subject to additional surcharge loads.
- f) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of an underground electricity supply has been made available (minimum supply of single phase 15kva capacity) to the boundary of all saleable lots created 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 telecommunications network supplier responsible for the area, that provision of underground telephone services has been made available to the boundary of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
- h) All signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public roads created by this subdivision.
- i) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.
- j) All earth worked and/or exposed areas created as part of the subdivision shall be top-soiled and grassed, revegetated, or otherwise stabilised.
- k) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
- l) The consent holder shall establish a suitable management organisation which shall be responsible for implementing and maintaining the on-going maintenance of the private access ways and servicing infrastructure associated with the subdivision, including a FENZ approved maintenance regime for the private hydrant network. The legal documents that are used to set up or that are used to engage the management organisation are to be checked and approved by the Council's solicitors at the consent holder's expense to ensure that all of the Council's interests and liabilities are adequately protected.

- m) The consent holder shall provide the Subdivision Planner at Council with a copy of the operation and maintenance manuals for the private roading and servicing infrastructure including all reticulation, pump stations, FENZ approved maintenance regime for the private hydrant, and all other maintenance as necessary on road sumps to prevent grit and hydrocarbons from entering Councils stormwater reticulation. The consent holder shall provide evidence that this has been made available to the management company.
- n) The submission of Completion Certificates from the Contractor and the Engineer advised in Condition (4) for all engineering works completed in relation to or in association with this subdivision/development (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
- o) The submission of Completion Certificates from both the Contractor and Approved Certifier for the Water booster Pump Station/s. The certificates shall be in the format of IPENZ Producer Statement PS3 and PS4 or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificates.
- p) Amended landscaping plans shall be submitted to Council. These landscape plans shall be based on the Stephen Riddle Landscape Design plans submitted as part of the application, and held on file at Council (Project Id 1017, Sheets L01, L02 and L03, Dated 25/04/2018). These amended landscaping plans shall detail the change to the landscaping to the south of the subject site as a result of the amended access arrangement via the right of way on the adjoining property shown on the plans approved by condition one (1) of this consent. Landscaping within this area shall be similar to what was proposed by the initial plans referenced by this condition. All other landscaping shall remain in general accordance with these approved plans – which denote the name of species, quantity of these species and grade that they are to be planted.
- q) All landscaping as approved by Condition (16p) shall be implemented.

Ongoing Conditions/Consent Notices

18. *The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant to s.221 of the Act.*
- a) In the event that the Schedule 2A certificate and Geotechnical Completion Report (GCR) issued under Condition (17c) 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).
 - b) Specific engineering design (SED) of the buildings foundations shall be undertaken with consideration of the geotechnical assessment of slope stability identified in the Bell Geoconsulting Limited report dated 01 June 2001 reference 1872/01 and the geotechnical sign off detailed above.
 - c) A consent notice condition shall be registered on the Record of Titles for the relevant lots detailing that all roading and servicing infrastructure is privately owned by the lot owners and that QLDC has no maintenance obligations now or in the future in respect of this infrastructure. All private infrastructure shall be constructed and maintained to Council's standards.
 - d) A consent notice condition pursuant to s.221 of the Resource Management Act 1991 shall be registered on the Record of Titles for the relevant lots providing for the performance of any ongoing requirements for protection of secondary flow paths or minimum floor levels for buildings, where deemed necessary by Council to satisfy Condition 7(d)(iv) above. The final wording of the consent notice instrument shall be checked and approved by the Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected.

- e) At the time a residential unit is constructed the owner for the time being shall construct a sealed vehicle crossing to the site to Council's standards. Access to Lots 2-6 and 10-15 shall be from the upper road formation only. Access to Lot 23 and 25 shall be from the private access way only. The design of the vehicle crossing shall be subject to approval by Council under a 'Connection to Council Service Application'. The approval should be obtained and construction of the crossing approved by a Council Inspector prior to occupation of the residential unit.
 - f) To prevent slope instability associated with the dormant Coronet Peak Landslide feature no lot shall dispose of any waters including stormwater to ground. All impermeable surfaces including driveways shall be reticulated to the piped stormwater network. At the time a building is erected on the lot, the owner for the time being shall engage a suitably qualified professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice to design a stormwater disposal system that is to provide stormwater disposal from all impervious areas within the site. The proposed stormwater system shall be subject to the review Council prior to implementation and shall be installed prior to occupation of the residential unit. In some cases, this will require pumping of the stormwater to the reticulation within the roads, where this is necessary emergency storage shall be provided to prevent overflow discharges to land in the event of a power or pump failure.
 - g) Relevant owners are required to be part of the management entity as required by Condition (17) of RM180844. This management entity shall be established and maintained at all times and ensure implementation and maintenance of the private roading and servicing and fire hydrant infrastructure associated with the development.
 - h) In the absence of a management entity, or in the event that the management entity established is unable to undertake, or fails to undertake, its obligations and responsibilities stated above, then the relevant lot owners shall be responsible for establishing a replacement management entity and, in the interim, the relevant lot owners shall be responsible for undertaking all necessary functions.
 - i) It has been assessed as part of RM180844 that the servicing for each site is capable of servicing two dwelling unit equivalents. Therefore, there shall be a maximum of two residential units located on each allotment or one residential unit and one residential flat. If two residential units are established on the site, there shall be no residential flats.
 - j) At the time resource consent RM180844 was granted, the subject site was zoned as Rural Visitor Zone and no land use consent for any future buildings has been granted. The relevant District Plan provisions as at the time of construction will apply to this site. Notwithstanding this, all buildings shall be setback a minimum of 2 metres from any boundary.
 - k) In addition to condition (18j), any building located within 20 metres of the Outstanding Natural Landscape (ONL) line to the north shall have a maximum height of no more than 8 metres above ground level.
19. In the event that the Engineering Acceptance issued under Condition (7) 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 Computer Freehold Registers 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].*

Covenant in Gross

20. A covenant in gross shall be registered on all relevant Titles in favour of Council confirming that the all roading and servicing infrastructure is privately owned by the lot owners and that QLDC has no maintenance obligations now or in the future in respect of this infrastructure. All private infrastructure shall be constructed and maintained to Council's standards. The Covenant shall be prepared by the consent holder and submitted to QLDC prior to s224c being signed. The cost of Council's solicitors checking the documentation shall be borne by the Consent holder.

Advice Notes

1. This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information please contact the DCN Officer at QLDC.

The applicant is advised that any development exceeding 25 lots intended for residential purposes will require further assessment of the capacity of the internal roading network.

2. The consent holder is advised that any retaining walls, including stacked stone and gabion walls, proposed in this development which exceeds 1.5m in height or walls of any height bearing additional surcharge loads will require Building Consent, as they are not exempt under Schedule 1 of the Building Act 2004.
3. 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.
4. The consent holder is advised to undertake a pre-construction condition survey, including photographs, to record the existing condition of all neighbouring buildings, landscaping and roads that lie within proximity of the proposed works. The extent of the pre-construction survey is related to the site and its surrounds and the associated potential risks. The existing condition of roading, landscaping and structures needs to be documented by way of photos, focusing on any damage that is already apparent. Items such as minor cracking in plaster will be very difficult to identify, and in these cases other methods would need to be employed to determine if they were formed as a result of the consented works. The survey will never cover everything but it aims to provide a record that can be reviewed in the event of a complaint or issue being raised.

APPENDIX 1 – DECISION B: LAND USE CONSENT CONDITIONS

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:
 - ‘APP 155 Limited Residential Development – All Stages – Road Layout’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 004. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Road Layout’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 005. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Cut/Fill Depths’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 006. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Cut/Fill Depths’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 007. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Road Typical Cross Sections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 008. Dated 04.18. Revision C.
 - ‘APP 155 Limited Residential Development – All Stages – Road Typical Cross Sections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 009. Dated 04.18. Revision C.
 - ‘APP 155 Limited Residential Development – All Stages – Road Typical Cross Sections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 010. Dated 04.18. Revision C.
 - ‘APP 155 Limited Residential Development – All Stages – Road Longsections’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 011. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Road 001/Arthur’s Point Road Intersection – Design Vehicle’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 014. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Road 001/Arthur’s Point Road Intersection – Checking Vehicle’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 014A. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – Swept Paths – Internal Intersections and Turning Areas – Design Vehicle Left Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 015. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – Swept Paths – Internal Intersections and Turning Areas – Design Vehicle Left Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 015A. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – Swept Paths – Internal Intersections and Turning Areas – Design Vehicle Right Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 016. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Checking Vehicle Left Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 017. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Checking Vehicle Right Turns’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 018. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Fire Appliance In’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 019. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Swept Paths – Internal Roads – Fire Appliance Out’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 020. Dated 04.18. Revision E.
 - ‘APP 155 Limited Residential Development – All Stages – Arthur’s Point Road Intersection Road Marking and Signage’, prepared by Clark Fortune McDonald & Associates. Drawing No. E001, Sheet 021. Dated 04.18. Revision E.

stamped as approved on 11 June 2019

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

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.
3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991.
4. All earthworks associated with the land use component of the consent shall be undertaken in accordance with the conditions detailed within Decision A of RM180844.

APPENDIX 2 – APPLICANT’S AEE

RESOURCE CONSENT APPLICATION FOR A 25 LOT RESIDENTIAL SUBDIVISION

APP 155 Limited

155 Arthurs Point Road, Arthurs Point

June 2018



CONTENTS

1.0 THE APPLICANT AND PROPERTY DETAILS

2.0 SITE DESCRIPTION AND RECEIVING ENVIRONMENT

- 2.1 Site Description
- 2.2 Legal Encumbrances
- 2.3 Designation 242
- 2.4 Receiving Environment

3.0 BACKGROUND

- 3.1 Resource management background for subject site
- 3.2 Resource management background for 153 Arthurs Point Road

4.0 THE PROPOSED DEVELOPMENT

- 4.1 Overview
- 4.2 Subdivision design
- 4.3 Access
- 4.4 Earthworks
- 4.5 Servicing
- 4.6 Landscaping

5.0 DESCRIPTION OF PERMITTED ACTIVITIES

6.0 STATUTORY CONSIDERATIONS

- 6.1 Operative District Plan
- 6.2 Proposed District Plan
- 6.3 NES
- 6.4 Overall activity status

7.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

- 7.1 Alternative locations or methods
- 7.2 Assessment of the actual and potential effects
- 7.3 Hazardous substances
- 7.4 Discharge of contaminants
- 7.5 Mitigation measures
- 7.6 Identification of interested or affected persons
- 7.7 Monitoring
- 7.8 Customary Rights

8.0 SECTION 95 NOTIFICATION

9.0 SECTION 104 (1)(b) ASSESSMENT

10.0 AN ASSESSMENT OF THE ACTIVITY AGAINST MATTERS IN PART 2

11.0 CONCLUSION

1.0 THE APPLICANT AND PROPERTY DETAILS

Site Address	155 Arthurs Point Road, Arthurs Point
Applicants Name:	APP 155 Limited
Address for Service	APP 155 Limited C/- Southern Planning Group PO BOX 1081 QUEENSTOWN 9348 Attention: Amanda Leith
Site Legal Description:	Lot 3 Deposited Plan 331294
Site Area:	3.2513 hectares
Operative District Plan Zoning:	Rural Visitor Zone
Brief Description of Proposal:	To undertake a 25 lot residential subdivision
Summary of Reasons for Consent:	Resource consent is required for all subdivision under the provisions of the Operative District Plan.

The following is an assessment of environmental effects that has been prepared in accordance with Schedule 4 of the Resource Management Act 1991. The assessment of effects corresponds with the scale and significance of the effects that the proposed activity may have on the environment.

List of Information Attached:

Appendix A	Certificate of Title
Appendix B	Consent Notice
Appendix C	Subdivision and Earthworks Plans
Appendix D	Transport Report
Appendix E	Geotechnical report
Appendix F	Servicing report
Appendix G	Lighting plans and report
Appendix H	Landscaping plans



.....
Amanda Leith

21 June 2018

2.0 SITE DESCRIPTION AND RECEIVING ENVIRONMENT

2.1 Site Description

155 Arthurs Point Road is a rear site as can be seen in Figure 1 below. The site is vacant of built form however there are currently numerous trees established across the land area.



Figure 1: Aerial view of the subject site

The site is accessed via Arthurs Point Road and the access leg (which is part of the site area) is approximately 26m wide and 225m long. From the top of the access leg the site opens up and is orientated to the northeast of the access.

The topography of the site is sloping, with land within the access leg being gradually sloping to the north. The remainder of the site is steeply sloping in parts and is undulating so that there is not a constant gradient.

Trees are established across the subject site and a farm track also exists which provides access to part of the land.

2.2 Legal Encumbrances

The site is legally described as Lot 3 Deposited Plan 331294 and is 3.2513 hectares in area. The Certificate of Title is contained within **Appendix A**.

There are a number of legal encumbrances on the Certificate of Title including a fencing restriction and easements. Consent Notice 6122676.1 (see **Appendix B**) is also registered on the Certificate of Title.

Consent notice 6122676.1 was applied as a result of resource consent RM030691. A summary of the requirements of the consent notice are provided below:

- a. A stormwater system is to be designed by a suitably qualified engineer and installed prior to the occupation of the dwellings. Stormwater is not to be disposed of to ground without the approval of Council.
- b. All construction is to be contained within the lot boundaries and access to the lot shall be via the vehicle crossing constructed at the time of subdivision. Any damage is to be repaired.
- c. If there is more than one residential unit constructed on the lot, headworks fees will be payable to QLDC.
- d. The building foundations are to be designed and certified taking into account the geological assessment prepared by Halliday O’Laughlin and Taylor Limited, dated 18 March 1988.
- e. If QLDC establish a reservoir on the site as per the designation in the District Plan, an easement shall be created in favour of the Council for a ROW to establish an access road to the reservoir. No construction on the lot is to preclude the establishment of a feasible ROW easement for the access road.
- f. Any boundary fencing adjoining Arthurs Point Road is to be a maximum of 1.2m in height above ground level.
- g. Any boundary planting (within 2m of the boundary) shall be restricted to a maximum height of 1.2m along 40% of the Arthurs Point Road boundary.
- h. Fencing types for boundaries adjoining the Arthurs Point Road boundary are to be restricted to post and wire or post and rail only.

The proposed development will satisfy the consent notice conditions which are of relevance at subdivision stage. Matter (e) above is addressed further below.

2.3 Designation 242

Under the ODP, designation 242 is identified over an area of the subject site as shown in Figure 2 below. QLDC are the Requiring Authority for the designation and the purpose is for ‘water storage & supply purposes – Arthurs Point’.



Figure 2: Location of Designation 242 under the ODP

However, Designation 242 has not been rolled over into the PDP. The notified and decision version of PDP Chapter 37: Designations do not include Designation 242. It is however still identified over the subject site on PDP Map 37. It is understood that the Applicant's legal representative has lodged a request with QLDC seeking that this mapping error be remedied. This application is therefore lodged on the basis that Designation 242 no longer applies to the subject site.

2.4 Receiving Environment

157 Arthurs Point Road

The subject site is located to the north of the Shotover Lodge located at 157 Arthurs Point Road. This site contains a three storey building used for residential and visitor accommodation purposes.

The access to this property is approximately 44m from the boundary of the subject site. A parking area is established to the western side of the building and adjoins the access leg to the site. Planting has been established along the western boundary of this site where it adjoins the access leg of the subject site.

The building is located at the toe of Mt Dewar, with an area of the slope being excavated to allow for the construction of the rear part of the building. In the northern part of the site, the level of the land appears to be the original level and reasonably dense vegetation is growing in this area.

161 Arthurs Point Road

The subject site is also located to the direct north of 161 Arthurs Point Road which contains the Swiss-Belresort Coronet Peak. This site contains single – two storey buildings used for visitor accommodation purposes. The buildings are located at the toe of the slopes of Mt Dewar.

The car parking on this site is located adjacent to Arthurs Point Road and to the west of the buildings. The outdoor areas are located to the north of the buildings.

The northern part of the site as it adjoins the subject site appears to be greatly undisturbed as it slopes steeply up to the north at this point. Dense planting is established in this area of the site.

201 Arthurs Point Road

The lot to the immediate east of the subject site is vacant and are currently in the same ownership as the land further to the east which contains a residential dwellings including a heritage building.

153 Arthurs Point Road

The land to the immediate west of the subject site is under development for a Special Housing Area called Bullendale. This development was approved under the Housing Accords and Special Housing Areas Act 2013 (via reference SH160143) for land use and subdivision consent to undertake an 88 unit residential development including associated earthworks, access and subdivision. Construction is underway on the site and a number of the units have been completed and are occupied.

The construction access to Bullendale is immediately adjacent and partially across the access leg to the subject site. Bullendale Road has also been constructed and has been vested in QLDC and is located 34m (measured centreline to centreline) from the access leg to the subject site. This will be addressed further below.

An extension to the Special Housing Area was granted by Council at its 3 May 2018 meeting in which the development will be extended further to the west.

Wider Area

Across Arthurs Point Road are a number of sites of which the best description of their use would be 'mixed use'. Nugget Point hotel is located directly across the road from the subject site. There is also an art gallery and picture framer at 158 Arthurs Point Road, with an office behind. Further to the south are the Onsen Hot Pools. Residential units are under construction at 154 and 174 Arthurs Point Road with the ones at 154 being apartments and the units at 174 being of townhouse design.

To the north of the subject site is Mount Dewar. This land is steeply sloping and is accessed via Coronet Peak Road to the east.

3.0 BACKGROUND

3.1 Resource management background for the subject site

RM030691

The subject site was created via RM030691 which was approved on 29 October 2003 for a three lot subdivision. A variation to this consent was granted on 29 July 2004 to delete condition 6(i) relating to a requirement for a landscape management plan.

The conditions of this consent gave rise to Consent Notice 6122676.1 which is registered on the Certificate of Title for the subject site.

RM081111

On 5 August 2008, Council granted an extension to the lapse period of Designation 242 for a further ten years.

RM100363

Consent was granted on 17 November 2010 to subdivide the subject site to create 15 residential allotments and to undertake 13,678m³ of earthworks.

An extension of time was approved on 6 August 2015 for RM100363 to extend the lapse date by one year to 17 November 2016. According to Council's edocs system, no s223 plan has been lodged with QLDC therefore RM100363 appears to have lapsed.

3.2 Relevant resource management background for 153 Arthurs Point Road

Under SH160143, Bullendale Drive was approved in its current location which is 34m (measured centreline to centreline) from Lot 3.

As part of the assessment of SH160143 the previous owner of the subject site (Lot 3) raised concerns relating to the location of the proposed access point to Bullendale in relation to the access leg location of the subject site. The SH160143 decision¹ records the following assessment of the location of Bullendale Drive in relation to the subject site:

"Under a previous consent (RM100363) the adjoining site (Lot 3) leg in was to be used as a joint access to that site and the application site. This access arrangement was initially proposed and later changed by the applicant to the present site configuration. The owner of Lot 3 has raised concerns with respect to general traffic safety and people accessing Lot 3 in the future. Neither Mr Wardill nor MWH have identified any owner, occupier or other persons accessing Lot 3 as being specifically affected by the additional access point. These assessments have broadly identified potential safety effects given potential traffic volumes on the arterial road and that the originally proposed urban auxiliary left and urban channelized right turning treatment is a safe intersection layout for the operational speed environment. A condition requiring this treatment is considered suitable to address potential traffic safety effects including on any person accessing the adjoining site. Further, as Arthurs Point Road is not a State Highway, an access at the Lot 3 juncture is not precluded by the proposed additional access to Arthurs Point Road. On this basis it is considered the potential adverse safety effects on this person will be less than minor."

It is requested that this background is taken into account in the assessment of the access to the proposed subdivision.

¹ Paragraph 1, page 10

4.0 THE PROPOSED DEVELOPMENT

4.1 Overview

The applicant seeks resource consent to undertake a 25 lot residential subdivision of the subject site. Also proposed are the earthworks associated with the construction of the proposed roads.

The details of the overall proposal are addressed below.

4.2 Subdivision Design

The proposed subdivision design is shown in the subdivision drawings attached as **Appendix C**. The following residential lots are proposed:

Lot number	Lot size	Lot number	Lot size
Lot 1	1225m ²	Lot 15	990m ²
Lot 2	780m ²	Lot 16	900m ²
Lot 3	725m ²	Lot 17	730m ²
Lot 4	665m ²	Lot 18	680m ²
Lot 5	600m ²	Lot 19	650m ²
Lot 6	700m ²	Lot 20	760m ² gross 740m ² net
Lot 7	1140m ²	Lot 21	630m ² gross 610m ² net
Lot 8	750m ²	Lot 22	635m ²
Lot 9	960m ²	Lot 23	670m ²
Lot 10	720m ²	Lot 24	780m ²
Lot 11	840m ²	Lot 25	1240m ²
Lot 12	990m ²	Access Lot 201	290m ²
Lot 13	1020m ²	Access Lot 202	390m ²
Lot 14	870m ²	Access Lot 203	450m ²

For the purposes of servicing and access, a maximum of one residential unit and one residential flat being constructed on each site has been assumed.

4.3 Access

Access to the subdivision is to be provided via Arthurs Point Road as can be seen on the plans in **Appendix C** and is described in the transportation report prepared by Carriageway Consultants in **Appendix D**.

Roads 001 and 002 are proposed to be vested in Council as part of the proposed subdivision. A manoeuvring area is proposed along the top of Road 001 and Road 002.

Three access lots are also proposed, these are to be constructed as part of the subdivision and the ongoing maintenance requirements are to be met by the properties which are to have ownership rights over the access lot.

A footpath is proposed along one side of both Roads 001 and 002.

4.4 Earthworks

Earthworks are proposed to allow for the construction of the roads and access lots. Earthworks plans are provided within **Appendix C**.

A total of 33,400m³ of earthworks are proposed across the site which includes the following:

Strip topsoil	3,000m ³
Cut	28,000m ³
Fill	2,400m ³

As a result, 25,600m³ of excess material will require deposition off-site. This will be taken to an approved cleanfill facility if appropriate.

The main areas of fill are along the access leg and to the south of the proposed Roads 001 and 002. The maximum height of fill is 5.2m along the western side of the access leg.

The main areas of cut are to be along the proposed Roads 001 and 002 and the access lots. The maximum height of cut is 6.4m and is within Road 001 adjacent to the northern boundary.

A geotechnical report prepared by Bell Geoconsulting Limited assessing the feasibility of the proposed earthworks and eventual residential development is included in **Appendix E**.

4.5 Servicing

The servicing of the proposed development is addressed in the report attached as **Appendix F** to this application prepared by Clark Fortune McDonald & Associates. The proposed methods of servicing the development are summarised below.

Wastewater

Connection to Council's wastewater network is proposed via the existing 150mm diameter foul sewer in Arthurs Point Road. Each lot is to be provided with a wastewater connection at the boundary.

Water supply

It is proposed to connect to Council's reticulated water supply along Arthurs Point Road immediately adjacent to the property. The majority of the subject site are anticipated to have an appropriate level of service however a new booster pump station may be required to service those lots at the top of the slope.

Stormwater disposal

It is proposed to connect the development to the culvert constructed beneath Arthurs Point Road. The stormwater system connecting to this culvert will be designed by a suitably qualified engineer as details will be provided to Council prior to s223 certification and installed prior to s224c approval in accordance with Condition (a) of Consent Notice 6122676.1.

Street lighting

Street lighting is proposed along Roads 001 and 002 as identified in **Appendix G**.

4.6 Landscaping

The landscaping proposed as part of the subdivision is shown on the landscaping plans in **Appendix H**.

Along both sides of the access leg it is proposed to plant rows of Mountain Beech trees with low mulched verge planting underneath.

Clusters of Mountain Beech are also proposed along the sides of Roads 001 and 002 as well as the access lots. Low mulched verge planting is also proposed adjacent to the footpaths and road verges.

The cut faces resulting from the excavation to align and construct the southern portion of the proposed Road 001 and Road 002 are also proposed to be planted with taller revegetation planting. Lower level planting is also proposed along the cut faces of the northern extent of Road 001.

5.0 DESCRIPTION OF PERMITTED ACTIVITIES

The consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect. In this instance the permitted baseline does not apply as all subdivision requires resource consent under the ODP.

6.0 STATUTORY CONSIDERATIONS**6.1 Operative District Plan**

The subject site is zoned Special Zone – Rural Visitor (Arthurs Point) and the proposal requires the following resource consents under the Operative District Plan:

- **Controlled activity** consent pursuant to Rules 15.2.3.2(b) (Subdivision Activities), 15.2.6.1 (Lot Sizes and Dimensions), 15.2.7.1 (Subdivision Design), 15.2.8.1 (Property Access), 15.2.10.1 (Natural and Other Hazards), 15.2.11.1 (Water Supply), 15.2.12.1 (Stormwater Disposal), 15.2.13.1 (Sewage Treatment and Disposal), 15.2.15.1 (Energy

Supply and Telecommunications), 15.2.16.1 (Open Space and Recreation), 15.2.17.1 (Vegetation and Landscape), 15.2.18.1 (Easements) and 15.2.21.1 (Earthworks).

- **Restricted Discretionary activity** consent pursuant to Rule 14.2.4.2(vi) in relation to the Minimum Distance of Vehicle Crossings from Intersections. The proposed intersection of Road 001 and Arthurs Point Road is less than the required 40m from the intersection of Arthurs Point Road and Bullendale Drive (34m). Council's discretion is restricted to this matter.
- **Restricted Discretionary activity** consent pursuant to Rule 14.2.4.2(iv) in relation to Minimum Sight Distances from Vehicle Access as the 45m sight distance cannot be achieved for Lots 10 and 11.
- **Restricted Discretionary activity** consent pursuant to Rule 14.2.4.1(vi) in relation to Parking Area and Access Design as Road 001 does not comply with the QLDC Subdivision Code of Practice as it provides only one footpath and the movement lane is wider than anticipated. Council's discretion is restricted to this matter.

6.2 Proposed District Plan

The Rural Visitor Zone has not been included within the District Plan review to date. Therefore the PDP is not applicable to the proposal in terms of its zoning.

Designations were however included within Stage 1 of the District Plan review and Designation #242 is identified on the PDP map over the subject site. This is addressed in Section 2.3 above.

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

A review of both the Otago Regional Council's database of contaminated sites and Queenstown Lakes District Councils Hazard Register do not show that the piece of land to which this application relates is a Hazardous Activities and Industries List (HAIL) site, and therefore this National Environmental Standard (NES) does not apply.

6.4 Overall Activity Status

The overall activity status of the proposed subdivision is **Restricted Discretionary**.

7.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

The matters that must be addressed pursuant to Clauses 6 and 7 of the Schedule 4 of the Resource Management Act 1991 are detailed below.

7.1 If it is likely that the activity will result in any significant adverse effect on the environment, a description of any possible alternative locations or methods for undertaking the activity:

The proposed activity will not result in any significant adverse effects on the environment. Any effects there are, will be temporary, adequately remedied and mitigated. Alternative locations are therefore not considered necessary.

7.2 An assessment of the actual or potential effect on the environment of the proposed activity.

Introduction

Subject to Part 2 of the Resource Management Act 1991, the Council in considering this application pursuant to Section 104(1)(a) of the Act, shall have regard to any actual or potential effects on the environment of allowing the proposed development to proceed.

In assessing any actual or potential effects on the environment of allowing the proposal to proceed, Clause 7(1) of the Act states that the following matters must be addressed:

- (a) any effect on those in the neighbourhood and, where relevant, the wider community, including any social, economic, or cultural effects:*
- (b) any physical effect on the locality, including any landscape and visual effects:*
- (c) any effect on ecosystems, including effects on plants or animals and any physical disturbance of habitats in the vicinity:*
- (d) any effect on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual, or cultural value, or other special value, for present or future generations:*
- (e) any discharge of contaminants into the environment, including any unreasonable emission of noise, and options for the treatment and disposal of contaminants:*
- (f) any risk to the neighbourhood, the wider community, or the environment through natural hazards or the use of hazardous substances or hazardous installations.*

Taking on board the matters that must be assessed through Clause 7(1) of the Act, and the applicable District Plan Assessment Matters, the proposal is considered to raise the following actual or potential effects on the environment.

Lot Sizes, Averages and Dimensions

There is no prescribed minimum or average lot size for subdivision within the Rural Visitor zone, however Council has reserved its control over the lot sizes and dimensions of subdivisions within the zone. The relevant assessment matters seek to ensure that lots are of

sufficient area, dimensions and slope to effectively fulfil the intended purpose or land use, having regard to the relevant standards for land uses in the zone and the relationship of the proposed lots and their compatibility with the pattern of the adjoining area.

The lots range in size from 600m² to 1240m². These lot sizes are similar to that which has been established within the Arthurs Point Low Density Residential zone to the southwest of the subject site and are significantly larger than the lots which have been created on the neighbouring Bullendale site (177 – 208m²).

The site and zone standards in terms of the built form within the Rural Visitor zone only prescribe a minimum setback from roads and neighbours (10m from the zone boundary for Residential Accommodation) and a height limit (8m for Residential Activities). The proposed lot sizes are considered to take into account their intended purpose for residential development as well as these site and zone standards. It is acknowledged that the future owners of the lots adjoining the northern and western boundaries may want their buildings to be located within the 10m of the zone boundary, however it is noted that the Rural Visitor chapter is up for review as part of the PDP in the first quarter of 2019 and therefore it is anticipated that the setback rules may change prior to the construction of buildings on the lots (taking into account the likely subdivision construction timeframe).

The proposed lot sizes are also considered to account for the slope of the land being of sufficient size to allow for the construction of a dwelling along with allowing for additional land area for retaining, on-site vehicle manoeuvring and the like.

Overall, the proposed lot sizes and dimensions are not anticipated to result in any adverse effects which are more than minor.

Subdivision Design

The matters of relevance to the proposed subdivision which Council has reserved its control are in relation to pedestrian access, the orientation of lots to optimise solar gain, the effect of potential development on views from surrounding properties and the scale and nature of earthworks and the disposal of excess material.

The proposed footpath locations are identified on the landscape plan in **Appendix G** and will be sealed in accordance with Council standards. As can be seen on this plan, a footpath is shown on the eastern side of Road 001 as it extends to the north from Arthurs Point Road and a footpath is provided on one side of the remainder of Road 001 as well as along one side of Road 002. It is noted that only having one footpath along Road 001 does not comply with the QLDC Subdivision Code of Practice, however it is considered that this would be adequate for the expected demand given the location and number of lots proposed.

The subject site is a south facing slope and therefore the proposed lots will have little access to morning sun, however in the afternoons, particularly in the summer months the lots will have good access to sunlight.

In terms of effects on views, the subject site is located on the middle flank of the southern side of Mount Dewar and therefore will be located above the existing developments within Arthurs Point. Mount Dewar itself is not considered to be a prized view from developments within the immediate surrounding area, with the predominant views being to the south over the Shotover River and Queenstown Hill.

The proposed earthworks are addressed below.

Overall, the effects of the proposed subdivision design, subject to the standard and volunteered conditions of consent are considered to be less than minor.

Property Access

The relevant matters of control in relation to property access are listed in Rule 15.2.8.1 of the ODP.

As outlined in Section 5.1, the proposed roading and access layout complies with Section 14 of the ODP with the exception of the design of Road 001 and in relation to minimum sight distances from vehicle access points.

As detailed in the transportation report in **Appendix D**, the design of Road 1 will be similar to the Road Type E12 design applicable for subdivisions of 1 to 200 residences with the exception of the movement lane being wider than required and a footpath only being proposed on one side rather than both. Carriageway Consulting consider that the road will function as a 5.7m width for movement lanes plus an additional 2.3m for parking thereby achieving the outcome sought by the E12 design.

As stated above, the singular footpath along the extent of Road 001 is considered to be adequate given the low number of lots proposed.

The minimum sight distance from vehicle access points will not be able to be achieved by Lots 10 and 11 but will for all other lots. These lots are to be located at the end of Road 001 and accessed via an access lot and therefore vehicle speeds will be low and the potential safety effects will be mitigated.

With respect to the separation distance of the proposed Road 001 and Arthurs Point Road intersection from the Bullendale Drive – Arthurs Point intersection, it is noted that it is less than the separation distance required by the ODP. However, as outlined in Section 3.2 above, the location of the Bullendale Drive / Arthurs Point Road intersection was approved by QLDC (via SH160143) notwithstanding the concerns which were raised regarding the separation distance by the previous owner of the subject site. In this regard the SH160143 decision states that the approval of the Bullendale access does not preclude access to the subject site and therefore this assessment is relied upon for this application. Any alternative requirement (eg requiring the proposed subdivision to be accessed via the Bullendale development) should have been addressed by QLDC at the time of the approval of SH160143 (eg an access easement in favour of Lot 3) however this did not occur.

The entirety of the subject site is zoned Rural Visitor and both subdivision and the construction of buildings can be undertaken as controlled activities. Therefore the development of the land is anticipated by the ODP. Furthermore, given the lack of density controls and the relatively permissive height limits, the scale of development which could feasibly be undertaken as a controlled activity could be significant.

The configuration of Lot 3 allows for only one possible access point location on to Arthurs Point Road and this access point is proposed to be utilised for the proposed subdivision. The proposed subdivision is for 25 residential lots (with an assumption of one residential unit and one residential flat on each lot) which is considered to be of modest density compared to that which the District Plan allows (eg 3 storey hotel or a townhouse development akin to that approved for Bullendale of around 200m² for each lot). Consequently, the proposed density of development is considered to result in less traffic movements than could be anticipated for the site.

Carriageway Consultants consider that the intersection of Road 001 and Arthurs Point Road will be able to provide the required sight distances set out within the Austroads Guide Design Part 4A. Furthermore, they state that the proposed intersection would provide an excellent level of service with low queues and delays.

Roads 001 and 002 are proposed to be vested in Council and will be constructed to Council's standards. The width and extent of the land to be vested is identified on the subdivision plan in **Appendix C**. The naming of the roads and access ways will be undertaken in accordance with Council's road naming policy.

Street lighting is also proposed through the subdivision as identified in **Appendix G**. This will enhance the safety of the subdivision.

As shown in **Appendix H**, tree planting is proposed within Roads 001 and 002. These are to be clusters of Mountain Beech trees which will provide amenity to the roads, along the footpaths as well as for the future occupants of the proposed lots. The use of native species will encourage native wildlife.

The need or requirement to widen or upgrade Arthurs Point Road is not known and it is noted that the carriageway as it relates to the subject site is already of wide formation and therefore this is not anticipated.

The proposed subdivision design does not allow for access for future subdivision on adjoining land as both adjoining sites are not considered to be constrained. The upper area of the Bullendale land is zoned Rural General and therefore further development on this land is not anticipated by the ODP. Further, 201 Arthurs Point Road is not currently developed and therefore access could be provided to the upper areas of this land within that site.

Overall, taking into account the Carriageway Consulting report in Appendix D as well as the above matters, the potential transportation effects as a result of the proposal are anticipated to be no more than minor.

Natural Hazards

The geotechnical report attached as **Appendix E** identifies that the subject site is located on the lower part of the Coronet Peak landslide and identifies that the landslide area can be regarded for practical engineering purposes as a 'dormant feature'.

The geotech report identifies that the potential for construction of up to 25 dwellings is realistic subject to site-specific foundation design. It is expected that a combination of pole foundations and excavated building platforms will be utilised in the future construction of buildings on the lots. The requirement for site specific foundation design is already covered by consent notice 6122676.1 which requires that building foundations are certified taking into account the geological assessment prepared by Halliday O'Laughlin and Taylor Limited dated 18 March 1988.

The geotech report also identifies that there are existing springs on proposed Lots 10 and 11. These are proposed to be drained and managed and a number of options are still being investigated. A condition of consent is therefore volunteered that prior to s223 certification that the methods of drainage and management of the springs across Lots 10 and 11 will be submitted to Council for approval.

On the basis of the geotechnical report submitted with the application, the existing consent notice condition and the volunteered condition of consent, the potential natural hazard effects are considered to be no more than minor.

Servicing

Water Supply

Clarke Fortune McDonald & Associates' (CFMA) report in **Appendix F** anticipates there to be sufficient water supply capacity within the Arthurs Point network to service the proposed subdivision.

The slope of the land however poses a problem above RL467m in servicing the top lots according to the report. Consequently, a booster pump station would be required. Details of this will be provided prior to s223 certification and a condition of consent is volunteered to this effect.

Stormwater

The CFMA report details that the existing culverts under Arthurs Point Road have sufficient capacity to handle the stormwater flows from the proposed development as well as the catchment from Mt Dewer to the north. An internal gravity stormwater network is proposed

and no upgrades to the Council's network are anticipated. Detailed design of the network will be provided prior to s223 certification.

Wastewater Disposal

CFMA anticipate that there is sufficient capacity in both the existing pipework and at the Arthurs Point pump station to handle the increase in flows resulting from the proposed subdivision and do not anticipate a need for any upgrades.

Energy Supply and Telecommunications

Aurora Energy and Chorus infrastructure is located within Arthurs Point Road and CFMA do not anticipate that there will be any supply or capacity issues in this regard.

Summary

Based upon the information provided by CFMA, the proposed subdivision will be able to connect to Council's services and network without any upgrades being necessary. Energy and telecommunications supply are also available to the proposed subdivision. As such, it is considered that the effects in relation to servicing will be less than minor.

Vegetation and Landscape

The subject site is currently covered by a mixture of plantings including a number of weed species. It is proposed to remove all of the existing vegetation and to incorporate native plantings into the subdivision design. As can be seen on the landscape plan in **Appendix H**, a mixture of ground and tree plantings are proposed within the road reserves and part of the lots where excavation is proposed to provide for the construction of the roads. This will enhance the amenity of the subdivision and surrounding area and accordingly, the effects in this regard are considered to be less than minor.

Easements

There is an existing easement 'G' which extends into the subject site. The Applicant is in discussions with the dominant tenement of this easement and they have agreed to surrender the easement. The documentation is currently being executed. Once this has been finalised, updated documentation will be submitted to Council.

Earthworks

The proposed earthworks are for the construction of the roads only and are consistent with the earthworks that have been undertaken on other sloping sites as part of subdivisions. The temporary nuisance effects associated with the proposed earthworks will be addressed via the use of site management methods, the details of which will be provided to Council prior to works commencing on the site.

The visual effects of the earthworks will also be temporary as following their completion the cut faces will be remediated with planting and the roading will be sealed. The visual effects of the retaining along the sides of Road 001 will also be mitigated by the proposed planting of low level plants as well as two rows of Mountain Beech trees.

Noise effects are anticipated as a result of the proposed earthworks activity and the excess soil will require transportation away from the site which will also result in potential noise effects. These effects will be temporary and the hours of operation of the vehicles are volunteered to be restricted to 8am – 6pm Monday to Saturday with no earthworks to occur on Sundays or public holidays. This is considered to mitigate the potential adverse effects upon the amenity of the adjoining residential and visitor accommodation occupants.

Submission of a traffic management plan prior to works commencing is also volunteered to manage the effects upon the functioning of Arthurs Point Road.

Conclusion

Overall, taking into account the above assessment, the effects of the proposed subdivision are anticipated to be no more than minor subject to the conditions of consent which have been volunteered.

7.3 If the activity includes the use of hazardous substances and installations, an assessment of any risks to the environment which are likely to arise from such use

No hazardous substances will be used as part of this proposal.

7.4 If the activity includes the discharge of any contaminant, a description of:

- 1. The nature of the discharge and the sensitivity of the proposed receiving environment to adverse effects; and**
- 2. Any possible alternative methods of discharge, including discharge into any other receiving environment.**

There will be no discharge of any contaminant on site.

7.5 A description of the mitigation measures (including safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce actual and potential effects:

In addition to the resource consent conditions anticipated, no other mitigation measures are necessary in addition to those incorporated into this proposal.

7.6 Identification of the persons affected by the activity, any consultation undertaken, and any response to the views of any person consulted:

The consideration of effects on people, including the adjoining properties is incorporated into the above assessment in Section 7.2.

Given that Designation #242 is no longer applicable to the subject site under the PDP, QLDC approval under Section 176(1)(b) is not considered necessary.

7.7 If the scale or significance of the activities effects are such that monitoring is required, a description of how and by whom the effects will be monitored if the activity is approved.

No monitoring is required other than of the standard conditions of consent (and the conditions proposed as part of this application).

7.8 If the activity will, or is likely to, have adverse effects that are more than minor on the exercise of a protected customary right, a description of possible alternative locations or methods for the exercise of the activity (unless written approval for the activity is given by the protected customary rights group).

The proposed activity will have no effect on any customary rights.

8.0 SECTION 95 NOTIFICATION

A consent authority must publicly notify an application if it decides under s95D that the activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(2)(a)). Section 95B also sets out whether limited notification of an application is required which includes assessment as to whether there are any affected persons (under s95E) in relation to the activity.

As outlined above, the proposed activity is not likely to have adverse effects on the environment that are minor or more than minor and no persons are considered adversely affected.

Additionally, the applicant has not requested public notification of the application (s95A(3)(a)), there is no proposal to exchange recreation reserve land (s95A(3)(c), there is no rule or national environmental standard requiring public notification of the application (s95A(8)(a)) and there are no special circumstances that exist in relation to the application that would require public notification (s95A(9)).

Given the foregoing the application should proceed on a non-notified basis.

9.0 SECTION 104 (1)(b) ASSESSMENT

Clause 2(1)(g) of Schedule 4 of the Resource Management Act 1991 requires an assessment against any relevant planning documents that are referred to in Section 104(1)(b) of this legislation. Such documents include:

- A national environmental standard
- Other regulations
- A national policy statement
- A New Zealand coastal policy statement
- A regional policy statement or proposed regional policy statement
- A plan or proposed plan

The relevant objectives and policies that relate to the proposal from the Operative and Proposed District Plan are addressed below.

9.1 Operative District Plan

The objectives and policies relevant to this proposal are found in Part 14 – Transport and Part 15 – Subdivision and Development of the Operative District Plan.

Part 14

Objective 1 is in relation to the efficient use of the District's existing and future transportation resource and of fossil fuel usage. The proposal is consistent with this objective and its associated policies in that the proposed Roads 001 and 002 are to be vested as local roads and are accessed via Arthurs Point Road which is an arterial road.

The proposal further consolidates the Arthurs Point Rural Visitor zone through development of currently vacant land. The required off-road parking for the future development within the proposed lots will be addressed as they are developed, however the sites are considered to be of sufficient size to allow for the required provision of on-site parking bays. The site also has access to public transport services as there is a bus service which stops outside Nugget Point which travels to Queenstown.

As detailed in Section 7.2 above and in the Carriageway Consulting report in **Appendix D**, access to the property will ensure safety and efficiency of road functioning both within the proposed roading network and on to Arthurs Point Road.

Objective 2 is in relation to safety and accessibility in relation to both pedestrians and vehicles. Access to and within the proposed subdivision has been designed in accordance with the Council's Land Development Code of Practice with the exception of the road width and provision of a singular footpath along Road 001 rather than two. These are addressed in Section 7.2 above.

As detailed above, footpaths are provided within the proposed subdivision which will enhance connectivity within the site.

Policy 2.6 seeks to ensure that intersections and accessways are designed and located so that good visibility is provided, so that they can accommodate vehicle manoeuvres, they prevent reverse manoeuvres on to arterial roads and are separated so as not to adversely affect the free flow of traffic on arterial roads. As outlined in the traffic report in **Appendix D**, Lots 10 and 11 do not satisfy the District Plan requirements in relation to sightlines however these lots are located at the end of Road 001 and the access lot and therefore vehicle speeds in the vicinity will be low and therefore this will be safe in use. The proposed access ways will also not result in any reversing on to any arterial road. The proposed intersection of Road 001 and Arthurs Point Road does not provide the required 40m separation distance from the Bullendale Drive intersection being 34m, however for the reasons outlined in Section 7.2 above this is considered acceptable.

Objective 3 is in relation to the environmental effects of transportation. The proposal is considered to be consistent with the two relevant policies 3.4 and 3.6 as the proposed roading will require substantial earthworks cuts of which the visual effect upon the landscape will be mitigated through the planting of native plants on the cut faces. Furthermore, the planting of both low level plants and Mountain Beech trees within the road reserves will provide amenity along the roads.

Objective 6 and its associated policies seek to encourage and provide for the safe movement of cyclists and pedestrians. As mentioned above, footpaths are proposed along both Roads 001 and 002 which will also support access to Arthurs Point Road and the bus stops.

Part 15

Objective 1 of Part 15 relates to the servicing of the proposed subdivision and seeks to ensure that the necessary services are provided.

Vehicular and pedestrian access is assessed in detail above, however it is considered that the subdivision roading will integrate with the existing road network in an efficient manner and each lot will be provided with a safe access point.

As detailed above in Section 7.2, it is anticipated that the proposed subdivision can be supplied with potable and fire fighting water from Council reticulation. Furthermore, there is anticipated to be capacity for the subdivision to dispose of stormwater and wastewater via Council's network. Electricity and telecommunications connections are available along Arthurs Point Road and street lighting is proposed along Roads 001 and 002.

The proposal is also considered to be consistent with Objective 2 and its associated policies as the developer of the subdivision will provide for all roading and access and all service connections to the lots.

In terms of Objective 5 – Amenity Protection, as detailed in Section 7.2 above, the proposed lots are considered to be of sufficient size and dimensions to provide for the anticipated residential development.

Overall, the proposed subdivision is considered to be consistent with all of the relevant objectives and policies within the ODP.

9.2 Proposed District Plan

The zoning of the subject site has not been included within the PDP to date and therefore is not of relevance to the proposed development.

10.0 AN ASSESSMENT OF THE ACTIVITY AGAINST MATTERS IN PART 2

10.1 Section 5

The purpose of the Act is “to promote the sustainable management of natural and physical resources”. Section 5(2) of the Act defines “sustainable management” as:

... managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well being and for their health and safety while –

- (a) Sustaining the potential of natural and physical resources ... to meet the reasonably foreseeable needs of future generations; and*
- (b) Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- (c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

It is considered that the overall impact of the proposal in the context of the surrounding environment will not be adverse. The proposal reflects the on-going importance in continuing to meet people’s expectations about those values, and consequential “well-being”, both now and in the future, is acceptable.

10.2 Sections 6 and 7 of the Act

In relation to Section 6 of the Act, it is considered that there are no matters of national importance requiring assessment.

In relation to Section 7 of the Act, of relevance are the maintenance and enhancement of amenity values (section 7(c)) and the maintenance and enhancement of the quality of the environment (section 7(f)). It is considered that there will be no significant adverse effect on amenity values or on the quality of the environment, either in their physical sense or in the subjective sense when the volunteered conditions of consent are taken into account.

Overall, it is considered that the proposal is consistent with Part 2 of the Act, being the sustainable management of natural and physical resources, whilst also protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

11 CONCLUSION

Resource consent is sought to undertake a 25 lot residential subdivision of 155 Arthurs Point Road, Arthurs Point.

The overall planning status of the proposal is that of a Restricted Discretionary Activity.

The actual and potential effects on the environment have been outlined in section 7 of this report where it is concluded that the proposed activity is not likely to have any adverse effects on the environment that are more than minor.

The proposed development is not considered to be contrary to the relevant objectives and policies of the operative and proposed District Plans and meets the purpose and principles of the Resource Management Act 1991.

Overall, and in accordance with the assessment contained in this report, it is requested that the land use consent is granted as proposed.

QUEENSTOWN LAKES DISTRICT COUNCIL

PROPOSED AMALGAMATION CONDITIONS

THAT LOT 201 HEREON (LEGAL ACCESS) BE HELD AS TO FOUR UNDIVIDED ONE QUARTER SHARES BY THE OWNERS OF LOTS 1-15 HEREON AS TENANTS IN COMMON OF THE SAID SHARES AND THAT INDIVIDUAL COMPUTER FREEHOLD REGISTERS BE ISSUED IN ACCORDANCE THEREWITH.

APPROVED PLANS
RM180844

THAT LOT 202 HEREON (LEGAL ACCESS) BE HELD AS TO THREE UNDIVIDED ONE THIRD SHARES BY THE OWNERS OF LOTS 9 -11 HEREON AS TENANTS IN COMMON OF THE SAID SHARES AND THAT INDIVIDUAL COMPUTER FREEHOLD REGISTERS BE ISSUED IN ACCORDANCE THEREWITH.

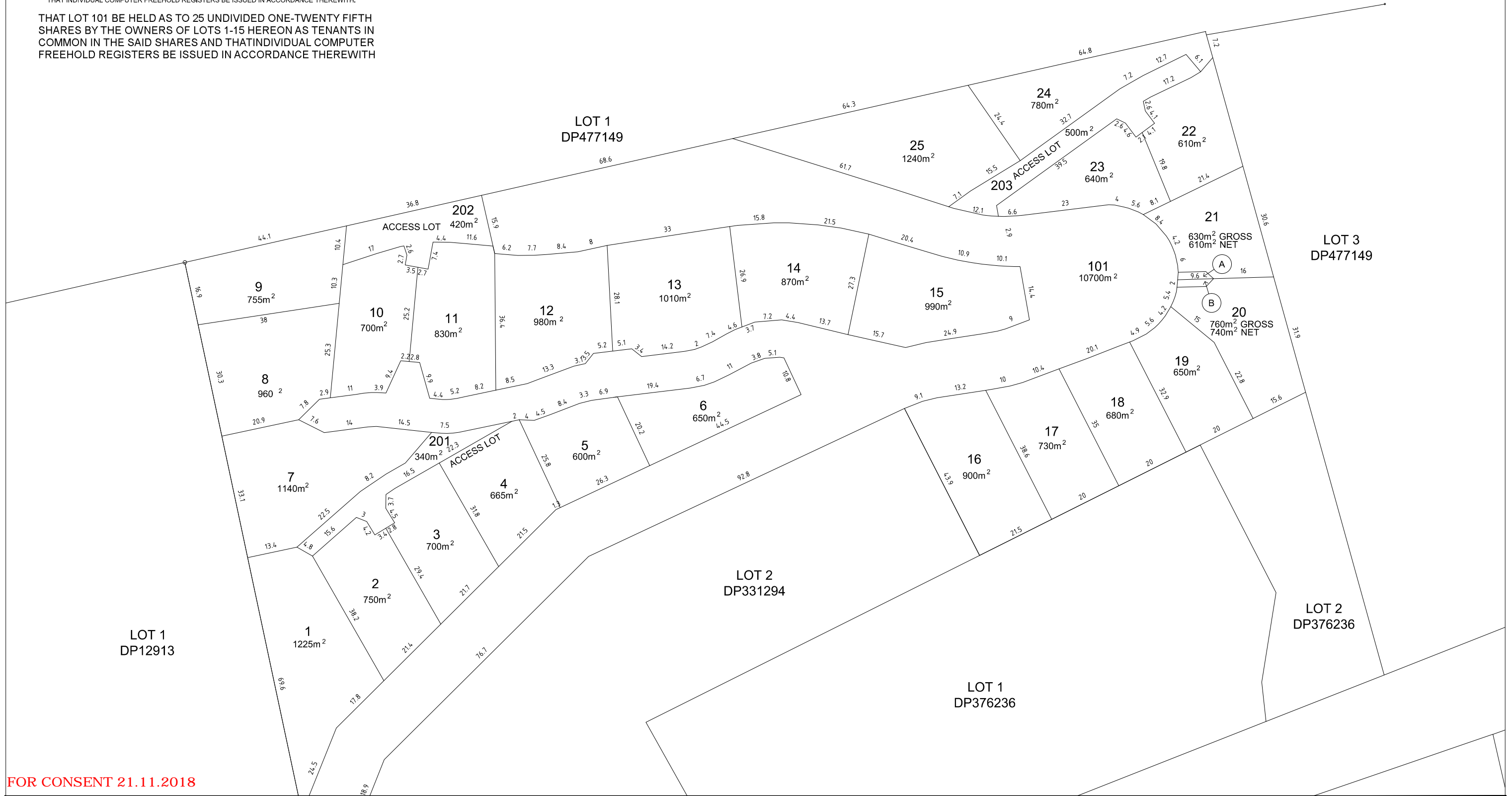
Tuesday, 11 June 2019

THAT LOT 203 HEREON (LEGAL ACCESS) BE HELD AS TO THREE UNDIVIDED ONE THIRD SHARES BY THE OWNERS OF LOTS 22, 24 AND 25 HEREON AS TENANTS IN COMMON OF THE SAID SHARES AND THAT INDIVIDUAL COMPUTER FREEHOLD REGISTERS BE ISSUED IN ACCORDANCE THEREWITH.

THAT LOT 101 BE HELD AS TO 25 UNDIVIDED ONE-TWENTY FIFTH SHARES BY THE OWNERS OF LOTS 1-15 HEREON AS TENANTS IN COMMON IN THE SAID SHARES AND THAT INDIVIDUAL COMPUTER FREEHOLD REGISTERS BE ISSUED IN ACCORDANCE THEREWITH



PROPOSED RIGHTS OF WAY			
PURPOSE	SHOWN	DOMINANT TENEMENT	SERVIENT TENEMENT
R.O.W.	A	LOT 20	LOT 21
R.O.W.	B	LOT 21	LOT 20



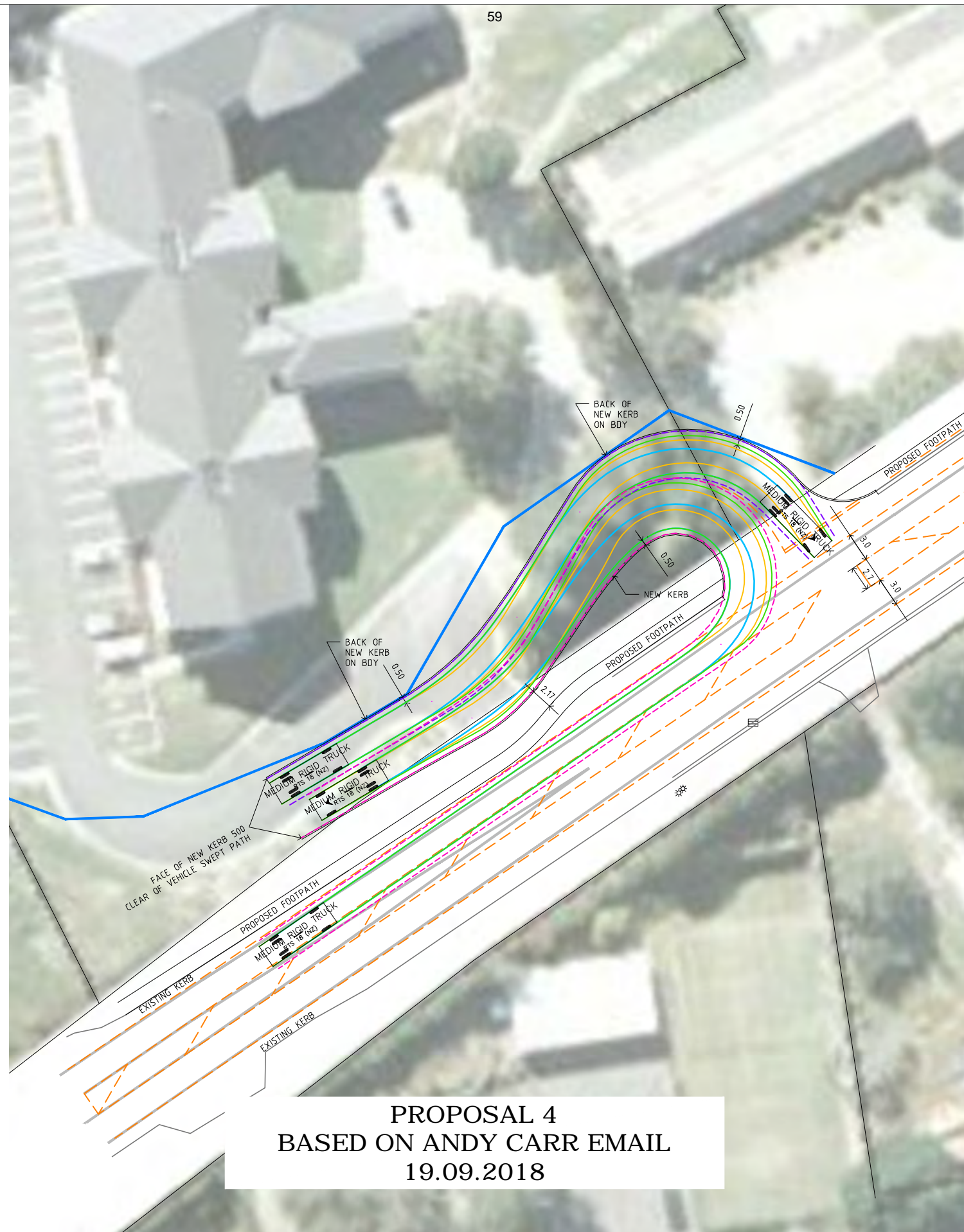
FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	02.05.2018	WEST CORNER OF LOT 23, TURNING LOTS 10, 11	TS
D	31.05.2018	Amend lots 8 & 9	CH
E	20.11.2018	AMEND FOR TURNING AREAS AND PARKING	TS

AP 155 LIMITED RESIDENTIAL DEVELOPMENT
ALL STAGES
BOUNDARY DIMENSIONS

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED				13361	E001
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn TPS	Signed	Date 04.18	Scale 1:500 @ A1 1:1,000 @ A3	SHEET 013
	Designed TPS	Signed	Date 04.18	Datum & Level MSL	Rev. E



LEGEND

- SURVEYED KERB LINES
- SURVEYED ROAD MARKING LINES
- - - PROPOSED ROAD MARKING
- - - 500mm CLEARANCE AROUND INBOUND TRUCK
- - - 500mm CLEARANCE AROUND OUTBOUND TRUCK
- PROPERTY BOUNDARY
- RIGHT OF WAY BOUNDARY

PROPOSAL 4
BASED ON ANDY CARR EMAIL
19.09.2018

ISSUED FOR REVIEW 2/10/2018

Clark Fortune McDonald & Associates
Licensed Cadastral Surveyors - Land Development - Planning Consultants
309 Lower Shotover Road, P.O.Box 553 Queenstown
Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
21 Reece Crescent, P.O.Box 550, Wanaka
Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
D	02/10/2018	AMEND SW PATHS, ADD SURVEYED KERBS, MARKING TS	

AUGUST PROPERTIES
ARTHUR'S POINT DEVELOPMENT
PROPOSED ALTERNATIVE ACCESS

Client	155 AP LIMITED	Surveyed		Signed		Date		Job No.	13361	Drawing No.	E002
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.										
Drawn	TS	Signed		Date	1/6/2018	Scale	1:250 @ A1 1:500 @ A3	Datum & Level	MT NIC 2000	Rev.	D

QUEENSTOWN LAKES DISTRICT COUNCIL

**APPROVED PLAN:
RM180844**

Tuesday, 11 June 2019

LOT
DP129 3

LOT 2
DP331294

LOT 1
DP376236



NOTES:

CONTOURS ARE DESIGN FINISHED LEVEL

- MINOR INTERVAL 1m
- MAJOR INTERVAL 5m

FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	05.02.2018	LABEL TYPICAL CROSS SECTIONS	TS
E	20.11.2018	ROAD DETAILS - UP TO CH 150 ETC	TS

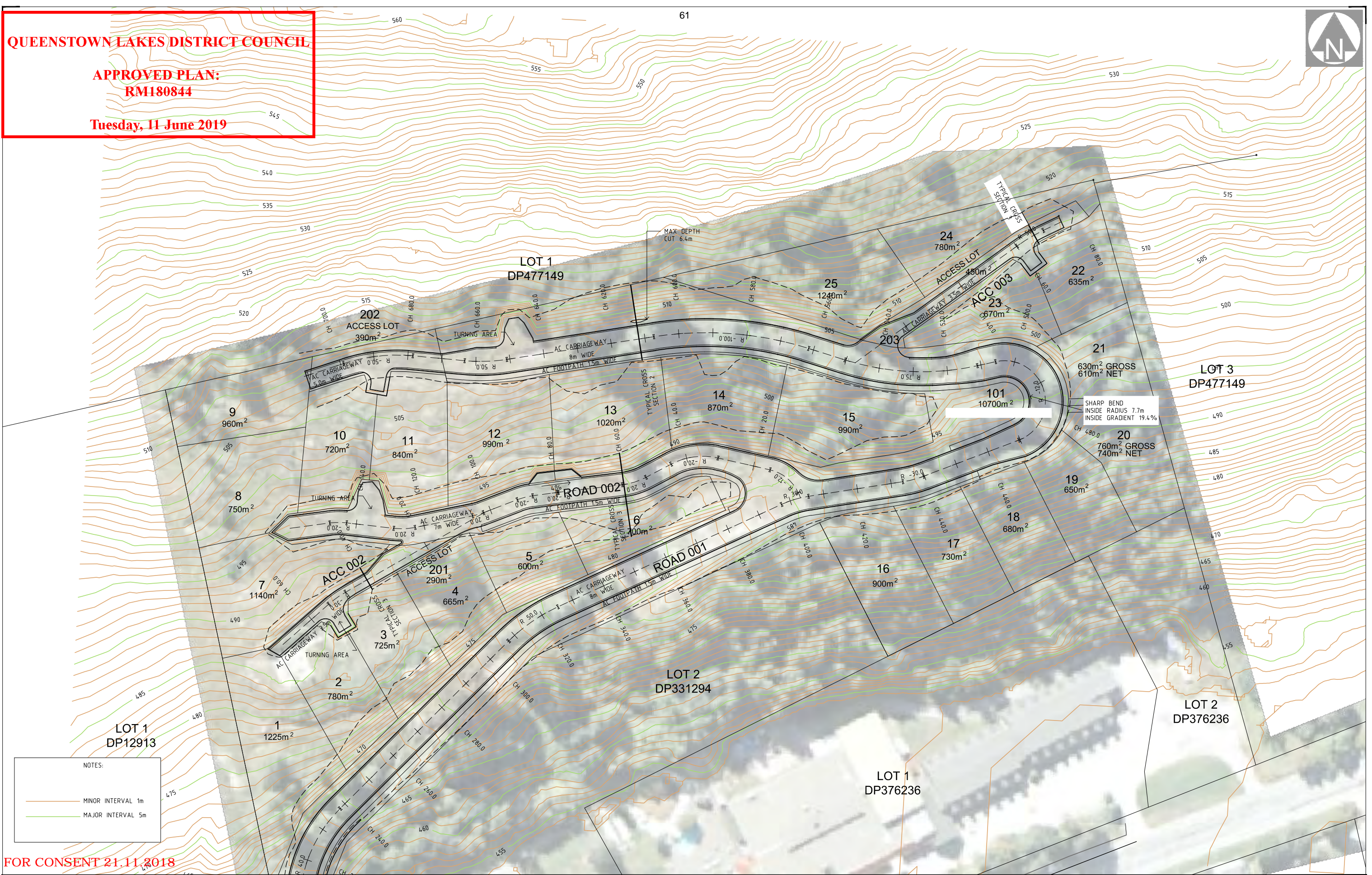
**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
ALL STAGES
ROAD LAYOUT**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED				13361	E001
	Drawn	Signed	Date	Scale	
	TPS		04.18	1:500 @ A1 1:1,000 @ A3	
	Designed	Signed	Date	Datum & Level	Rev.
	TPS		04.18	MSL	E

QUEENSTOWN LAKES DISTRICT COUNCIL

**APPROVED PLAN:
RM180844**

Tuesday, 11 June 2019



NOTES:
 — MINOR INTERVAL 1m
 — MAJOR INTERVAL 5m

FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	05.02.2018	LABEL TYPICAL CROSS SECTIONS	TS
E	20.11.2018	EXTRA TURNING HEADS, REGEN LINEWORK ETC	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
ALL STAGES
ROAD LAYOUT**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED	TPS	Signed	04.18	13361	E001 SHEET 005
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn	Signed	Date	Scale	Rev.
	TPS	Signed	04.18	1:500 @ A1 1:1,000 @ A3	E
	Designed	Signed	Date	Datum & Level	
	TPS	Signed	04.18	MSL	

QUEENSTOWN LAKES DISTRICT COUNCIL

**APPROVED PLAN:
RM180844**

Tuesday, 11 June 2019



EARTHWORKS QUANTITIES:
 STRIP TOPSOIL: 3,000m³
 CUT: 28,000m³
 FILL: 2,400m³
 DISPOSE OFFSITE: 25,600m³

MAX DEPTH
FILL 5.2m

LEGEND

	FILL 5.0m - 6.0m
	FILL 4.0m - 5.0m
	FILL 3.0m - 4.0m
	FILL 2.0m - 3.0m
	FILL 1.0m - 2.0m
	FILL 0.0m - 1.0m
	CUT 0.0m - 1.0m
	CUT 1.0m - 2.0m
	CUT 2.0m - 3.0m
	CUT 3.0m - 4.0m
	CUT 4.0m - 5.0m
	CUT 5.0m - 6.0m
	CUT 6.0m - 7.0m

FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
E	20.11.2018	REGEN DEPTH SHADING	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
ALL STAGES
CUT / FILL DEPTHS**

Client	AP 155 LIMITED	Surveyed	Signed	Date	04, 18	Job No.	13361	Drawing No.	E001 SHEET 006
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.								
Drawn	TPS	Signed		Date	04, 18	Scale	1:500 @ A1 1:1,000 @ A3	Datum & Level	MSL
Designed	TPS	Signed		Date	04, 18	Rev.	E		



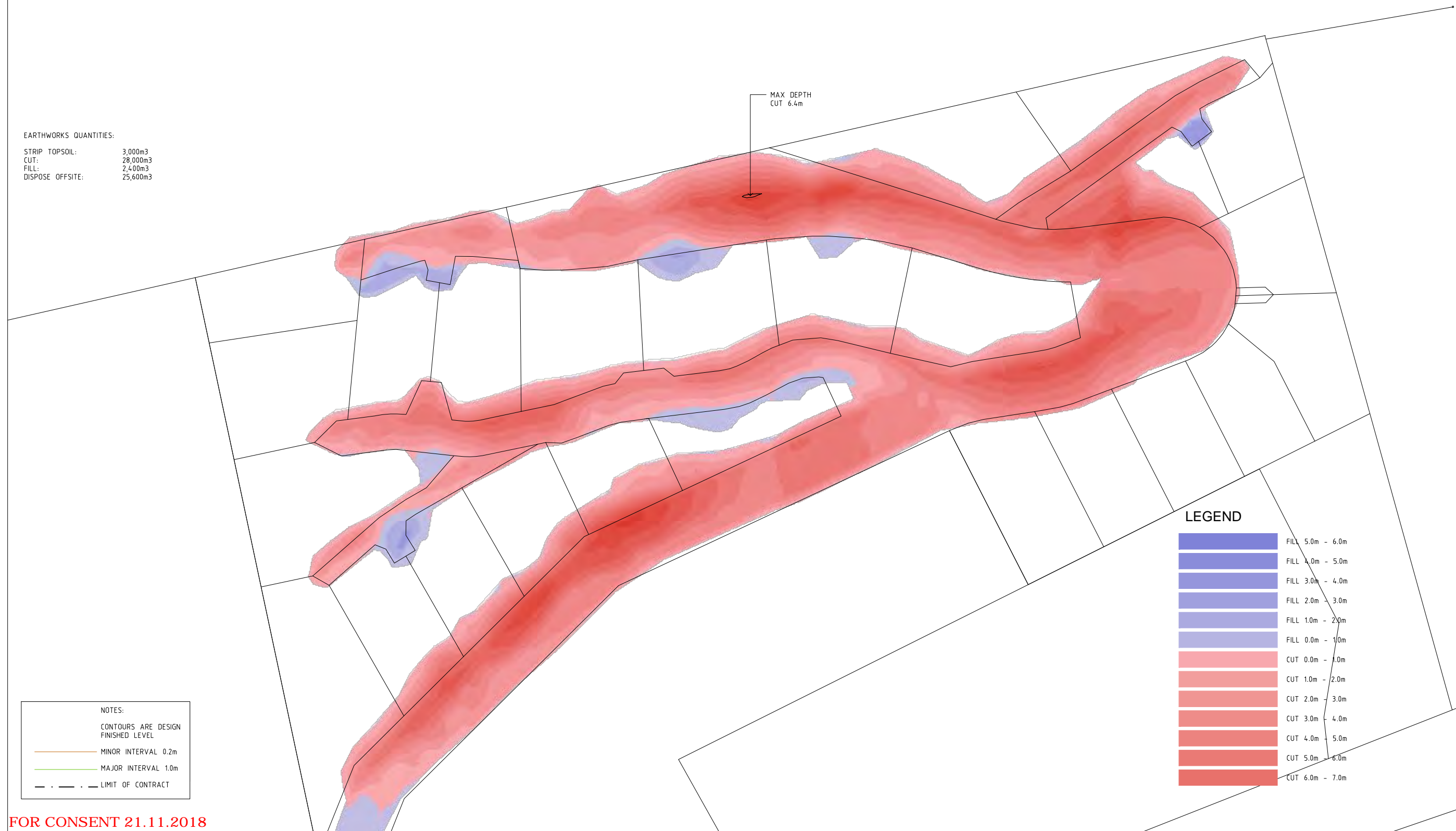
QUEENSTOWN LAKES DISTRICT COUNCIL

**APPROVED PLAN:
RM180844**

Tuesday, 11 June 2019

EARTHWORKS QUANTITIES:
 STRIP TOPSOIL: 3,000m³
 CUT: 28,000m³
 FILL: 2,400m³
 DISPOSE OFFSITE: 25,600m³

MAX DEPTH
CUT 6.4m



LEGEND

[Blue Swatch]	FILL 5.0m - 6.0m
[Blue Swatch]	FILL 4.0m - 5.0m
[Blue Swatch]	FILL 3.0m - 4.0m
[Blue Swatch]	FILL 2.0m - 3.0m
[Blue Swatch]	FILL 1.0m - 2.0m
[Blue Swatch]	FILL 0.0m - 1.0m
[Red Swatch]	CUT 0.0m - 1.0m
[Red Swatch]	CUT 1.0m - 2.0m
[Red Swatch]	CUT 2.0m - 3.0m
[Red Swatch]	CUT 3.0m - 4.0m
[Red Swatch]	CUT 4.0m - 5.0m
[Red Swatch]	CUT 5.0m - 6.0m
[Red Swatch]	CUT 6.0m - 7.0m

NOTES:
 CONTOURS ARE DESIGN FINISHED LEVEL
 — MINOR INTERVAL 0.2m
 — MAJOR INTERVAL 1.0m
 - - - - - LIMIT OF CONTRACT

FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
E	20.11.2018	REGEN DEPTH SHADING	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
 ALL STAGES
 CUT / FILL DEPTHS**

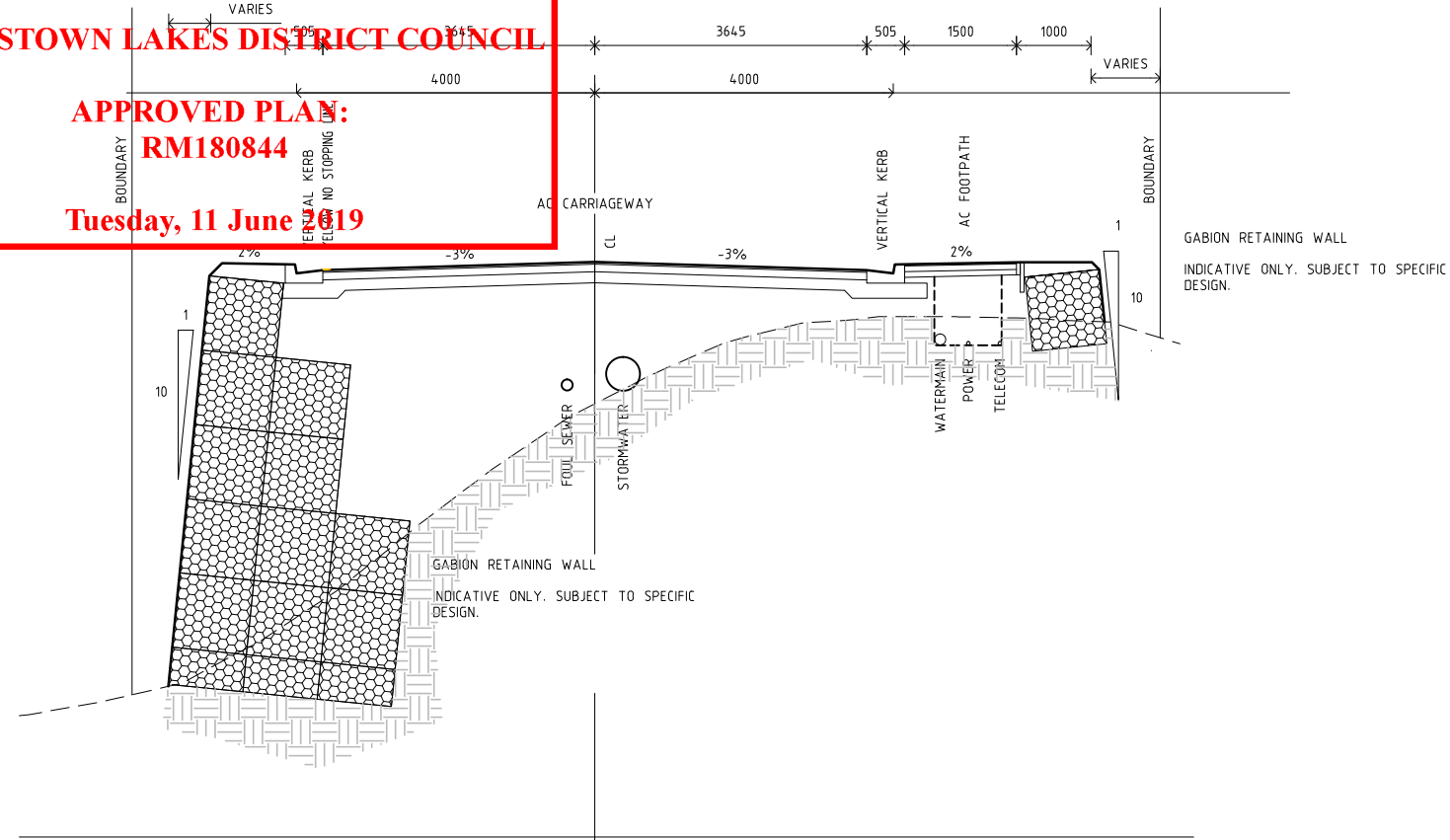
Client	AP 155 LIMITED	Surveyed	Signed	Date	04.18	Job No.	13361	Drawing No.	E001 SHEET 007
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.								
Drawn	TPS	Signed		Date	04.18	Scale	1:500 @ A1 1:1,000 @ A3	Datum & Level	MSL
Designed	TPS	Signed		Date	04.18			Rev.	E

QUEENSTOWN LAKES DISTRICT COUNCIL

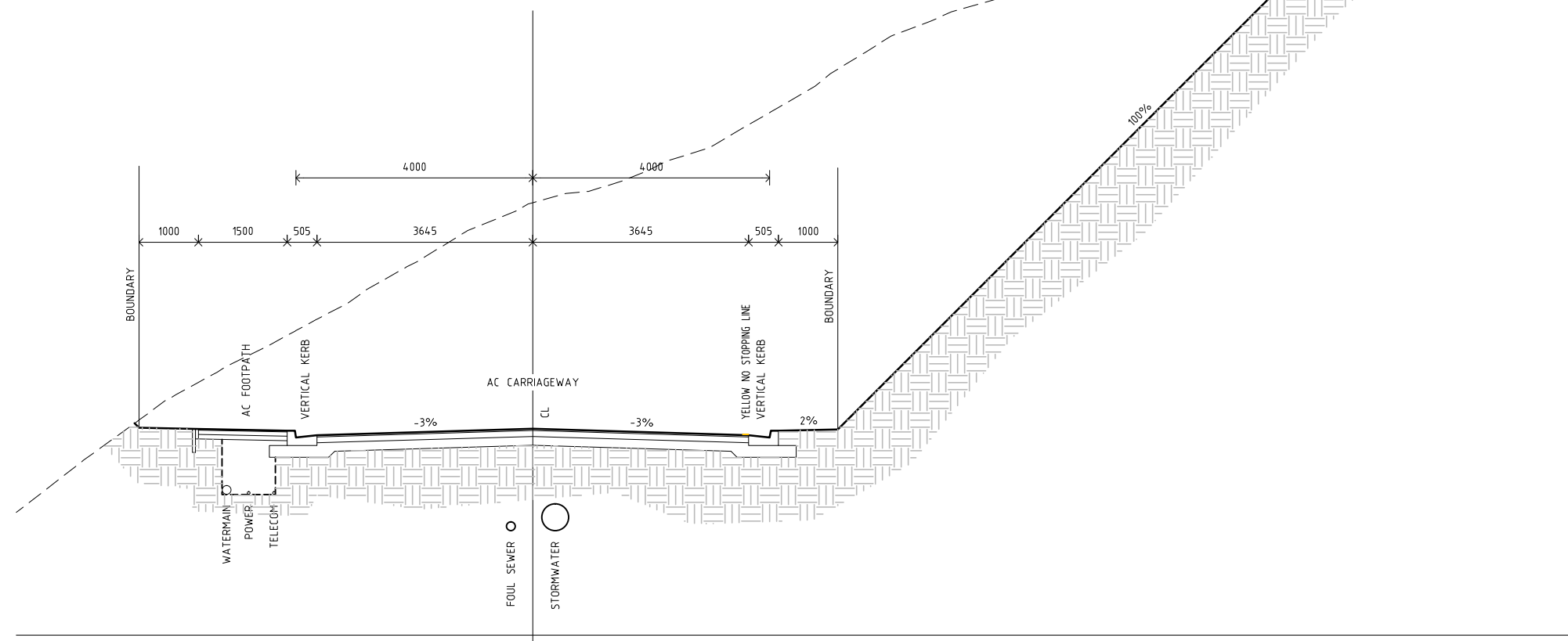
APPROVED PLAN:

RM180844

Tuesday, 11 June 2019



THROUGH MAX DEPTH FILL
TYPICAL CROSS SECTION 1



THROUGH MAX DEPTH CUT
TYPICAL CROSS SECTION 2

ROAD 001

FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
Licensed Cadastral Surveyors - Land Development - Planning Consultants
309 Lower Shotover Road, P.O.Box 553 Queenstown
Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
21 Reece Crescent, P.O.Box 550, Wanaka
Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	05.02.2018	LABEL TYP X SECTS, YELLOW NO STOPPING LINES	TS

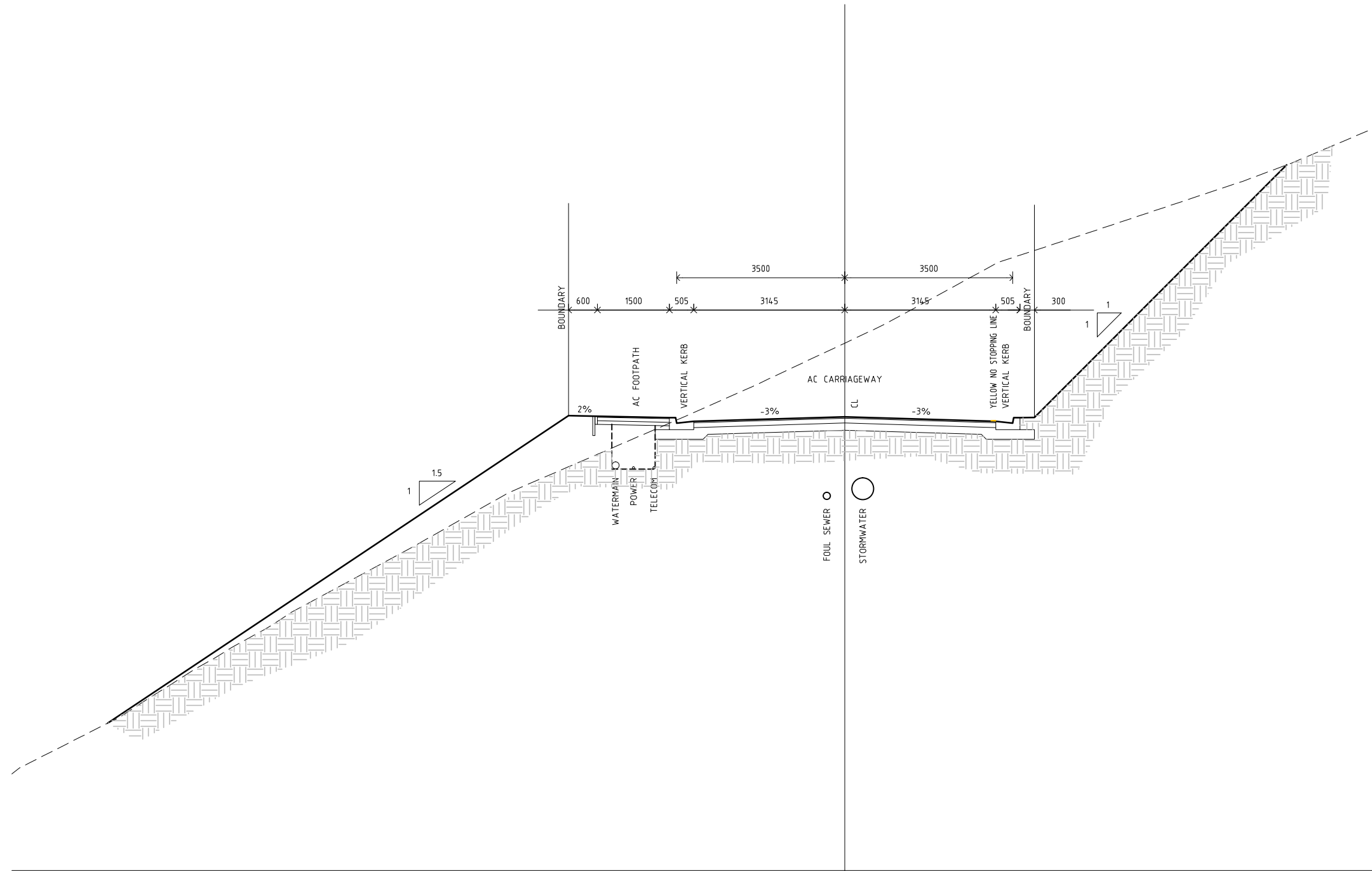
**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
ALL STAGES
ROAD TYPICAL CROSS SECTIONS**

Client	AP 155 LIMITED		Surveyed	Signed	Date	Job No.	Drawing No.
			TPS		04, 18	13361	E001 SHEET 008
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn	Signed	Date	Scale			
	TPS		04, 18	1:50 @ A1 1:100 @ A3			
	Designed	Signed	Date	Datum & Level	Rev.		
	TPS		04, 18	MSL	C		

QUEENSTOWN LAKES DISTRICT COUNCIL

**APPROVED PLAN:
RM180844**

Tuesday, 11 June 2019



CH 60
TYPICAL CROSS SECTION 3

ROAD 002

FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	05.02.2018	LABEL TYP X SECTS, YELLOW NO STOPPING LINES	TS

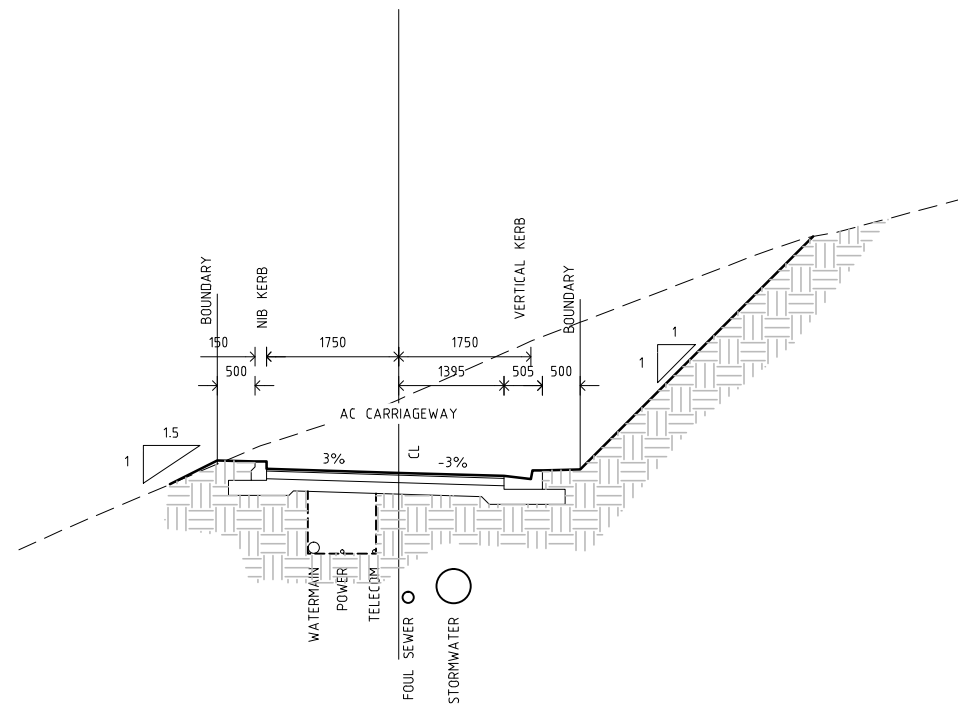
**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
ALL STAGES
ROAD TYPICAL CROSS SECTIONS**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED				13361	E001 SHEET 009
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn TPS	Signed	Date 04.18	Scale 1:50 @ A1 1:100 @ A3	Rev. C
	Designed TPS	Signed	Date 04.18	Datum & Level MSL	

QUEENSTOWN LAKES DISTRICT COUNCIL

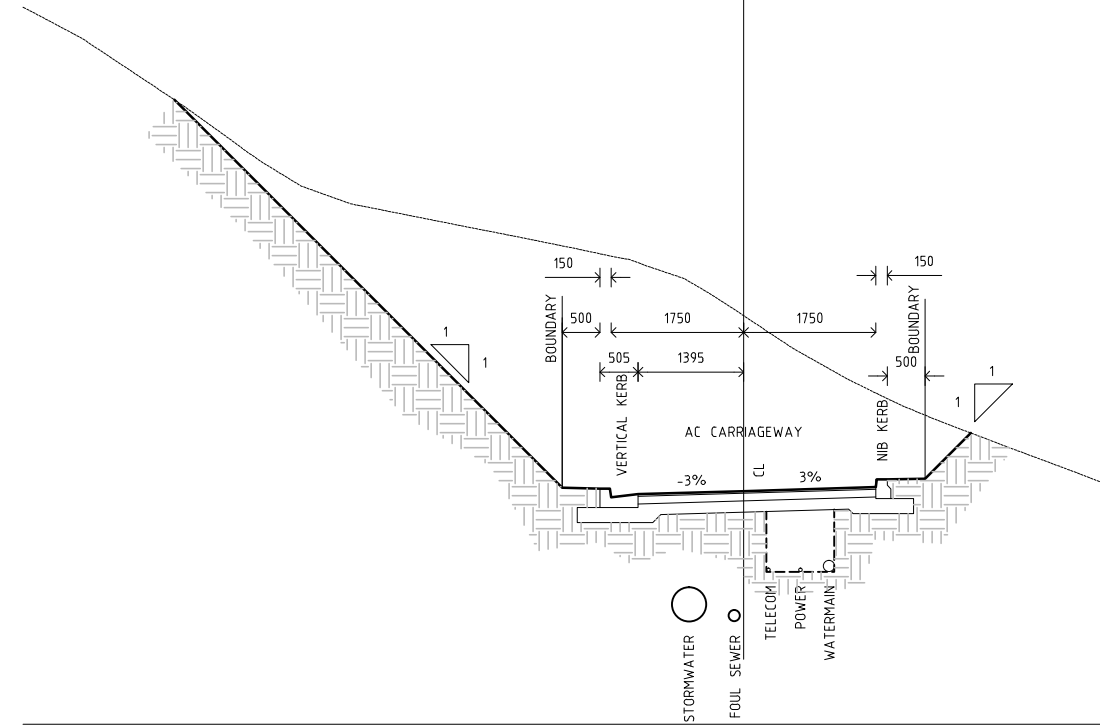
**APPROVED PLAN:
RM180844**

Tuesday, 11 June 2019



CH 40
TYPICAL CROSS SECTION 4

ACC 002



CH 66
TYPICAL CROSS SECTION 5

ACC 003

FOR CONSENT 21.11.2018

Shotover Design Limited trading as
Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	05.02.2018	LABEL TYPICAL CROSS SECTIONS	TS

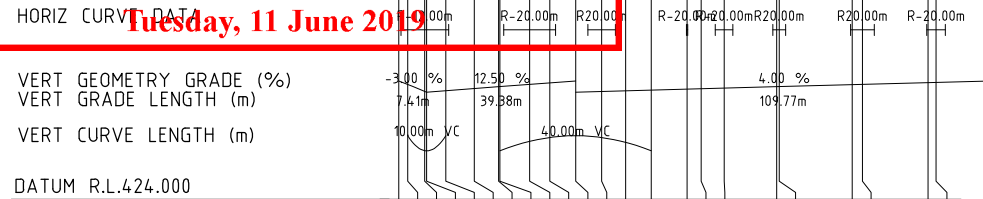
**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
ALL STAGES
ROAD TYPICAL CROSS SECTIONS**

Client	AP 155 LIMITED		Surveyed	Signed	Date	Job No.	13361	Drawing No.	E001
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.		Drawn	Signed	Date	Scale	1:50 @ A1 1:100 @ A3		
	TPS		04, 18						
	Designed	Signed	Date	Datum & Level	Rev.				
	TPS		04, 18	MSL	C				

QUEENSTOWN LAKES DISTRICT COUNCIL

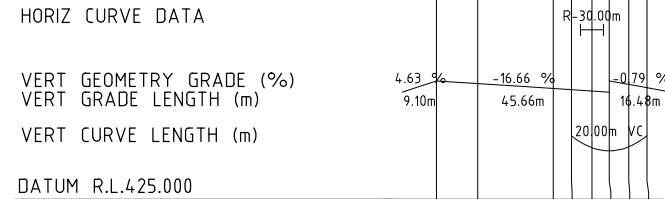
**APPROVED PLAN:
RM180844**

Tuesday, 11 June 2019



DEPTH	C.L. FINISHED LEVEL	EXISTING G.L.	CHAINAGE
0.00	487.037	485.11	-1.93
2.41	487.000	485.04	-1.96
6.89	487.137	485.06	-2.08
7.41	487.134	485.08	-2.05
12.41	487.104	485.51	-1.59
20.00	487.108	486.46	-0.65
26.39	488.053	487.26	-0.79
26.79	488.138	487.31	-0.83
34.60	489.906	488.22	-1.69
40.00	490.796	488.78	-2.02
46.79	491.575	489.38	-2.19
53.67	491.802	489.90	-1.90
60.00	492.284	490.29	-2.00
66.79	492.155	490.61	-1.53
76.28	492.170	490.99	-1.18
80.00	492.438	491.14	-1.30
86.10	493.089	491.38	-1.71
100.00	495.272	491.94	-3.33
100.68	495.437	491.96	-3.47
120.00	495.638	492.74	-2.90
122.66	495.261	492.84	-2.42
140.00	495.641	493.54	-2.10
142.18	495.616	493.62	-1.99

LONGSECTION - CL ROAD 002
 A1 HORIZ SCALE 1 : 1000
 A1 VERT SCALE 1 : 1000



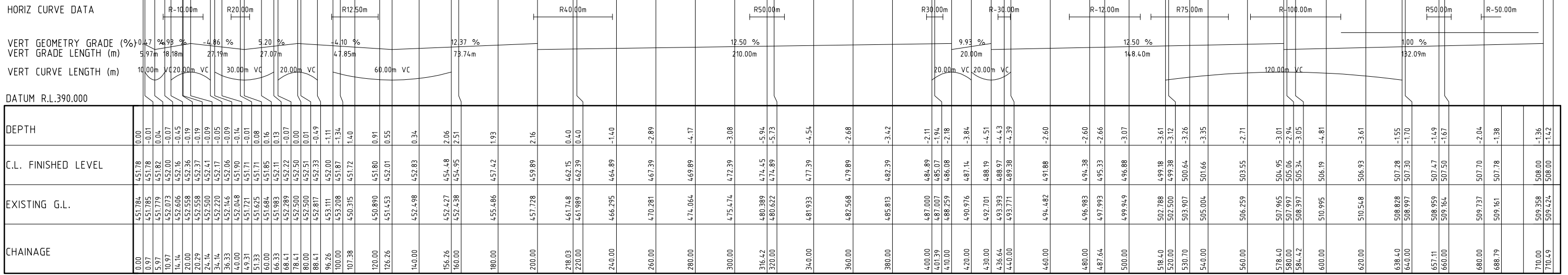
DEPTH	C.L. FINISHED LEVEL	EXISTING G.L.	CHAINAGE
0.00	494.905	492.80	-1.75
9.13	494.555	492.80	-2.25
20.00	493.244	490.99	-2.25
40.00	488.246	487.66	-0.59
44.78	487.055	486.86	-0.19
50.23	485.679	486.07	0.39
54.78	486.176	485.59	-0.59
60.00	486.573	485.24	-1.33
64.78	485.837	485.11	-0.72

LONGSECTION - CL ACC 002
 A1 HORIZ SCALE 1 : 1000
 A1 VERT SCALE 1 : 1000



DEPTH	C.L. FINISHED LEVEL	EXISTING G.L.	CHAINAGE
0.00	504.957	502.52	-3.89
7.00	506.408	502.52	-3.48
20.00	508.171	504.69	-3.48
40.00	512.129	508.02	-4.11
54.40	513.600	510.42	-3.18
60.00	514.215	511.29	-2.93
61.90	514.391	511.56	-2.84
64.61	514.398	511.91	-2.49
69.40	514.768	512.47	-2.30
73.94	515.023	512.95	-2.07
80.00	515.099	513.67	-1.43
81.44	515.034	513.86	-1.17
88.94	516.306	515.00	-1.30
93.95	518.016	515.84	-2.18
100.00	520.232	516.85	-3.39
120.00	523.323	520.18	-3.14
123.09	523.969	520.69	-3.28
140.00	526.335	523.51	-2.82
160.00	528.919	526.84	-2.07
170.62	529.774	528.61	-1.16

LONGSECTION - CL ACC 003
 A1 HORIZ SCALE 1 : 1000
 A1 VERT SCALE 1 : 1000



DEPTH	C.L. FINISHED LEVEL	EXISTING G.L.	CHAINAGE
0.00	451.784	451.78	0.00
0.97	451.785	451.78	-0.01
5.97	451.779	451.82	0.04
10.97	452.073	452.00	-0.07
14.14	452.606	452.16	-0.45
20.00	452.558	452.36	-0.19
20.29	452.558	452.37	-0.19
24.14	452.500	452.41	-0.09
34.14	452.220	452.17	-0.05
36.33	452.146	452.06	-0.09
40.00	452.048	451.90	-0.14
49.31	451.721	451.71	-0.01
60.00	451.625	451.71	0.08
66.33	451.684	451.85	0.16
68.41	451.983	452.11	0.13
78.41	452.289	452.22	-0.07
80.00	452.500	452.51	0.01
88.41	452.817	452.33	-0.49
96.26	453.111	452.00	-1.11
100.00	453.208	451.87	-1.34
107.38	450.315	451.72	1.40
120.00	450.890	451.80	0.91
126.26	451.453	452.01	0.55
140.00	452.498	452.83	0.34
156.26	452.427	454.48	2.06
160.00	452.438	454.95	2.51
180.00	455.486	457.42	1.93
200.00	457.728	459.89	2.16
218.03	461.748	462.15	0.40
220.00	461.989	462.39	0.40
240.00	466.295	464.89	-1.40
260.00	470.281	467.39	-2.89
280.00	474.064	469.89	-4.17
300.00	475.474	472.39	-3.08
316.42	480.389	474.45	-5.94
320.00	480.622	474.89	-5.73
340.00	481.933	477.39	-4.54
360.00	482.568	479.89	-2.68
380.00	485.813	482.39	-3.42
400.00	487.000	484.89	-2.11
407.39	487.007	485.07	-1.94
410.00	488.259	486.08	-2.18
420.00	490.976	487.14	-3.84
430.00	492.701	488.19	-4.51
436.64	493.393	488.97	-4.43
440.00	493.771	489.38	-4.39
460.00	494.482	491.88	-2.60
480.00	496.983	494.38	-2.60
487.64	497.993	495.33	-2.66
500.00	499.949	496.88	-3.07
518.40	502.788	499.18	-3.61
520.00	502.500	499.38	-3.12
530.70	503.907	500.64	-3.26
540.00	505.004	501.66	-3.35
560.00	506.259	503.55	-2.71
578.40	507.965	504.95	-3.01
580.00	507.997	505.06	-2.94
584.42	508.397	505.34	-3.05
600.00	510.995	506.19	-4.81
620.00	510.548	506.93	-3.61
638.40	508.828	507.28	-1.55
640.00	508.997	507.30	-1.70
657.11	508.959	507.47	-1.49
660.00	509.164	507.50	-1.67
680.00	509.737	507.70	-2.04
688.79	509.161	507.78	-1.38
710.00	509.358	508.00	-1.36
710.49	509.424	508.00	-1.42

LONGSECTION - CL ROAD 001
 A1 HORIZ SCALE 1 : 1000
 A1 VERT SCALE 1 : 1000

FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
E	20.11.2018	REGEN ROAD LONGSECTIONS	TS

AP 155 LIMITED RESIDENTIAL DEVELOPMENT
ALL STAGES
ROAD LONGSECTIONS

Client	AP 155 LIMITED	Surveyed	Signed	Date	Job No.	Drawing No.
		TPS	Signed	04.18	13361	E001
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.					
Drawn	Signed	Date	Scale	Datum & Level	Rev.	
TPS	Signed	04.18	AS SHOWN	MSL	E	

QUEENSTOWN LAKES DISTRICT COUNCIL

**APPROVED PLAN:
RM180844**

Tuesday, 11 June 2019

68



DESIGN VEHICLE AT CARPARK ENTRANCE
RIGHT TURN IN
LEFT TURN OUT

DESIGN VEHICLE AT ENTRANCE
LEFT TURN IN
LEFT TURN OUT

DESIGN VEHICLE AT CORNER
BOTH DIRECTIONS

DESIGN VEHICLE AT ENTRANCE
RIGHT TURN IN
RIGHT TURN OUT

FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
Licensed Cadastral Surveyors - Land Development - Planning Consultants
309 Lower Shotover Road, P.O.Box 553 Queenstown
Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
21 Reece Crescent, P.O.Box 550, Wanaka
Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	REVISED ENTRANCE LAYOUT	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
ALL STAGES
SWEPT PATHS - ROAD 001 / ARTHUR'S POINT ROAD
INTERSECTION - DESIGN VEHICLE**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED				13361	E001 SHEET 014
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn TPS	Signed	Date 04, 18	Scale 1:250 @ A1 1:500 @ A3	Rev. E
	Designed TPS	Signed	Date 04, 18	Datum & Level MSL	

QUEENSTOWN LAKES DISTRICT COUNCIL

**APPROVED PLAN:
RM180844**

Tuesday, 11 June 2019

69



CHECKING VEHICLE AT CORNER
BOTH DIRECTIONS

CHECKING VEHICLE AT ENTRANCE
LEFT TURN IN
LEFT TURN OUT

CHECKING VEHICLE AT ENTRANCE
RIGHT TURN IN
RIGHT TURN OUT

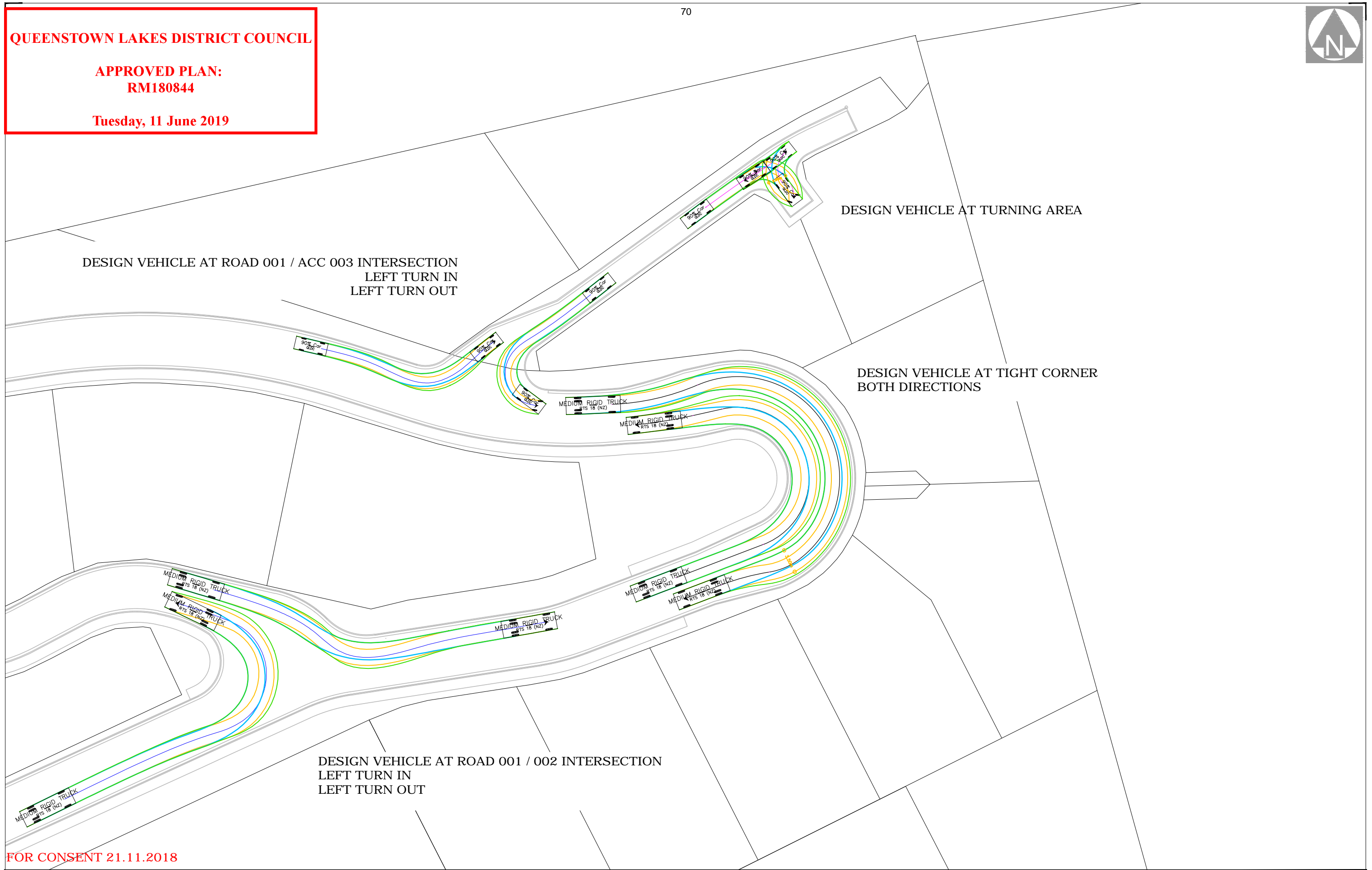
FOR CONSENT 21.11.2018

Shotover Design Limited trading as
Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	REVISED ENTRANCE LAYOUT	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
ALL STAGES
SWEPT PATHS - ROAD 001 / ARTHUR'S POINT ROAD
INTERSECTION - CHECKING VEHICLE**

Client	AP 155 LIMITED	Surveyed	Signed	Date	04.18	Job No.	13361	Drawing No.	E001 SHEET 014A
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.								
Drawn	TPS	Signed		Date	04.18	Scale	1:250 @ A1 1:500 @ A3	Datum & Level	MSL
Designed	TPS	Signed		Date	04.18	Rev.	E		



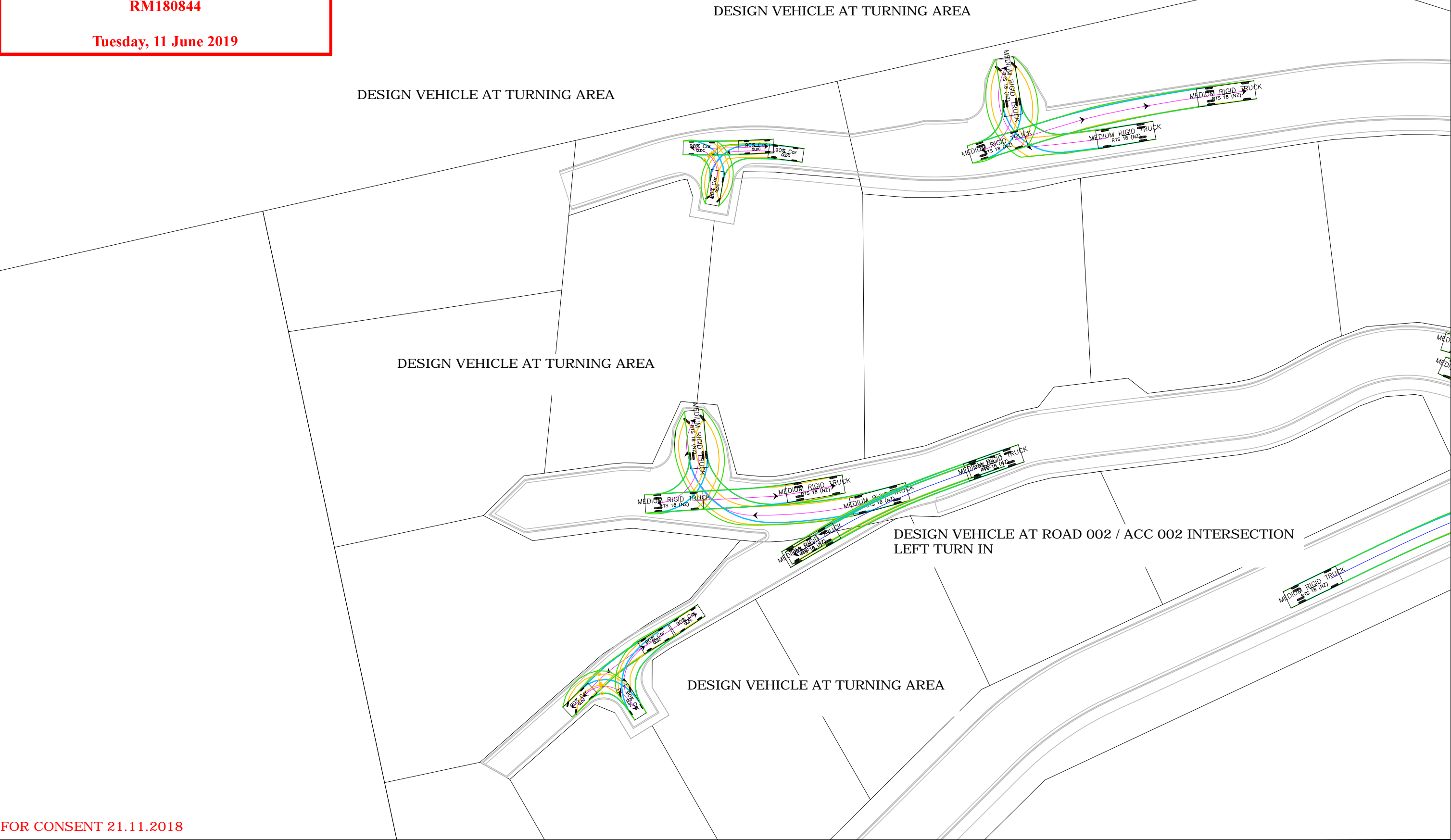
FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	ADD S.PATH AT TIGHT CORNER REGEN LINEWORK ETC	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
 SWEEP PATHS - INTERNAL INTERSECTIONS AND
 TURNING AREAS
 DESIGN VEHICLE LEFT TURNS**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED				13361	E001 SHEET 015
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn TPS	Signed	Date 04.18	Scale 1:250 @ A1 1:500 @ A3	Rev. E
	Designed TPS	Signed	Date 04.18	Datum & Level MSL	



FOR CONSENT 21.11.2018

Shotover Design Limited trading as
Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	NEW SHEET REGEN LINEWORK ETC	TS

AP 155 LIMITED RESIDENTIAL DEVELOPMENT
 SWEEP PATHS - INTERNAL INTERSECTIONS AND
 TURNING AREAS
 DESIGN VEHICLE LEFT TURNS

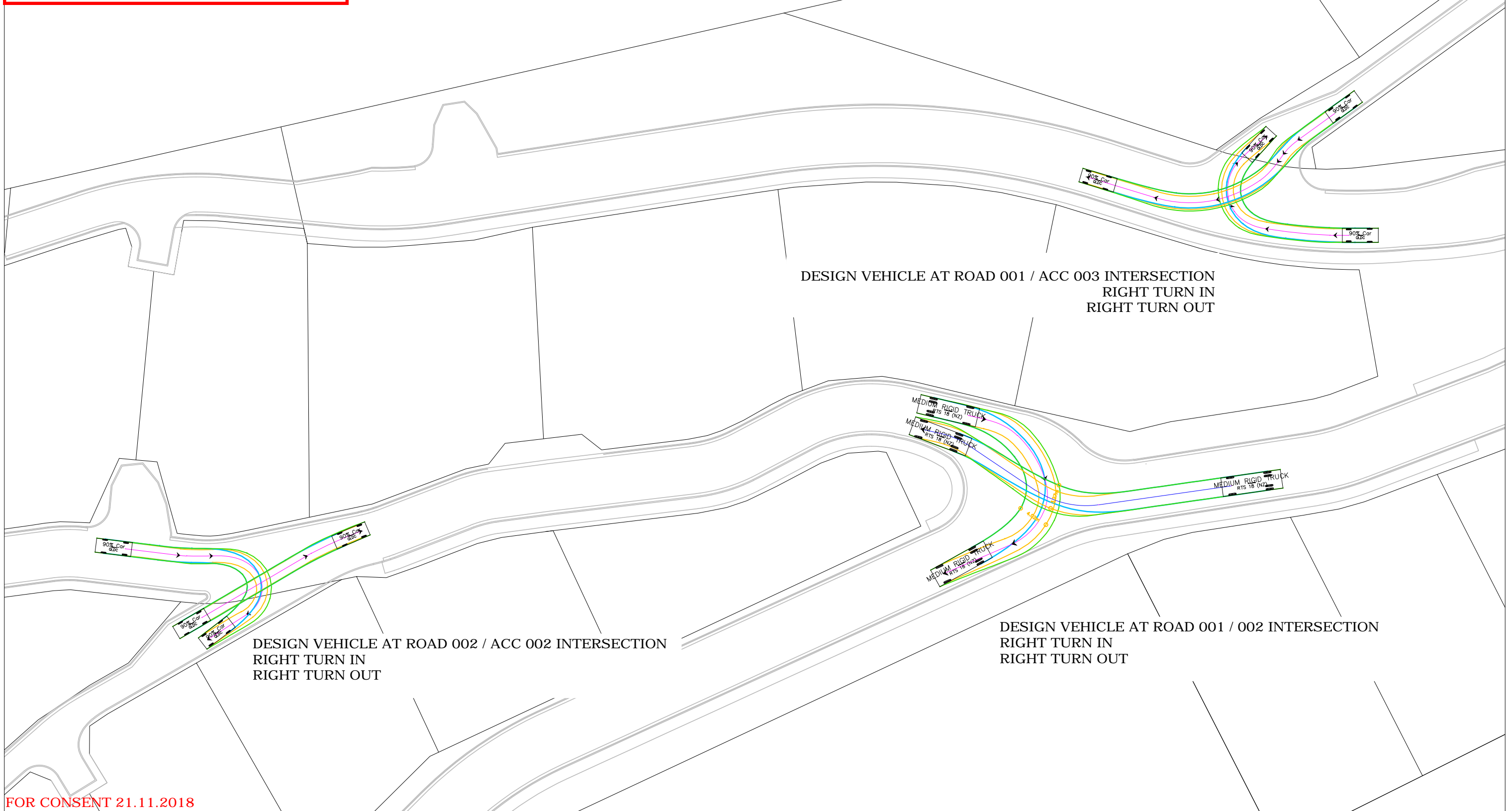
Client	AP 155 LIMITED	Surveyed	Signed	Date	04, 18	Job No.	13361	Drawing No.	E001 SHEET 15A
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.								
Drawn	TPS	Signed	Signed	Date	04, 18	Scale	1:250 @ A1 1:500 @ A3	Datum & Level	MSL
Designed	TPS	Signed	Signed	Date	04, 18	Rev.	E		



QUEENSTOWN LAKES DISTRICT COUNCIL

**APPROVED PLAN:
RM180844**

Tuesday, 11 June 2019



FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	REGEN ROAD STRINGS	TS

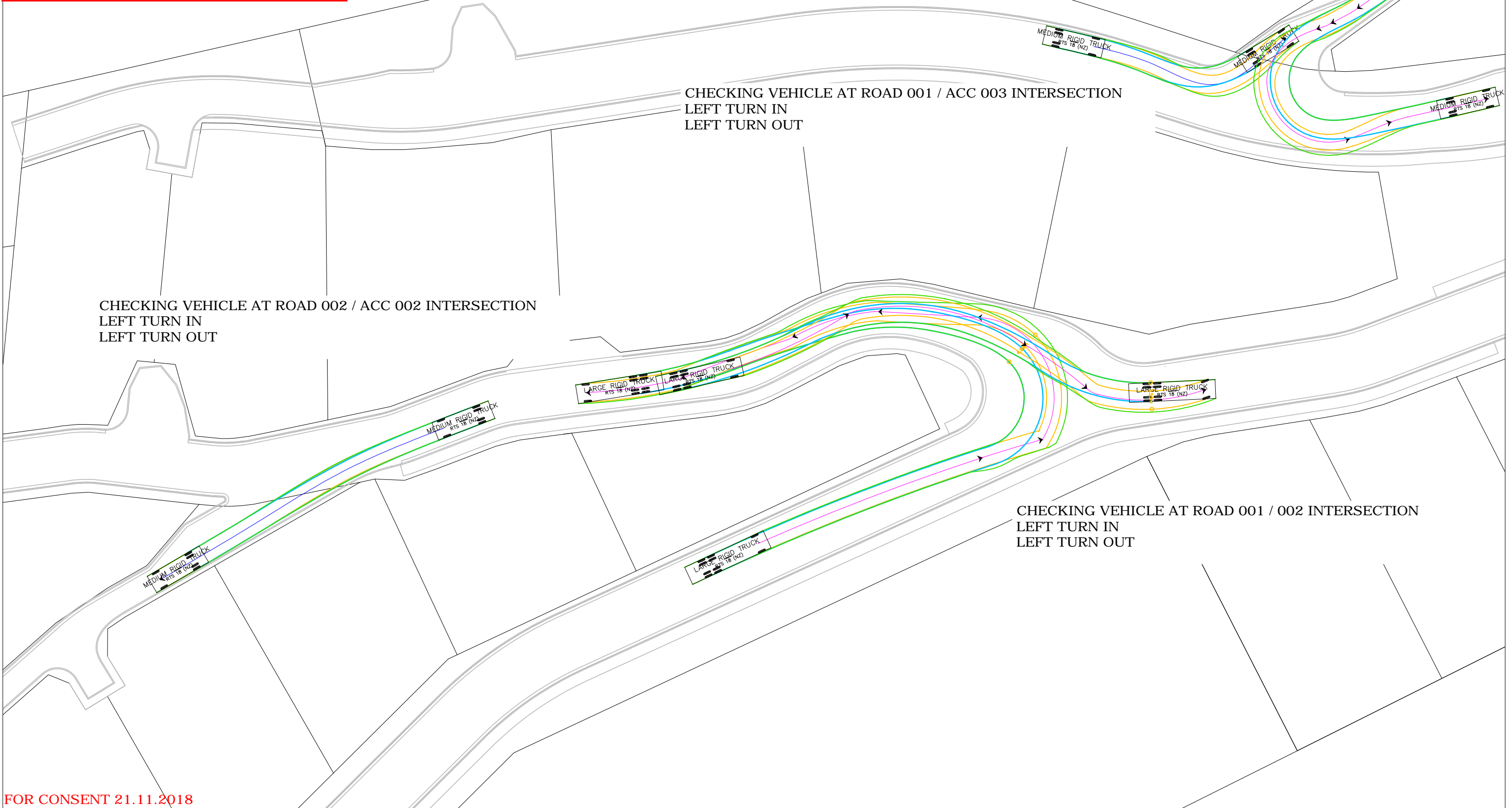
**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
 SWEEP PATHS - INTERNAL INTERSECTIONS AND
 TURNING AREAS
 DESIGN VEHICLE RIGHT TURNS**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED				13361	E001
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn TPS	Signed	Date 04, 18	Scale 1:250 @ A1 1:500 @ A3	Rev. E
	Designed TPS	Signed	Date 04, 18	Datum & Level MSL	

QUEENSTOWN LAKES DISTRICT COUNCIL

**APPROVED PLAN:
RM180844**

Tuesday, 11 June 2019



FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	SWEEP PATHS ETC	TS

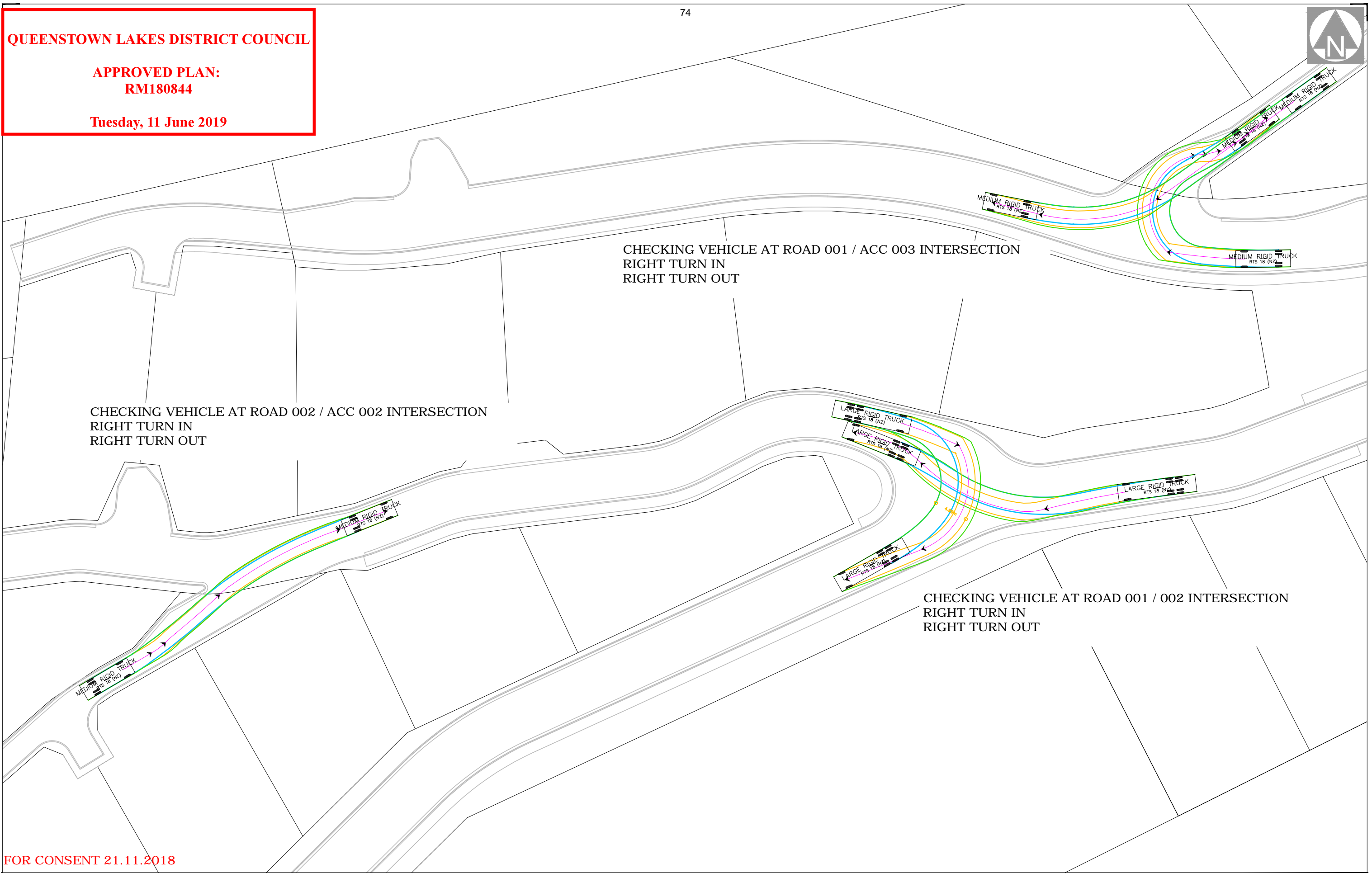
**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
 ALL STAGES
 SWEEP PATHS - INTERNAL ROADS
 CHECKING VEHICLE LEFT TURNS**

Client	AP 155 LIMITED	Surveyed	Signed	Date	04, 18	Job No.	13361	Drawing No.	E001 SHEET 017
Notes:	All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.								
Drawn	TPS	Signed		Date	04, 18	Scale	1:250 @ A1 1:500 @ A3	Datum & Level	MSL
Designed	TPS	Signed		Date	04, 18			Rev.	E

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM180844

Tuesday, 11 June 2019



FOR CONSENT 21.11.2018

Shotover Design Limited trading as
Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	SWEPT PATHS ETC	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
 ALL STAGES
 SWEEP PATHS - INTERNAL ROADS
 CHECKING VEHICLE RIGHT TURNS**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED				13361	E001 SHEET 018
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn TPS	Signed	Date 04, 18	Scale 1:250 @ A1 1:500 @ A3	Rev. E
	Designed TPS	Signed	Date 04, 18	Datum & Level MSL	

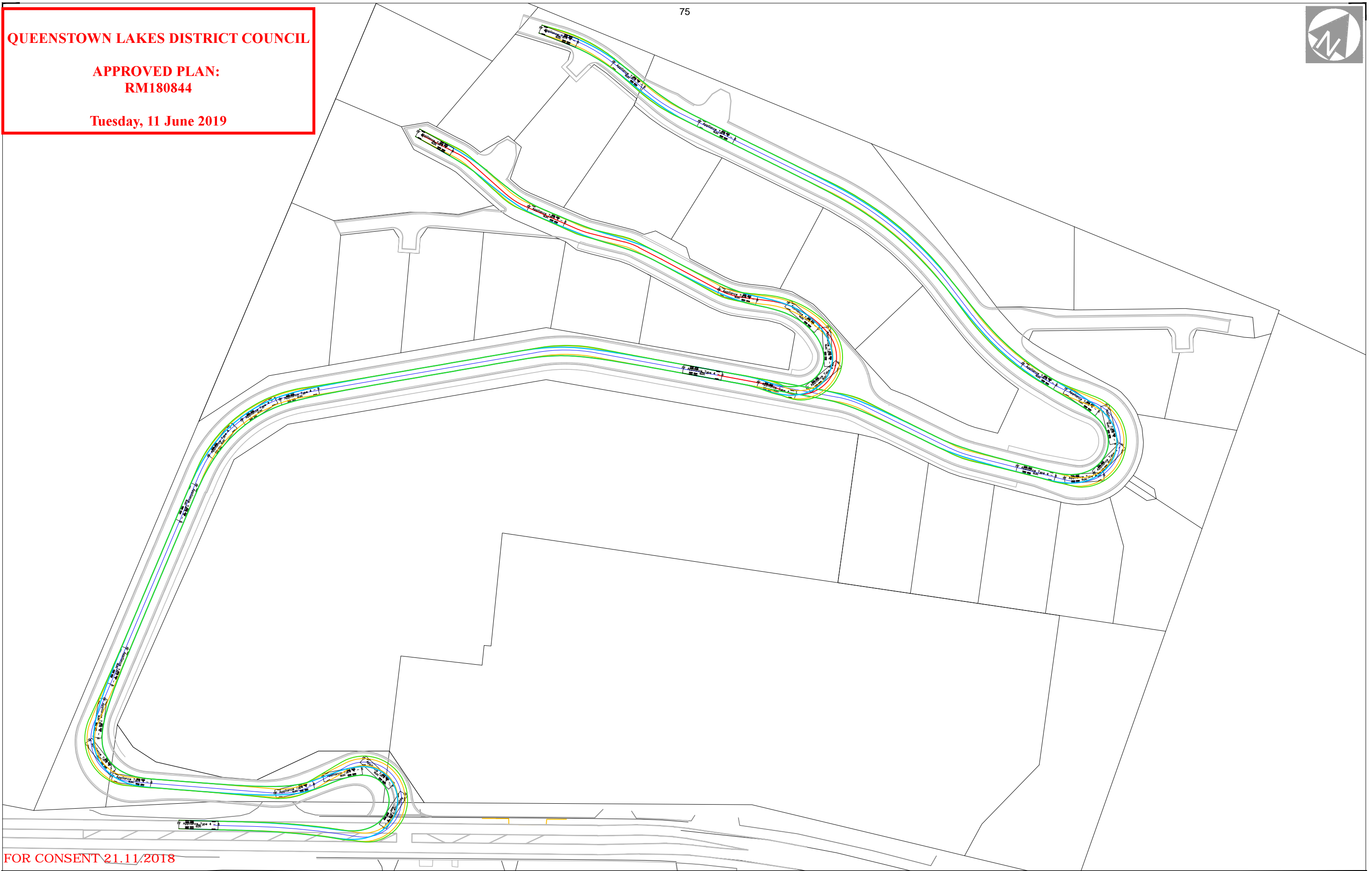
QUEENSTOWN LAKES DISTRICT COUNCIL

**APPROVED PLAN:
RM180844**

Tuesday, 11 June 2019



75



FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	SWEEP PATHS	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
 ALL STAGES
 SWEEP PATHS - INTERNAL ROADS
 FIRE APPLIANCE IN**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED	TPS	TPS	04, 18	13361	E001 SHEET 019
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn	Signed	Date	Scale	Rev.
	TPS	TPS	04, 18	1:500 @ A1 1:1,000 @ A3	E
	Designed	Signed	Date	Datum & Level	
	TPS	TPS	04, 18	MSL	

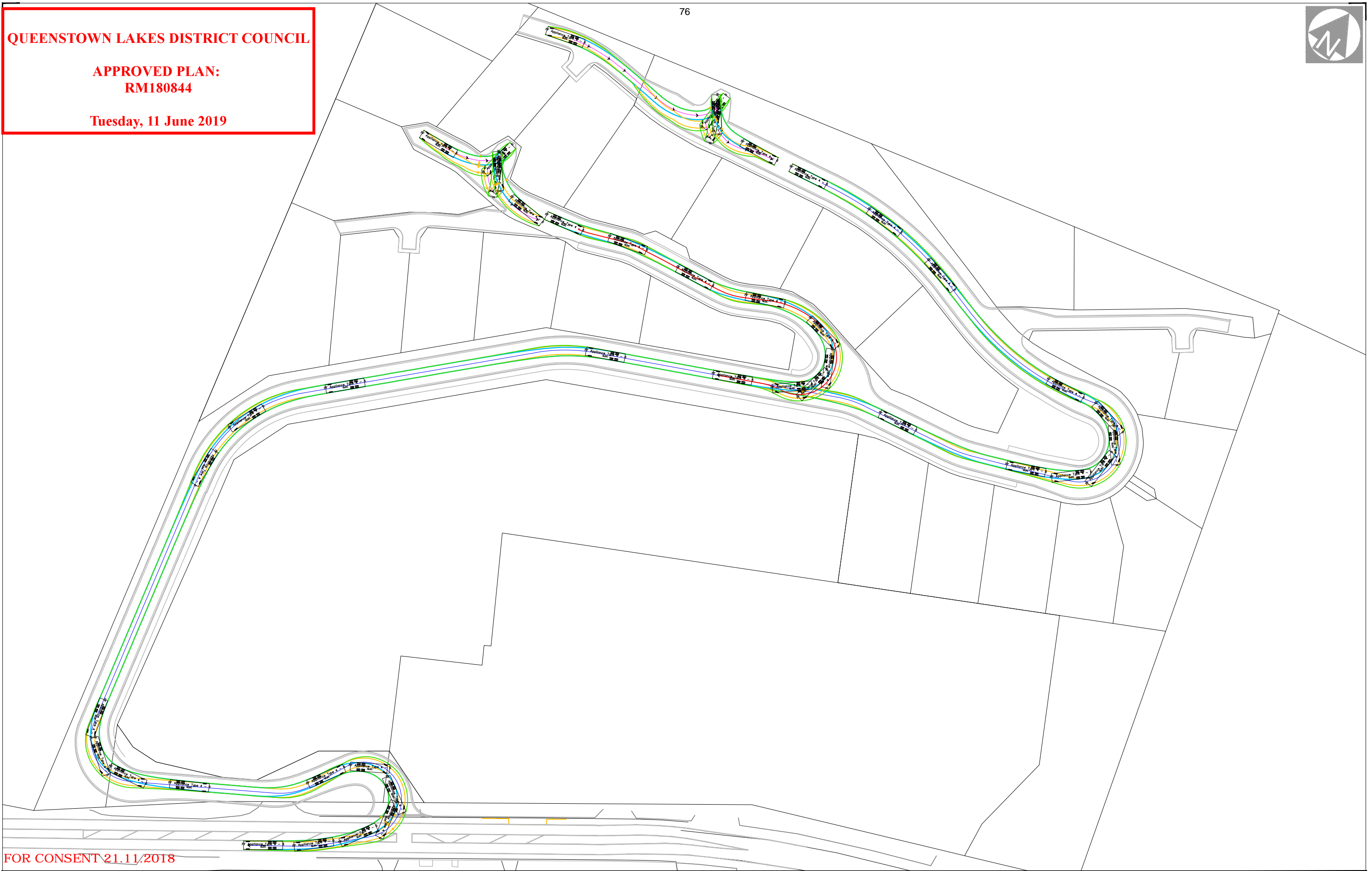
QUEENSTOWN LAKES DISTRICT COUNCIL

**APPROVED PLAN:
RM180844**

Tuesday, 11 June 2019



76



FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	07.05.2018	ADD SWEEP PATHS	TS
E	21.11.2018	SWEEP PATHS ETC	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
 ALL STAGES
 SWEEP PATHS - INTERNAL ROADS
 FIRE APPLIANCE OUT**

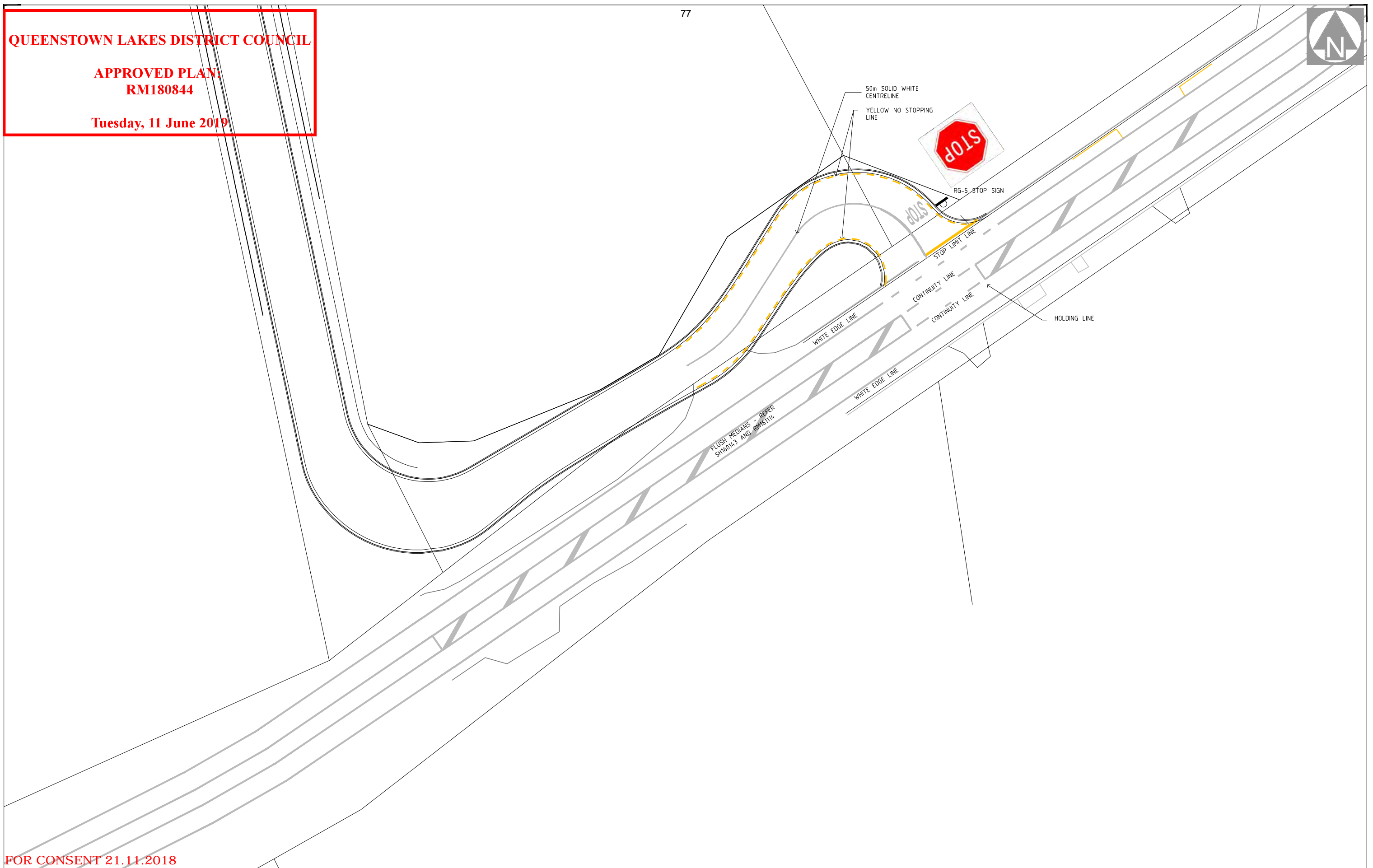
Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED				13361	E001 SHEET 020
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn TPS	Signed	Date 04, 18	Scale 1:500 @ A1 1:1,000 @ A3	Rev. E
	Designed TPS	Signed	Date 04, 18	Datum & Level MSL	

QUEENSTOWN LAKES DISTRICT COUNCIL

**APPROVED PLAN:
RM180844**

Tuesday, 11 June 2019

77



FOR CONSENT 21.11.2018

Clark Fortune McDonald & Associates
 Licensed Cadastral Surveyors - Land Development - Planning Consultants
 309 Lower Shotover Road, P.O.Box 553 Queenstown
 Tel. (03)441-6044, Fax (03)442-1066, Email admin@cfma.co.nz
 21 Reece Crescent, P.O.Box 550, Wanaka
 Tel. (03)443-4448, Fax (03)443-4445, Email admin@cfma.co.nz
 Unit 6B, Level 1, 480 Moray Place, P.O. Box 5960, Dunedin
 Tel. (03)470-1582, Fax (03)470-1583, Email admin@cfma.co.nz

Rev.	Date	Revision Details	By
C	08.05.2018	ADD ROAD MARKING PLAN	TS
E	21.11.2018	ENTRANCE LOCATION	TS

**AP 155 LIMITED RESIDENTIAL DEVELOPMENT
 ALL STAGES
 ARTHUR'S POINT ROAD INTERSECTION
 ROAD MARKING AND SIGNAGE**

Client	Surveyed	Signed	Date	Job No.	Drawing No.
AP 155 LIMITED				13361	E001 SHEET 021
Notes: All dimensions shown are in meters unless shown otherwise. Any person using Clark Fortune McDonald drawings and other data accepts the risk of: - Using the drawings and other data in electronic form without requesting and checking them for accuracy against the original hard copy versions. - Copywrite on this drawing is reserved.	Drawn TPS	Signed	Date 04.18	Scale 1:250 @ A1 1:500 @ A3	Rev. E
	Designed TPS	Signed	Date 04.18	Datum & Level MSL	

20th September 2019

Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

Attention: Craig Barr

Dear Craig,

Queenstown Lakes District Plan Review – Rural Visitor Zone - Cardrona

Thank you for the opportunity to provide input on the draft options for the review of the Rural Visitor Zone at Cardrona.

Introduction

We act for Brooklynne Holdings Limited (BHL) who own or have an interest in a substantial land holding within the Rural Visitor Zone at Cardrona as follows:

- Lot 4 DP 507227;
- Lots 7, 8, 9, 10, 11, 12 13, 14, 15, 16 and 17 DP 440230;
- Lot 1 DP 310692; and
- Section 47 BLK 1 Cardrona SD.

These land holdings are shown on **Figure 1** below.

BHL also has ownership in the Cardrona Community Water Supply Scheme through a subsidiary company being Cardrona Water Supply Limited.

It should also be noted that BHL have also entered into an agreement with Crown to rectify land title oddities that have arisen as the Cardrona River has changed course over time. As a result of these changes the esplanade reserve previously created along the Cardrona River is no longer aligned with the banks of the river. BHL has agreed with the Crown to exchange land that is located adjacent to the Cardrona River to ensure that the esplanade reserve is realigned to the new course of the river. This land exchange process has not yet been completed.

A copy of the scheme plan prepared to confirm the agreement for the exchange of the land is shown in **Figure 2** below. Once the land exchange is completed some 9,243m² of Crown land (identified as Sections 1 – 8 and Sections 10 - 12 on the scheme plan) located along the western side of the Cardrona River will be transferred to BHL, and some 11,528m² of land owned by BHL (identified as Sections 22, 23, 24 and 26 on the

scheme plan) located along the eastern side of the Cardrona River will be transferred to the Crown. This land exchange process will result in a net loss of land for BHL.

This land will become available for development at this time and should be zoned accordingly through the District Plan Review process.

Figure 1



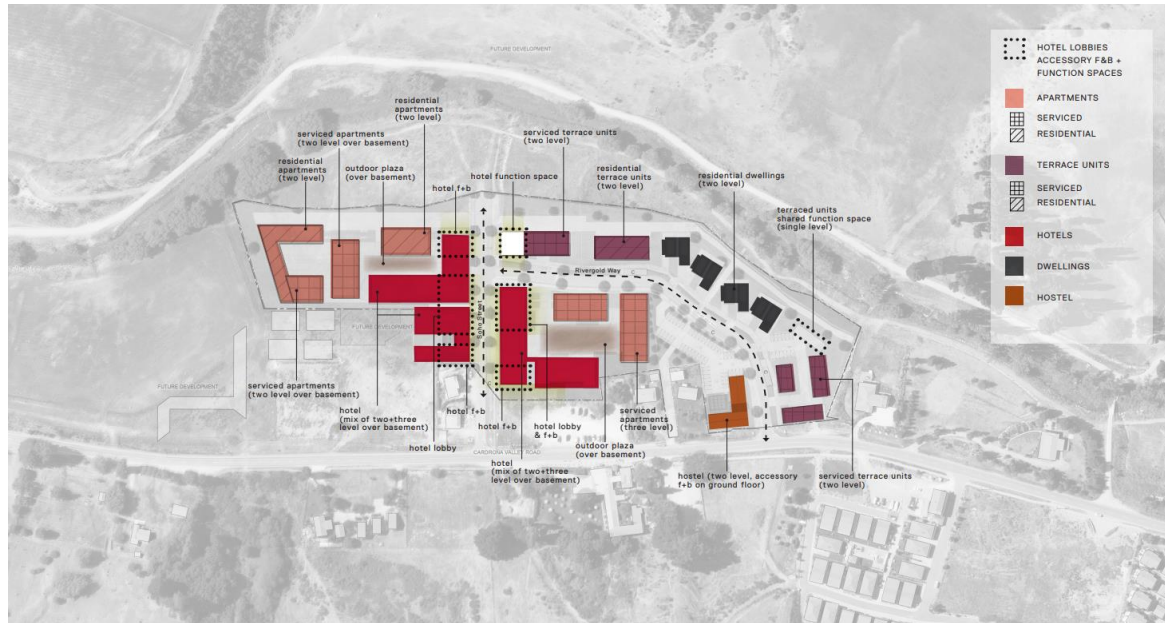
BHL has also recently lodged a resource consent application (RM190669) for the comprehensive development of the land located on the western side of the Cardrona River for visitor accommodation and residential activities. The proposed development will comprise a mix of hotels, serviced apartments, residential apartments, serviced terraced units, residential terraced units, residential dwellings, hostels and other

centralised services and facilities accessory to the visitor accommodation activities, including food and beverage spaces, gym space and shared function spaces. An overview of the proposed development is shown on **Figure 3** below.

Figure 2



Figure 3



There is also an approved resource consent (RM061204) relating to the land on the eastern side of the Cardrona River (Section 47 BLK I Cardrona SD) to undertake earthworks, construct a lodge for visitor accommodation purposes, construct 48 units for visitor accommodation and residential use, construct a managers residence and establish landscaping, car parking and access to service the proposed activities. This resource consent expires on 6th May 2020. As such, the environment at this site needs to be considered in the context of the consented development, and any assessment of landscape sensitivity does need to take this into account.

General Comments

BHL preference is to retain the Rural Visitor Zone as per the Operative District Plan (Option 1). However, as the Council is of the view that the operative provisions may not be the most appropriate for Cardrona, this is an unlikely outcome. BHL next preference is that all their land (as detailed above) including the land to be provided to BHL through the land exchange with the Crown is rezoned to settlement zone with a commercial precinct or overlay or a visitor accommodation precinct or overlay (Option 4). The precinct or overlay areas should be positioned to reflect the activities that are being proposed as part of the comprehensive development of the BHL land holdings under resource consent application RM190669.

As indicated above, the land that is to be made available for future development on the western side of the Cardrona River once the agreed land swap with the Crown has

been completed should also be rezoned to settlement zone with a commercial precinct or overlay or a visitor accommodation precinct or overlay.

Figure 4



In this respect:

1. A 20 metre to 30 metre wide commercial precinct or overlay should be provided along the land on the eastern side of Cardrona Valley Road that is

contained within the current Rural Visitor Zone and along the land on the northern and southern sides of Soho Street that is contained within the current Rural Visitor Zone (a sketch up of the suggested commercial precinct or overlay area is shown on **Figure 4** above) that provides for commercial activities and visitor accommodation activities as Permitted Activities.

2. A visitor accommodation precinct or overlay should be provided over the remaining BHL land holdings that provides for visitor accommodation activities and residential activities as Permitted Activities.

The comprehensive development of the BHL land holdings proposed under resource consent application RM190669 provides for centralised services and facilities accessory to the proposed hotel activities at the Soho Street / Rivergold Way hub of the proposed development. These activities will comprise of cafes, restaurants and shared function spaces. It is therefore logical to extend a commercial precinct or overlay along both sides of Soho Street from Cardrona Valley Road to cover these likely future activities. A commercial precinct or overlay will also provide for recognition of the visitor hub or heart of Cardrona that is to be created around the intersection of Soho Street and Rivergold Way in the future.

The proposed development also provides for centralised services and facilities accessory to the visitor accommodation (backpackers) activity that is proposed at the corner of Cardrona Valley Road and Rivergold Way. These services will comprise of a café and bar. It is therefore logical to also provide a commercial precinct or overlay along the eastern side of Cardrona Valley Road.

Specific Comments

The more specific comments in relation to the proposed Settlement Zone with precincts or overlays at Cardrona are detailed below.

1. The activities the zone and / or the precinct or overlay is intending to accommodate should be provided for as Permitted Activities to ensure that certainty is provided as to the activities that are desired within the zone and / or the precinct or overlay. The control of amenity outcomes should be achieved through the provision of Controlled or Restricted Discretionary Activity status for buildings with specific design related matters for control or discretion and design focused assessment criteria. In this respect visitor accommodation and residential activities should be Permitted Activities in the Visitor Accommodation Precinct or Overlay and visitor accommodation, residential and commercial activities should be Permitted Activities in the Commercial Precinct or Overlay. Overall, the activity component of proposals should be permitted while the built component of proposals should be controlled or restricted discretionary.

2. Commercial activities should be restricted to ground floor areas only except for commercial activities that are provided in conjunction with visitor accommodation activities. This will encourage an outcome that provides for buildings with commercial activities at the ground floor fronting to the street with visitor accommodation or residential activities at the upper levels of the buildings.
3. The current 8 metre height limit for residential activities and 12 metre height limit for visitor accommodation activities should be retained.
4. An 80% building coverage limit is supported. It is considered that the Cardrona Village should support a higher density of residential and visitor accommodation activities to ensure the limited land resource available within the village is used efficiently to support the major recreation and tourist attractions that are located within the wider Cardrona Valley area. This will ensure that the growth of the village is retained within its current zoned limits (Rural Visitor Zone) thereby continuing to protect the surrounding outstanding natural features and landscapes from inappropriate subdivision, use and development. This intention should be made clear in the objectives and policies for the Settlement Zone.
5. The provision of dwellings as a permitted activity within the Settlement Zone and the associated Visitor Accommodation or Commercial Precincts or Overlays subject to design standards is supported.
6. Set back from boundaries and recession planes should only be required at zone boundaries, precinct or overlay boundaries or water body boundaries.
7. The intended use of the Cardona Village Character Guidelines as the mechanism to manage the delivery of development that is consistent with the characteristics that makes Cardrona distinctive is supported in principle. However, it is considered that these Guidelines are now somewhat outdated (having been prepared over 10 years ago). The Guidelines should therefore also be reviewed as part of the District Plan Review process if they are intended to be included as a statutory instrument within the District Plan.
8. There should not be a standard that specifies a minimum pitch for gable roofs. A general encouragement of gable roof forms is considered appropriate. However, a specific pitch requirement will unreasonably restrict innovative development that may still be able to achieve the amenity outcomes desired by the gable design direction for primary roof forms on buildings. The statutory focus on gable roof forms also creates a situation where other alternative innovative approaches are immediately deemed to result in an adverse effect (because they are not entirely consistent with the direction)

Lands and Survey (Auckland) Ltd

www.landsandsurvey.co.nz

Level 2B, 51 Hurstmere Road

Takapuna, Auckland

where this may not necessarily be the case where high quality design approaches are still undertaken. The Settlement Zone provisions should provide the opportunity for other design outcomes to be considered without any possible pre-determination as to adverse amenity effects where an alternative option may be acceptable in the context of the developing settlement of Cardrona (e.g. commercial buildings in the commercial precinct or overlay areas).

9. Resource consent applications for buildings for visitor accommodation, residential or commercial activities located within the Visitor Accommodation or Commercial Precincts or Overlays should not be required to obtain the written approval of other persons where the standards can be met and should not be required to be notified or limited notified.
10. To ensure that design lead development outcomes are achieved there should only be minimum lot sizes for vacant site subdivisions. Subdivision within the Visitor Accommodation or Commercial Precincts or Overlays in accordance with an approved land use resource consent and / or around existing buildings and development should not be subject to any minimum lot size or shape factor standards and should be provided for as a Controlled Activity.

We trust these comments are useful for the finalisation of the proposed changes to the operative Rural Visitor Zone at Cardrona.

Please do not hesitate to contact the writer if you have any queries or concerns.

Yours faithfully,



Tim Grace

Technical Director - Planning

Lands and Survey

Whangarei | Auckland | Christchurch | Wanaka

M 027 235 3572

P 0800 SURVEY

E tim@landsandsurvey.co.nz

W www.landsandsurvey.co.nz