

APPLICATION AS NOTIFIED

P McCann

(RM230711)

QUEENSTOWN LAKES DISTRICT COUNCIL

SERVICE OF NOTICE / LIMITED NOTIFICATION

Service of Notice for Limited Notification of a Resource Consent application under Section 95B of the Resource Management Act 1991.

The Queenstown Lakes District Council has received an application for a resource consent from:

P McCann

What is proposed:

Application under Section 88 of the Resource Management Act 1991 (RMA) for land use consent to construct a new two storey residential unit and operate a community facility (physiotherapist clinic) with associated building setback, earthworks and transport breaches.

The location in respect of which this application relates is situated at:

24 Towne Place, Queenstown.

A full copy of this Limited Notified package is available for you to download on the following link:

<https://www.qldc.govt.nz/services/resource-consents/notified-resource-consents#limited-not-rc> or via our edocs website using RM230711 as the reference <https://edocs.qldc.govt.nz/Account/Login>

This file can also be viewed at our public computers at these Council offices:

- **74 Shotover Street, Queenstown;**
- **Gorge Road, Queenstown;**
- **and 47 Ardmore Street, Wanaka during normal office hours (8.30am to 5.00pm).**

The Council planner processing this application on behalf of the Council is Hannah Clowes, who may be contacted by e-mail at hannah.clowes@qldc.govt.nz

Any person who is notified of this application, but a person who is a trade competitor of the applicant may do so only if that person is directly affected by an effect of the activity to which the application relates that –

- a) adversely affects the environment; and
- b) does not relate to trade competition or the effects of trade competition.

If you wish to make a submission on this application, you may do so by sending a written submission to the consent authority no later than:

13th February 2024.

The submission must be dated, signed by you and must include the following information:

- a) Your name and postal address and phone number/fax number.
- b) Details of the application in respect of which you are making the submission including location.
- c) Whether you support or oppose the application.
- d) Your submission, with reasons.
- e) The decision you wish the consent authority to make.
- f) Whether you wish to be heard in support of your submission.

You may make a submission by sending a written or electronic submission to Council (details below). The submission should be in the format of Form 13. Copies of this form are available Council website:

https://www.qldc.govt.nz/services/resource-consents/application-forms-and-fees#other_forms

You must serve a copy of your submission to the Applicant (P McCann) as soon as reasonably practicable after serving your submission to Council:

JPW Consulting Limited
jake@jakewoodward.co.nz
1 Hortons Way
Cromwell 9310

QUEENSTOWN LAKES DISTRICT COUNCIL



(signed by Andrew Woodford pursuant to a delegation given under
Section 34A of the Resource Management Act 1991)

Date of Notification: 15th January 2024.

Address for Service for Consent Authority:

Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348
Gorge Road, Queenstown 9300

Phone
Email
Website

03 441 0499
rcsubmission@qldc.govt.nz
www.qldc.govt.nz

TechnologyOne ECM Document Summary

Printed On 09-Jan-2024

Class	Description	Doc Set Id / Note Id	Version	Date
PUB_ACC	Form 9	7765217	1	20-Sep-2023
PUB_ACC	AEE	7765216	1	20-Sep-2023
PUB_ACC	Appendix [A] - Record of Title	7765198	1	20-Sep-2023
PUB_ACC	Appendix [B] - Consent Notice 12398563.9	7765197	1	20-Sep-2023
PUB_ACC	RM230711 - Architectural plans	7825434	1	15-Nov-2023
PUB_ACC	B99 reverse manuevring diagram	7830584	1	20-Nov-2023
PUB_ACC	Appendix [D] - DRAFT Environmental Management Plan	7765214	1	20-Sep-2023
PUB_ACC	Appendix [D] - Draft Sediment and Erosion Control Plan	7765213	1	20-Sep-2023
PUB_ACC	Appendix [E] - Traffic Assessment	7765212	1	20-Sep-2023
PUB_ACC	Land owner APA	7825435	1	15-Nov-2023
PUB_ACC	Waka Kotahi Written Approval-2023-1123-24 Towne Place, Frankton-Physiotherapist Proposal	7779668	1	04-Oct-2023
PUB_ACC	Appendix [F] - APA - 1052 & 1054 Towne Place	7765201	1	20-Sep-2023
PUB_ACC	Appendix [F] - APA - 16 Towne Place	7765211	1	20-Sep-2023
PUB_ACC	Appendix [F] - APA - 21A Towne Place	7765210	1	20-Sep-2023

PUB_ACC	Appendix [F] - APA - 21B Towne Place (2)	7765209	1	20-Sep-2023
PUB_ACC	Appendix [F] - APA - 21B Towne Place	7765208	1	20-Sep-2023
PUB_ACC	Appendix [F] - APA - 21C Towne Place	7765207	1	20-Sep-2023
PUB_ACC	Appendix [F] - APA - 21D Towne Place	7765206	1	20-Sep-2023
PUB_ACC	Appendix [F] - APA - 21E Towne Place	7765205	1	20-Sep-2023
PUB_ACC	Appendix [F] - APA - 21G Towne Place	7765204	1	20-Sep-2023
PUB_ACC	Appendix [F] - APA - 26 Towne Place	7765202	1	20-Sep-2023
PUB_ACC	Appendix [F] - APA - 26 Towne Place email confirming signing on behalf	7765203	1	20-Sep-2023
PUB_ACC	Appendix [G] - Approval Letter to NZTA	7765200	1	20-Sep-2023
PUB_ACC	Appendix [H] - Waka Kotahi Consultation	7765199	1	20-Sep-2023



APPLICATION FOR RESOURCE CONSENT OR
FAST TRACK RESOURCE CONSENT

FORM 9: GENERAL APPLICATION



Under Section 87AAC, 88 & 145 of the Resource Management Act 1991 (Form 9)

PLEASE COMPLETE ALL MANDATORY FIELDS* OF THIS FORM.

This form provides contact information and details of your application. If your form does not provide the required information it will be returned to you to complete. Until we receive a completed form and payment of the initial fee, your application may not be accepted for processing.



APPLICANT //

- Must be a person or legal entity (limited liability company or trust).
- Full names of all trustees required.
- The applicant name(s) will be the consent holder(s) responsible for the consent and any associated costs.

*Applicant's Full Name / Company / Trust: **Philippa McCann**
(Name Decision is to be issued in)

All trustee names (if applicable):

*Contact name for company or trust: **Pip**

*Postal Address: **9 Ayrburn Ridge Millbrook Resort**

*Post code:

*Contact details supplied must be for the applicant and not for an agent acting on their behalf and must include a valid postal address

*Email Address: **pip.mccann1@gmail.com**

*Phone Numbers: Day **0272772049**

Mobile:

*The Applicant is:



Owner



Prospective Purchaser (of the site to which the application relates)



Occupier



Lessee

Other - Please Specify:



Our preferred methods of corresponding with you are by **email** and **phone**.

The decision will be sent to the Correspondence Details by **email** unless requested otherwise.



CORRESPONDENCE DETAILS //

If you are acting on behalf of the applicant e.g. agent, consultant or architect please fill in your details in this section.

*Name & Company: **Jake Woodward (JPW Consulting Ltd)**

*Phone Numbers: Day **0223158370**

Mobile:

*Email Address: **jake@jakewoodward.co.nz**

*Postal Address: **1 Hortons Way Cromwell**

*Postcode:



INVOICING DETAILS //

Invoices will be made out to the applicant but can be sent to another party if paying on the applicant's behalf. For more information regarding payment please refer to the Fees Information section of this form.

*Please select a preference for who should receive any invoices and how they would like to receive them.

Applicant:



Agent:



Other - Please specify:

Email:



Post:



*Attention:

*Postal Address:

*Post code:

*Please provide an email AND full postal address.

*Email:



OWNER DETAILS // Please supply owner details for the subject site/property if not already indicated above

Owner Name:

Owner Address:

Owner Email:

If the property has recently changed ownership please indicate on what date (approximately) AND the names of the previous owners:

Date:

Names:



DEVELOPMENT CONTRIBUTIONS INVOICING DETAILS //

If it is assessed that your consent requires development contributions any invoices and correspondence relating to these will be sent via email. Invoices will be sent to the email address provided above unless an alternative address is provided below. Invoices will be made out to the applicant/owner but can be sent to another party if paying on the applicant's behalf.

*Please select a preference for who should receive any invoices.

Details are the same as for invoicing ☒

Applicant:

☐

Landowner:

☐

Other, please specify:

*Attention:

*Email:

[Click here for further information and our estimate request form](#)



DETAILS OF SITE // Legal description field must list legal descriptions for all sites pertaining to the application. Any fields stating 'refer AEE' will result in return of the form to be fully completed.

*Address / Location to which this application relates:

24 Towne Place, Queenstown

*Legal Description: Can be found on the Computer Freehold Register or Rates Notice – e.g Lot x DPxxx (or valuation number)

Lot 1 DP 568184 as held in Record of Title 1020545.

District Plan Zone(s): LDRZ



SITE VISIT REQUIREMENTS // Should a Council officer need to undertake a site visit please answer the questions below

Is there a gate or security system restricting access by council?

YES ☐ NO ☒

Is there a dog on the property?

YES ☐ NO ☒

Are there any other hazards or entry restrictions that council staff need to be aware of?

YES ☐ NO ☒

If 'yes' please provide information below



PRE-APPLICATION MEETING OR URBAN DESIGN PANEL

Have you had a pre-application meeting with QLDC or attended the urban design panel regarding this proposal?

☐

Yes

☒

No

☐

Copy of minutes attached

If 'yes', provide the reference number and/or name of staff member involved:



CONSENT(S) APPLIED FOR // * Identify all consents sought // ALSO FILL IN OTHER CONSENTS SECTION BELOW

☒

Land use consent

☐

Subdivision consent

☐

Change/cancellation of consent or consent notice conditions

☐

Certificate of compliance

☐

Extension of lapse period of consent (time extension) s125

☐

Existing use certificate

☐

Land use consent includes Earthworks



QUALIFIED FAST-TRACK APPLICATION UNDER SECTION 87AAC

☐

Controlled Activity

☐

Deemed Permitted Boundary Activity

If your consent qualifies as a fast-track application under section 87AAC, tick here to opt out of the fast track process

☐

BRIEF DESCRIPTION OF THE PROPOSAL // * Please complete this section, any form stating 'refer AEE' will be returned to be completed with a description of the proposal

*Consent is sought to:

Resource consent application to construct a residential dwelling, and to operate a home occupation (physiotherapist).

Resource consent for transport non-compliances.

Resource consent for earthworks.



APPLICATION NOTIFICATION

Are you requesting public notification for the application?

☐

Yes

☒

No

Please note there is an additional fee payable for notification. Please refer to Fees schedule



OTHER CONSENTS

Is consent required under a National Environmental Standard (NES)?

- NES for Assessing and Managing Contaminants in Soil to Protect Human Health 2012

An applicant is required to address the NES in regard to past use of the land which could contaminate soil to a level that poses a risk to human health. Information regarding the NES is available on the website

<https://environment.govt.nz/publications/national-environmental-standard-for-assessing-and-managing-contaminants-in-soil-to-protect-human-health-information-for-landowners-and-developers/>

You can address the NES in your application AEE OR by selecting ONE of the following:

☐

This application does not involve subdivision (excluding production land), change of use or removal of (part of) a fuel storage system. Any earthworks will meet section 8(3) of the NES (including volume not exceeding 25m³ per 500m²). Therefore the NES does not apply.

☐

I have undertaken a comprehensive review of District and Regional Council records and I have found no record suggesting an activity on the HAIL has taken place on the piece of land which is subject to this application.

NOTE: depending on the scale and nature of your proposal you may be required to provide details of the records reviewed and the details found.



OTHER CONSENTS // CONTINUED

☐

I have included a Preliminary Site Investigation undertaken by a suitably qualified person.

☒

An activity listed on the HAIL has more likely than not taken place on the piece of land which is subject to this application. I have addressed the NES requirements in the Assessment of Environmental Effects.

Any other National Environmental Standard

☐

Yes

☒

N/A

Do you need any consent(s) from Otago Regional Council?

☐

Yes

☒

N/A

If Yes have you applied for it?

☐

Yes

☒

No

If Yes supply ORC Consent Reference(s)

If ORC Earthworks Consent is required would you like a joint site visit ?

☐

Yes

☒

No



INFORMATION REQUIRED TO BE SUBMITTED //

Attach to this form any information required (see below & appendices 1-2).

To be accepted for processing, your application should include the following:

☒

Computer Freehold Register for the property (no more than 3 months old) and copies of any consent notices and covenants
(Can be obtained from Land Information NZ at <https://www.linz.govt.nz/>).

☒

A plan or map showing the locality of the site, topographical features, buildings etc.

☒

A site plan at a convenient scale.

☒

Written approval of every person who may be adversely affected by the granting of consent (s95E).

☒

An Assessment of Effects (AEE).

An AEE is a written document outlining how the potential effects of the activity have been considered along with any other relevant matters, for example if a consent notice is proposed to be changed. Address the relevant provisions of the District Plan and affected parties including who has or has not provided written approval. See [Appendix 1](#) for more detail.



We prefer to receive applications [electronically](#) – please see Appendix 5 – [Naming of Documents Guide](#) for how documents should be named. Please ensure documents are scanned at a minimum [resolution](#) of 300 dpi. Each document should be no greater than 10mb



PRIVACY INFORMATION

The information you have provided on this form is required so that your application can be processed under the Resource Management Act 1991 and may also be used in statistics collected and provided to the Ministry for the Environment and Queenstown Lakes District Council. The information will be stored on a public register and may be made available to the public on request or on the company's or the Council's websites.



FEES INFORMATION

Section 36 of the Resource Management Act 1991 deals with administrative charges and allows a local authority to levy charges that relate to, but are not limited to, carrying out its functions in relation to receiving, processing and granting of resource consents (including certificates of compliance and existing use certificates).

Invoiced sums are payable by the 20th of the month after the work was undertaken. If unpaid, the processing of an application, provision of a service, or performance of a function will be suspended until the sum is paid. You may also be required to make an additional payment, or bring the account up to date, prior to milestones such as notification, setting a hearing date or releasing the decision. In particular, all charges related to processing of a resource consent application are payable [prior to issuing of the decision](#). Payment is due on the 20th of the month or [prior to the issue date](#) – [whichever is earlier](#).



FEES INFORMATION // CONTINUED

If your application is notified or requires a hearing you will be requested to pay a notification deposit and/or a hearing deposit. An applicant may not offset any invoiced processing charges against such payments.

Section 357B of the Resource Management Act provides a right of objection in respect of additional charges. An objection must be in writing and must be lodged within 15 working days of notification of the decision.

LIABILITY FOR PAYMENT – Please note that by signing and lodging this application form you are acknowledging that the details in the invoicing section are responsible for payment of invoices and in addition will be liable to pay all costs and expenses of debt recovery and/or legal costs incurred by QLDC related to the enforcement of any debt.

MONITORING FEES – Please also note that the fee paid at lodgement includes an initial monitoring fee of \$273 for land use resource consent applications and designation related applications, as once Resource Consent is approved you will be required to meet the costs of monitoring any conditions applying to the consent, pursuant to Section 35 of the Resource Management Act 1991.

DEVELOPMENT CONTRIBUTIONS – Your development, if granted, may also incur development contributions under the Local Government Act 2002. You will be liable for payment of any such contributions.

A list of Consent Charges is available on the on the Resource Consent Application Forms section of the QLDC website. If you are unsure of the amount to pay, [please call 03 441 0499](#) and ask to speak to our duty planner.

Please ensure to [reference any banking payments correctly](#). Incorrectly referenced payments may cause delays to the processing of your application whilst payment is identified.

If the initial fee charged is insufficient to cover the actual and reasonable costs of work undertaken on the application you will be required to pay any additional amounts and will be invoiced monthly as work on the application continues. Please note that if the Applicant has outstanding fees owing to Council in respect of other applications, Council may choose to apply the initial fee to any outstanding balances in which case the initial fee for processing this application may be deemed not to have been paid.



PAYMENT // An initial fee must be paid prior to or at the time of the application and proof of payment submitted.

Please reference your payments as follows:

Applications yet to be submitted: RM followed by first 5 letters of applicant name e.g RMJONES

Applications already submitted: Please use the RM# reference that has been assigned to your application, this will have been emailed to yourself or your agent.

Please note processing will not begin until payment is received (or identified if incorrectly referenced).

I confirm payment by:



Bank transfer to account 02 0948 0002000 00(If paying from overseas swiftcode is – BKNZNZ22)



Invoice for initial fee requested and payment to follow



Manual Payment (can only be accepted once application has been lodged and acknowledgement email received with your unique RM reference number)

*Reference **TBC**

*Amount Paid: Landuse and Subdivision Resource Consent fees - please select from drop down list below

\$3465 - Non-complying Activities (overall consent status)

(For required initial fees refer to website for Resource Consent Charges or spoke to the Duty Planner by phoning 03 441 0499)

*Date of Payment **9/21/23**

Invoices are available on request



APPLICATION & DECLARATION

The Council relies on the information contained in this application being complete and accurate. The Applicant must take all reasonable steps to ensure that it is complete and accurate and accepts responsibility for information in this application being so.



If lodging this application as **the Applicant:**

I/we hereby represent and warrant that I am/we are aware of all of my/our obligations arising under this application including, in particular but without limitation, my/our obligation to pay all fees and administrative charges (including debt recovery and legal expenses) payable under this application as referred to within the Fees Information section.

OR:



If lodging this application **as agent of the Applicant:**

I/we hereby represent and warrant that I am/we are authorised to act as agent of the Applicant in respect of the completion and lodging of this application and that the Applicant / Agent whose details are in the invoicing section is aware of all of his/her/its obligations arising under this application including, in particular but without limitation, his/her/its obligation to pay all fees and administrative charges (including debt recovery and legal expenses) payable under this application as referred to within the Fees Information section.



PLEASE TICK

I hereby apply for the resource consent(s) for the Proposal described above and I certify that, to the best of my knowledge and belief, the information given in this application is complete and accurate.



Signed (by or as authorised agent of the Applicant) **

Full name of person lodging this form **Jake Woodward**

Firm/Company **JPW Consulting Ltd**

Dated **20/09/23**

**If this form is being completed on-line you will not be able, or required, to sign this form and the on-line lodgement will be treated as confirmation of your acknowledgement and acceptance of the above responsibilities and liabilities and that you have made the above representations, warranties and certification.

Section 2 of the District Plan provides additional information on the information that should be submitted with a land use or subdivision consent.

The RMA (Fourth Schedule to the Act) requires the following:

1 INFORMATION MUST BE SPECIFIED IN SUFFICIENT DETAIL

- Any information required by this schedule, including an assessment under clause 2(1)(f) or (g), must be specified in sufficient detail to satisfy the purpose for which it is required.

2 INFORMATION REQUIRED IN ALL APPLICATIONS

- (1) An application for a resource consent for an activity (the activity) must include the following:

- (a) a description of the activity;
- (b) a description of the site at which the activity is to occur;
- (c) the full name and address of each owner or occupier of the site;
- (d) a description of any other activities that are part of the proposal to which the application relates;
- (e) a description of any other resource consents required for the proposal to which the application relates;

Information provided within the Form above

- (f) an assessment of the activity against the matters set out in Part 2;
- (g) an assessment of the activity against any relevant provisions of a document referred to in section 104(1)(b).

- (2) The assessment under subclause (1)(g) must include an assessment of the activity against—

- (a) any relevant objectives, policies, or rules in a document; and
- (b) any relevant requirements, conditions, or permissions in any rules in a document; and
- (c) any other relevant requirements in a document (for example, in a national environmental standard or other regulations).

Include in an attached Assessment of Effects (see Clauses 6 & 7 below)

- (3) An application must also include an assessment of the activity's effects on the environment that—

- (a) includes the information required by clause 6; and
- (b) addresses the matters specified in clause 7; and
- (c) includes such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.

ADDITIONAL INFORMATION REQUIRED IN SOME APPLICATIONS

- An application must also include any of the following that apply:
 - (a) if any permitted activity is part of the proposal to which the application relates, a description of the permitted activity that demonstrates that it complies with the requirements, conditions, and permissions for the permitted activity (so that a resource consent is not required for that activity under section 87A(1));
 - (b) if the application is affected by section 124 or 165ZH(1)(c) (which relate to existing resource consents), an assessment of the value of the investment of the existing consent holder (for the purposes of section 104(2A));

ASSESSMENT OF ENVIRONMENTAL EFFECTS

Clause 6: Information required in assessment of environmental effects

- (1) An assessment of the activity's effects on the environment must include the following information:
 - (a) 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;
 - (b) an assessment of the actual or potential effect on the environment of the activity;
 - (c) if the activity includes the use of hazardous substances and installations, an assessment of any risks to the environment that are likely to arise from such use;
 - (d) if the activity includes the discharge of any contaminant, a description of—
 - (i) the nature of the discharge and the sensitivity of the receiving environment to adverse effects; and
 - (ii) any possible alternative methods of discharge, including discharge into any other receiving environment;
 - (e) a description of the mitigation measures (including safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce the actual or potential effect;
 - (f) identification of the persons affected by the activity, any consultation undertaken, and any response to the views of any person consulted;
 - (g) if the scale and significance of the activity's effects are such that monitoring is required, a description of how and by whom the effects will be monitored if the activity is approved;
 - (h) 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).
- (2) A requirement to include information in the assessment of environmental effects is subject to the provisions of any policy statement or plan.
- (3) To avoid doubt, subclause (1)(f) obliges an applicant to report as to the persons identified as being affected by the proposal, but does not—
 - (a) oblige the applicant to consult any person; or
 - (b) create any ground for expecting that the applicant will consult any person.

CLAUSE 7: MATTERS THAT MUST BE ADDRESSED BY ASSESSMENT OF ENVIRONMENTAL EFFECTS

- (1) An assessment of the activity's effects on the environment must address the following matters:
 - (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.
- (2) The requirement to address a matter in the assessment of environmental effects is subject to the provisions of any policy statement or plan.

UNDER THE FOURTH SCHEDULE TO THE ACT:

- An application for a subdivision consent must also include information that adequately defines the following:
 - (a) the position of all new boundaries:
 - (b) the areas of all new allotments, unless the subdivision involves a cross lease, company lease, or unit plan:
 - (c) the locations and areas of new reserves to be created, including any esplanade reserves and esplanade strips:
 - (d) the locations and areas of any existing esplanade reserves, esplanade strips, and access strips:
 - (e) the locations and areas of any part of the bed of a river or lake to be vested in a territorial authority under section 237A:
 - (f) the locations and areas of any land within the coastal marine area (which is to become part of the common marine and coastal area under section 237A):
 - (g) the locations and areas of land to be set aside as new roads.

Will your resource consent result in a Development Contribution and what is it?

- A Development Contribution can be triggered by the granting of a resource consent and is a financial charge levied on new developments. It is assessed and collected under the Local Government Act 2002. It is intended to ensure that any party, who creates additional demand on Council infrastructure, contributes to the extra cost that they impose on the community. These contributions are related to the provision of the following council services:
 - Water supply
 - Wastewater supply
 - Stormwater supply
 - Reserves, Reserve Improvements and Community Facilities
 - Transportation (also known as Roading)

[Click here for more information on development contributions and their charges](#)

OR Submit an Estimate request *please note administration charges will apply



Please note that some land use consents can be dealt with as fast track land use consent. This term applies to resource consents where they require a controlled activity and no other activity. A 10 day processing time applies to a fast track consent.

If the consent authority determines that the activity is a deemed permitted boundary activity under section 87BA of the Act, written approval cannot be withdrawn if this process is followed instead.

A fast-track application may cease to be a fast-track application under section 87AAC(2) of the Act.

While it is not essential that your documents are named the following, it would be helpful if you could title your documents for us. You may have documents that do not fit these names; therefore below is a guide of some of the documents we receive for resource consents. Please use a generic name indicating the type of document.

Application Form 9

Engineering Report

Assessment of Environmental Effects (AEE)

Geotechnical Report

Computer Register (CFR)

Wastewater Assessment

Covenants & Consent Notice

Traffic Report

Affected Party Approval/s

Waste Event Form

Landscape Report

Urban Design Report

Ecological Report

ASSESSMENT OF ENVIRONMENTAL EFFECTS

24 Towne Place, Queenstown

Philippa Elizabeth McCann

Our Reference: JW23025

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1 THE APPLICANT AND PROPERTY DETAILS

Client	Philippa Elizabeth McCann
Address for service	JPW Consulting Limited Jake Woodward jake@jakewoodward.co.nz 022 315 8370
Property Address	24 Towne Place, Queenstown
Project Description	Resource consent application to construct a residential dwelling, and to operate a home occupation (physiotherapist). Resource consent for transport non-compliances. Resource consent for earthworks.
Our Reference	JW23025
Date	20 September 2023
Version	1

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2 EXECUTIVE SUMMARY

Resource consent is sought to construct a residential dwelling on the recently subdivided property at 24 Towne Place, Queenstown and to enable the use of the dwelling for a physiotherapist.

The applicant will reside on the second-level of the dwelling and utilise the ground floor (155m²) as his workspace to operate a physio. The applicant envisages employing up to six staff and operate as follows:

- i. Monday to Friday: 7.30am to 7.00pm;
- ii. Saturday: 8.00am to 2.00pm; and
- iii. Sunday and Public Holidays: Closed

The proposal requires a suite of consents under the provisions of the Proposed Queenstown Lakes District Plan for a breach to setback, landscaping requirements, parking and manoeuvring matters and for home occupation/community activities (for the use of the dwelling for a physio). Minor consents are required for earthworks.

The effects associated with built form on the wider environment will be no more than those anticipated by the Plan due to the largely compliant nature of the build.

The key effects on the environment relate to traffic effects generated by the proposed physio which have been considered by Nick Fuller, Traffic Consultant and liaison with Waka Kotahi. Mr Fuller's assessment confirms that the scale of the activity will have a negligible degree of effects on the internal access and the State Highway. The State Highway access will be upgraded as per recommendations from Waka Kotahi. Mr Fuller is satisfied that onsite parking and manoeuvring is appropriate.

Other effects including earthworks can be suitably managed by conditions of consent.

No persons are considered to be affected by the proposal noting the majority of neighbours have provided Affected Party Approval. Where APA has not been provided, effects on those properties are determined to be less than minor due to the separation of the sites, the appropriateness in terms of noise and recognising traffic generation are appropriate.

The proposal is considered not contrary with the relevant provisions of the Operative and Proposed District Plan. The proposal also represents sustainable management and therefore the purposed of the Resource Management Act 1991.

3 SITE DESCRIPTION

3.1 SITE DESCRIPTION

The site subject to this application is located at 24 Towne Place, Queenstown and is legally described as Lot 1 DP 568184 as held in Record of Title 1020545. A copy of the Title is attached in **Appendix [A]**.

The site has an irregular shape factor of approximately 603m² and is located at the end of a formed Right of Way. The site is presently vacant.

An aerial of the subject site is included as follows:



Figure 1: Aerial image of the subject site (approximate boundaries only) and surrounds (Image Source: QLDC GIS). Access shown in red.

3.2 SURROUNDING ENVIRONMENT

The immediate surrounding environment is residential in nature in terms of the properties to the west, south and east. The northern boundary is that of a hillside Zoned Rural. The wider area includes the commercial precinct of Frankton.

3.3 RECORD OF TITLE

As noted above, the site is legally described as Lot 1 DP 568184 as held in Record of Title 1020545. A copy of the Title is attached in **Appendix [A]**.

According to the Title, there are a suite of covenants and encumbrances which are required to be adhered to on an ongoing basis and remains the responsibility of the landowner.

There is one Consent Notice registered on the Title. These are detailed as follows and are attached in **Appendix [B]**:

Condition Number	Description	Compliance
A	No building shall be erected in the areas shown as covenant areas XX on DP 568184.	Complies. The proposed dwelling has been designed to be located outside of this area.
B	Site specific investigations are to be undertaken to demonstrate NZS3604 "Good Ground" is present in the footprint of any new dwelling.	The applicant will undertake detailed design at building consent stage, pending outcome of this resource consent.
C	Prior to any soil disturbance commencing on Lots 1&2, a sufficient water source shall be established and the site regularly watered to suppress dust.	These matters will be required to be complied with on an ongoing basis.
D	Throughout the entirety of any soil disturbance period on Lots 1 & 2, suitable protection including dust masks and water baths shall be made available to all person visiting and working onsite.	
E	All cut material obtained from any earthworks on Lots 1 & 2 shall be considered as managed fill and taken to an approved landfill disposal site	
F	Should, upon earthworks, any ground conditions be encountered on Lots 1 & 2 which are not anticipated from the findings of the report entitled '26 Towne Place, Frankton, Detailed Site Investigation Report, WSP 6-XZ660.01' dated 28 June 2021, a Suitably Qualified and Experienced Person should be consulted in order to reassess the risks to human health.	

4 RESOURCE MANAGEMENT BACKGROUND

4.1 RELEVANT RESOURCE CONSENTS

The subject site was created as a result of subdivision consent RM210041 which was approved on 26 July 2021.

RM210041 sought land use consent to subdivide the then parent allotment¹ into two allotments, being 603m² for Lot 1 (the site subject to this report) and 804m² (which is 26 Towne Place).

In addition to subdivision consent, consent was also sought and approved for a controlled activity under the *National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health* due to a Detailed Site Investigation submitted with RM210041 confirming the site as HAIL. The Detailed Site Investigation found that

¹ Then legally defines as Lot 12 Deposited Plan 9549 held in Record of Title OTA2/667.

proposed Lot 1 is safe for residential purposes. Therefore, it was considered that the soil does not need to be managed, monitored or reported on².

5 PROPOSAL

5.1 OVERVIEW

Resource consent is sought to construct a residential dwelling on the property and to enable the provision of a physiotherapist activity to be undertaken on the ground floor.

The proposal is detailed as follows:

5.2 DWELLING

Architectural plans detailing the overall development have been prepared by Peak Architecture Ltd and are attached in **Appendix [C]**.

The dwelling will consist of an irregularly shaped, two-storey building with a ground floor area consisting of 155m² and the first floor consisting of 101m².

Consisting of a gable roof form, the dwelling will stand at a height of 7.93 metres as measured to the apex of the gable.

The ground floor will consist of a reception, four treatment rooms and a rehab/stretch room. One toilet and kitchenette will also be located at this level. Further details on the use of the ground floor are discussed in section 5.3 below.

The second floor will consist of a two bedroom apartment with two rooms, small study, two bathrooms and open plan kitchen and dining. An 18m² balcony will be connected to the main living for residential use.

The building will cover approximately 25% of the overall site coverage.

Due to the orientation of the dwelling, a minor encroachment into the 2 metre northern setback will result.

The dwelling will be designed to meet the internal insulation requirements as it relates to the airport Outer Control Noise Boundary.

5.3 PHYSIO

The ground floor will be utilised as a physiotherapist and described as follows:

- b. 6 (5 physios and 1 receptionist) full time staff³ – it is noted that there are only 4 treatment rooms and so only 4 physios will be working at any one time.
- c. Hours of operation:

² Council decision for RM210041, paragraph 2, page 7.

³ One of which being the applicant residing on the site.

- i. Monday to Friday: 7.30am to 7.00pm;
 - ii. Saturday: 8.00am to 2.00pm; and
 - iii. Sunday and Public Holidays: Closed
- d. Maximum of 28 customers per day being 7 customers per day⁴, per room (four rooms in total).

5.4 ACCESS AND PARKING

Six car parks are proposed on site as detailed on the site plan. Car parks P1 and P2 will be 2.5 metres by 5 metres in dimension, one of which will be designated a mobility park.

Parking spaces P3 to P6 will be 2.6 metres by 5.0 metres. P6 will be primarily for the resident and all other parks will be for customers. Staff will be instructed to park offsite.

Onsite manoeuvring is demonstrated however there will be multiple manoeuvres required.

Bin storage will be provided in the westernmost corner.

Bike parking for up to four bikes will be established in the north-western portion of the site.

In terms of the access, access to the site is via the 6.0 m wide ROW to Towne Place. It is proposed to extend the vehicle crossing to the State Highway by 3 metres to the east and reseal the access (to address existing pothole issues), as requested by Waka Kotahi through consultation on this proposal (discussed later in this report). An extract of the proposed works are detailed in Figure 2 later in this report.

The sight distance at the vehicle crossing is at least 113 metres in both directions.

5.5 SERVICING

In terms of servicing, the following was noted in reviewing the approved conditions of RM210041:

- Condition 18(b) required prior to the issue of Title, the provision of a water supply to Lots 1 & 2 in terms of Council's standards and connection policy. This shall include an Acuflo GM900 as the toby valve and an approved water meter as detailed in QLDC Water Meter Policy (Appendix A), dated June 2017. The costs of the connections shall be borne by the consent holder.
- An Elster PSM V100 or Sensus 620 water meter shall be provided to Council's maintenance contractor Veolia for Lots 1 and 2.
- Underground power and telecom was to be supplied to the buildable area of the Lot.

⁴ To coincide with a 7 hour shift.

- The provision of a foul sewer connection from Lots 1 & 2 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.

As such, servicing was deemed appropriate at the time of RM210041 and therefore the proposed dwelling should be adequately provided for in terms of servicing.

5.6 EARTHWORKS

While the site is generally flat, a slight slope necessitates the need to level the site for the dwelling. Earthworks are detailed on the site plan and are summarised as follows:

- Approximate cut will be 330.99 with some minor fill in the order of 4m³. Excess cut will be removed from the site.
- Minor retaining up to 500mm in height will be established along the northern boundary in order to level the site for construction.
- Retaining along the northern boundary will be up to 1.3 metres in height.

As noted in Section 3.3 above, Consent Notice 12398563.9 requires the following to be adhered to during earthworks:

- Prior to any soil disturbance commencing on Lots 1 & 2, a sufficient water source shall be established and the site regularly watered to suppress dust.
- Throughout the entirety of any soil disturbance period on Lots 1 & 2, suitable protection including dust masks and water baths shall be made available to all person visiting and working onsite.
- All cut material obtained from any earthworks on Lots 1 & 2 shall be considered as managed fill and taken to an approved landfill disposal site.
- Should, upon earthworks, any ground conditions be encountered on Lots 1 & 2 which are not anticipated from the findings of the report entitled '26 Towne Place, Frankton, Detailed Site Investigation Report, WSP 6-XZ660.01' dated 28 June 2021, a Suitably Qualified and Experienced Person should be consulted in order to reassess the risks to human health.

A draft environmental management plan and associated erosion and sediment control plan is attached in **Appendix [D]**.

5.7 SIGNAGE

No signage is proposed at this time with the applicant proposing to rely on an online platform for advertising and directions.

6 STATUTORY CONSIDERATIONS

6.1 OPERATIVE QUEENSTOWN LAKES DISTRICT PLAN

Under the Operative District Plan, the site was previously Zoned as Low Density Residential. Despite this, the District Plan has been subject to a review with decisions on Stage 1 of the Proposed District Plan having since been confirmed.

As a result of this process, the rules and development standards of the Operative District Plan (as it pertains to this site) have largely been superseded by the provisions of the Proposed District Plan.

6.2 PROPOSED DISTRICT PLAN

Under the Proposed District Plan (PDP), the site is located in the Lower Density Suburban Residential Zone (LDSRZ) and Queenstown Airport Outer Control Boundary. Noting that the provisions of the LDSRZ largely supersede that of the Operative District Plan, the provisions contained in the PDP are most relevant.

A review of the proposal against the Lower Density Suburban Chapter is as follows:

Rule	Requirement	Compliance
7.4.1	Home occupation	Does not comply
7.4.2	Airports	n/a
7.4.3	Residential units nots exceeding one unit per 450m2.	Complies
7.4.4	Hospitals	n/a
7.4.5	Homestays	n/a
7.4.6	Residential Visitor Accommodation	n/a
7.4.6A	Visitor Accommodation in the VA Subzone	n/a
7.4.7	Commercial activities – 100m2 or less gross floor area	n/a – consideration under Rule 7.4.10 instead.
7.4.8	Residential Units, where the density of development exceeds one residential unit per 450m2 net area but does not exceed one residential unit per 300m2 net area	n/a
7.4.9	Commercial recreation	n/a
7.4.10	Community activities, other than the hospital provided for by Rule 7.4.4	Does not comply
7.4.11	Retirement villages	n/a
7.4.12	Activities not listed	n/a
7.4.13	Commercial activities greater than 100m2 gross floor area	
7.4.14	VA	n/a
7.4.15	Airports	n/a
7.4.16	Bulk material storage	n/a
7.4.17	Factory farming	n/a
7.4.19	Forestry	n/a
7.4.20	Manufacturing	n/a
7.4.21	Mining	n/a
7.4.22	Panel beating	n/a
7.4.23	Any activity requiring an Offensive Trade Licence under the Health Act 1956	n/a
Lower Density Suburban Residential - Standards		
7.5.1	Height of 8 metres	Complies – 7.93
7.5.2	Height for sloping sites 7 metres	n/a
7.5.3	Height for more than one unit	n/a

7.5.4	Buildings within the Outer Control Boundary and Air Noise Boundary Buildings and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise (ASAN) shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours.	To comply
7.5.5	Building coverage of 40%	Complies – 25%
7.5.6	Landscaped Permeable coverage of at least 30%	Does not comply – 22%
7.5.7	Recession Planes only applying to accessory buildings on sloping sites. 7.5.7.1 Northern boundary: 2.5m and 55 degrees. 7.5.7.2 Western and eastern boundaries: 2.5m and 45 degrees. 7.5.7.3 Southern boundary: 2.5m and 35 degrees.	Complies
7.5.8.1	Minimum road setbacks of 4.5 metres	n/a
7.5.8.2	All other boundaries of 2 metres with the following exceptions: <ul style="list-style-type: none"> accessory buildings for residential activities may be located within the boundary setback distances (other than from road boundaries), where they do not exceed 7.5m in length, there are no windows or openings (other than for carports) along any walls within 1.5m of an internal boundary, and they comply with rules for Building Height and Recession Plane; any building may locate within a boundary setback distance by up to 1m for an area no greater than 6m² provided the building within the boundary setback area has no windows or openings; eaves may be located up to 600mm into any boundary setback distance along eastern, western and southern boundaries; 	Does not comply on northern boundary
7.5.9	Building separation within sites	n/a
7.5.10	Building length of 16 metres for the above ground floor	Complies
7.5.11	Density of one unit per 300m ² net	n/a
7.5.12	Waste and recycling storage	Complies
7.5.13	Lighting and glare	Complies
7.5.14	Setbacks from water bodies	n/a
7.5.15	Road noise – State Highway	To comply
7.5.16	Building Restriction Area	Complies
7.5.17	Home occupation	Does not comply
7.5.18	Residential Visitor Accommodation	n/a
7.5.19	Homestay	n/a

Based on the assessment above, the proposal requires the following resource consents:

Chapter 7 - Low Density Suburban Residential

- A **discretionary activity** pursuant to Rule 7.4.10 for a “community activity”.
Community activities are defined as (emphasis added):

“Means the use of land and buildings for the primary purpose of health, welfare, care, safety, education, culture and/or spiritual well being. Excludes recreational activities. A community activity includes day care facilities, education activities, hospitals, doctors surgeries and other health

professionals, churches, halls, libraries, community centres, police purposes, fire stations, courthouses, probation and detention centres, government and local government offices.”

In this case, the proposed use of the ground floor as a physiotherapist is considered to meet the definition of a community activity by virtue of being a health professional.

- A **non-complying activity** pursuant to Rule 7.5.6 where the proposal does not comply with a minimum landscaped coverage of 30%. In this case, landscape coverage will equate to 22%.
- A **discretionary activity** pursuant to Rule 7.5.8.2 for a breach to the 2.0 metre internal setback. In this case, the dwelling will encroach into the 2 metre setback on the northern boundary.
- A **discretionary activity** pursuant to Rule 7.5.17.1, 7.5.17.2 and 7.5.17.3 for home occupations that exceed more than 1 full time staff, exceeds 10 two-way movements per day and exceeds a floor area of 60m². In this case, the physio, operating from the applicant's home, will employ six staff, generate 29 movements (peak) and have a floor area of 155m².

Chapter 25 – Earthworks

- A **restricted discretionary activity** pursuant to Rule 25.5.18.2 for earthworks supported by retaining walls not being setback equal to the height of the retaining. In this case, 1.3 metre cuts are proposed near the northern (north western) boundary.
- A **restricted discretionary activity** pursuant to Rule 25.4.2 for earthworks that do not comply with the standards for the maximum total volume of earthworks, being 300m³ in the Lower Density Suburban Residential Zone, with a total of up to 330m³ of earthworks proposed. Council's discretion is restricted to:
 - Soil erosion, generation and run-off of sediment;
 - Landscape and visual amenity values;
 - Effects on infrastructure, adjacent sites and public roads;
 - Land stability;
 - Effects on water bodies, ecosystem services and biodiversity;
 - Cultural heritage and archaeological sites;
 - Nuisance effects;
 - Natural hazards; and
 - Functional aspects and positive effects.
- A **restricted discretionary activity** pursuant to Rule 25.5.21 for the removal of 300m³ of cleanfill from the site via road. In this case, all material (up to 327m³) will be removed from the site.

Chapter 29 - Transport

- A **restricted discretionary activity** pursuant to Rule 29.5.2 for a breach to parking dimensions. In this case, mobility parking is required to be 3.6m wide with an 8m aisle. The proposed arrangement uses 2.5m wide spaces plus a 1.2m shared space and the aisle is less than 8.0m.
- A **restricted discretionary activity** resource consent pursuant to Rule 29.5.4 in regard to mobility parking spaces. As a Health Care activity, the Site requires one mobility space for Staff plus one for visitors. The proposal provides one mobility space (for visitors).
- A **restricted discretionary activity** pursuant to Rule 29.5.6 for reverse manoeuvring for any day care facility, educational facility, or healthcare facility. In this case, additional reverse manoeuvres are required to exit parking spaces P3 and P4.
- A **restricted discretionary activity** pursuant to Rule 29.5.9 for loading spaces. In this case, a 6m long loading space is required and no loading is proposed.
- A **restricted discretionary activity** pursuant to Rule 29.5.13 in relation to access design. In this case, the formed access width is required to be 5.5m to 5.7m within a legal width of 6.7m. The formed width is approximately 6.0m within a legal width of 6.1m.
- A **restricted discretionary activity** pursuant to Rule 29.5.14 in relation to width and design of vehicle crossings. In this case, the width at the kerb is proposed to be 6.0m and therefore not 1.0m wider than at the boundary. The vehicle crossing is not located 0.5m from the boundaries.
- A **restricted discretionary activity** pursuant to Rule 29.5.20 in relation to minimum distance between vehicles crossings onto State Highways. In this case, less than 40 metres separation is provided.

6.3 NATIONAL ENVIRONMENTAL STANDARD

During the processing of RM210041, Preliminary Site Investigation and Detailed Site Investigation reports were prepared by WSP for the applicant. The Detailed Site Investigation submitted with that application found that HAIL activities and soil contaminants in excess of local background levels were encountered on site. Specifically, the subject site had been used for unauthorised commercial storage of materials and chemicals, with hydrocarbon contaminants apparently having been spilled on the site. The materials and chemicals have since been removed from the site and a small area of contaminated soil in a localised hotspot had also been excavated and removed from the site. A retrospective resource consent was required for this soil removal under the *National Environmental Standard for assessing and managing contaminants in soil to protect human health* (NES-CS). Resource consent was also triggered under the NESCS for future earthworks associated with preparing proposed Lot 1 for residential use and construction of a future residential unit and associated residential activities. RM210041 was assessed as a **controlled activity** under the NES-CS.

The applicant's Detailed Site Investigation concluded that *"in regard to the proposed subdivision to create Lot 1 for residential purposes, it is considered highly unlikely there is a risk to human health from soil contaminants for the intended residential land use."* The adequacy of the Detailed Site Investigation, including site sampling, laboratory analysis, and risk assessment, was accepted and relied upon by Council in granting RM210041.

The Detailed Site Investigation found that proposed Lot 1 is safe for residential purposes. Council therefore concluded that the soil does not need to be managed, monitored or reported on.

Conditions in regard to any future earthworks to prepare proposed Lot 1 for residential activities and construction of a residential unit were recommended in regard to a sufficient water source to suppress dust; suitable protection for persons working onsite; and the disposal of soil as managed fill at an approved landfill disposal site. These are presently enshrined as a consent notice condition.

Overall, Council considered that any potential adverse effects on human health resulting from soil disturbance would be no more than minor.

Since consent has already been authorised under the NES-CS for earthworks on the site, no further assessment is necessary.

6.4 OVERALL ACTIVITY STATUS

Overall, the proposal is assessed as a **non-complying activity**.

7 PERMITTED BASELINE

In the LDSRZ, it is permitted to undertake the following activities without a resource consent:

- Home occupations;
- Residential units where the density of development does not exceed one residential unit per 450m² (net area);
- Each residential unit can have one residential flat that is no greater than 70m² in Gross Floor Area (GFA).
- Homestays (similar to a bed and breakfast where the property owner resides on the site).

Development standards

In addition to the activities noted above, all buildings (such as a residential dwelling) will need to comply with the following standards in order to be permitted:

- Building height of a maximum of 8 metres;
- Where a site is less than 900m² net area, and two or more units are proposed, the maximum height limit reduces to 5.5 metres in height (for each building);
- Maximum building coverage of 40%
- Minimum landscape permeable coverage of 30% of the site area

- Recession planes on sloping sites only applicable to accessory buildings and these are 55 degrees (northern boundary), 45 degrees (western and eastern boundaries) and 35 degrees (southern boundaries) as measured 2.5 metres vertically from the ground.
- Minimum boundary setbacks of 4.5 metres from the road, and all other boundaries are 2 metres. Minor exemptions apply to accessory buildings.
- Building separation within sites are 4 metres, although this rule does not apply to attached dwellings
- Maximum building length must not exceed 16 metres (only applies to the façade above ground floor level);
- Minimum setback of 7 metres from any water body;
- One dwelling per 300m² net site area.
- Earthworks in the LDSRZ are limited to 300m³ in volume, and a maximum cut of 2.4 metres and maximum fill of 2 metres (various other controls apply but these elements are the most relevant).

The permitted baseline is considered to be relevant in this case.

8 ASSESSMENT OF EFFECTS

Schedule 4 of the Resource Management Act 1991 (RMA) details the information required to be included in an assessment of environmental effects. An assessment in this regard as it accords to Clause 6 of Schedule 4 is included as follows:

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 adequately remedied and mitigated. Alternative locations are therefore not considered necessary.

An assessment of the actual or potential effect on the environment of the proposed activity.

In considering the actual and potential adverse effects of the proposal on the environment, the following effects are considered most relevant:

- *Built form and design*
- *Construction and Earthworks effects*
- *Services*
- *Cultural effects*
- *Access*
- *Commercial activities*

Built form and design

The proposed built form and general design of the dwelling is considered consistent with the expectations of the Low Density Residential Zone in that the dwelling largely complies with all relevant bulk and location provisions of the zone.

The proposed setback breach relates to the northern boundary which effectively adjoins the base of a hill (which is zoned Rural) and will not affect streetscape, neighbourhood amenity values or character. There are no adverse effects that are expected to result from the breach.

In terms of the breach to landscaping, the location of the site at the end of a laneway and largely screened from view will mean that no person will be able to experience the breach. The lack of landscaping is attributed to the parking and manoeuvring areas as opposed to the built form. As such, the overall scale of development is as anticipated by the District Plan with a slight reduction in permeable areas. The location of the site adjoining that of the Rural Zone being the heavily vegetated hillside somewhat mitigates the lack of landscaping on the subject site.

Overall, the proposed built form and design is considered to generate effects no more than those anticipated by the District Plan due to the largely compliant nature of the build itself. In addition, the dwelling/building is located down a Right of Way such that there will be no streetscape effects or effects on the wider environment.

Construction and Earthworks effects

In terms of construction and earthworks effects, these can be considered in light of temporary/short term effects, and long term effects.

In terms of temporary effects, this will be largely limited to the site preparatory works (site scrape and construction of retaining) and the construction of the dwelling. The site is generally flat although has a slight slope which will require levelling to accommodate the dwelling and associated parking. Earthworks are estimated to be around 330m³ of cut and fill, marginally over the permitted 300m³. Taking account the effects permitted by the District Plan (heavy machinery moving 300m³ of material), and the implementation of the EMP and ESCP, no material effects over and above those permitted are considered to result.

Condition of the consent notice as it relates to contaminated land continues to apply and will be required to be adhered to throughout the duration of works. This includes the following:

- Prior to any soil disturbance commencing on Lots 1 & 2, a sufficient water source shall be established and the site regularly watered to suppress dust.
- Throughout the entirety of any soil disturbance period on Lots 1 & 2, suitable protection including dust masks and water baths shall be made available to all person visiting and working onsite.
- All cut material obtained from any earthworks on Lots 1 & 2 shall be considered as managed fill and taken to an approved landfill disposal site
- Should, upon earthworks, any ground conditions be encountered on Lots 1 & 2 which are not anticipated from the findings of the report entitled '26 Towne Place, Frankton, Detailed Site Investigation Report, WSP 6-XZ660.01' dated 28 June 2021, a Suitably Qualified and Experienced Person should be consulted in order to reassess the risks to human health.

In terms of construction effects, these are considered to be no greater than what can be reasonably anticipated noting that the proposed building is not a complex design nor is the site complicated in terms of topography and shape factor. It is expected that noise, commotion and nuisance effects will be comparable to those expected from any typical building site and will be short-lived. Due to the temporary nature of construction effects, these will be less than minor.

In terms of long term effects, this will be limited to the retaining proposed which will be up to 1.3 metres in height. Subject to the retaining being constructed in accordance with the relevant standards, no long term effects are considered to result.

Overall, construction and earthworks effects are considered to be no more than minor.

Services

Services were assessed as part of the underlying subdivision. It is considered that the site is adequately serviced for the development intended.

Cultural effects

The proposal seeks to develop the site in line with that anticipated in the Low Density Residential Zone. The site is not subject to the Wahi Tapu overlay of the District Plan and as such, no adverse cultural effects are expected to result.

Access

The site is located down a Right of Way, of which the Right of Way was partially upgraded as a requirement of RM210041.

In light of this proposal, the access was assessed by Mr Nick Fuller, Traffic Consultant to determine:

- The adequacy of the access for the intended use proposed (residential and home occupation physiotherapist).
- Traffic generation and the consequential effects this may have on the access and State Highway.
- Adequacy of internal parking and manoeuvring.

Mr Fuller's assessment is contained in **Appendix [E]**.

In terms of the adequacy of the access, Mr Fuller determines the adequacy by assessing the potential for conflict with two vehicles meeting. Mr Fuller advises that the initial 78 metres of the access parallel to the State Highway is approximately 3.6 metres wide while the north-south segment is 6.0 metres wide (and was upgraded as part of RM210041).

The potential for conflicts on the existing ROW has been assessed by determining the amount of time access to 24 Towne Place may be blocked by a conflicting vehicle. This assessment is based on delays at the intersection with SH6A and time taken to negotiate the initial 78m segment parallel to the State highway (it is assumed the north-south segment can accommodate informal passing within the existing width). The assessment has been undertaken for three scenarios, being the existing arrangement, the permitted baseline scenario plus a scenario with the proposed development. The calculations are set as:

- The existing arrangement has a 0.5% chance of conflicts occurring;
- The baseline scenario has a 0.9% chance of conflicts occurring; and
- The proposed development scenario has a 2.1% chance of conflicts occurring.

Through adopting this approach, Mr Fuller considers that the frequency with which vehicles may meet on the access is sufficiently low that it remains acceptable.

In terms of conflicts at the access from the State Highway, Mr Fuller recommends that the access is widened by another 3.0 metres (as illustrated in the following figure) in response to consultation with Waka Kotahi and to minimise conflicting vehicles. Through widening, Mr Fuller is satisfied that the operation of the access where it meets SH6 is anticipated to be acceptable noting the potential for conflicts has been assessed above and is considered acceptable. Mr Fuller considers vehicles entering the site are anticipated to be able to do so safely and efficiently. In particular, vehicles turning right into the access are able to use the flush median to safely wait for gaps in traffic. Vehicles exiting the site have good visibility along SH6 to identify gaps in traffic. The traffic generation on the access is not considered high, so no concerns regarding capacity are anticipated. Relying on Mr Fuller's assessment, it is considered the access arrangement will be appropriate.

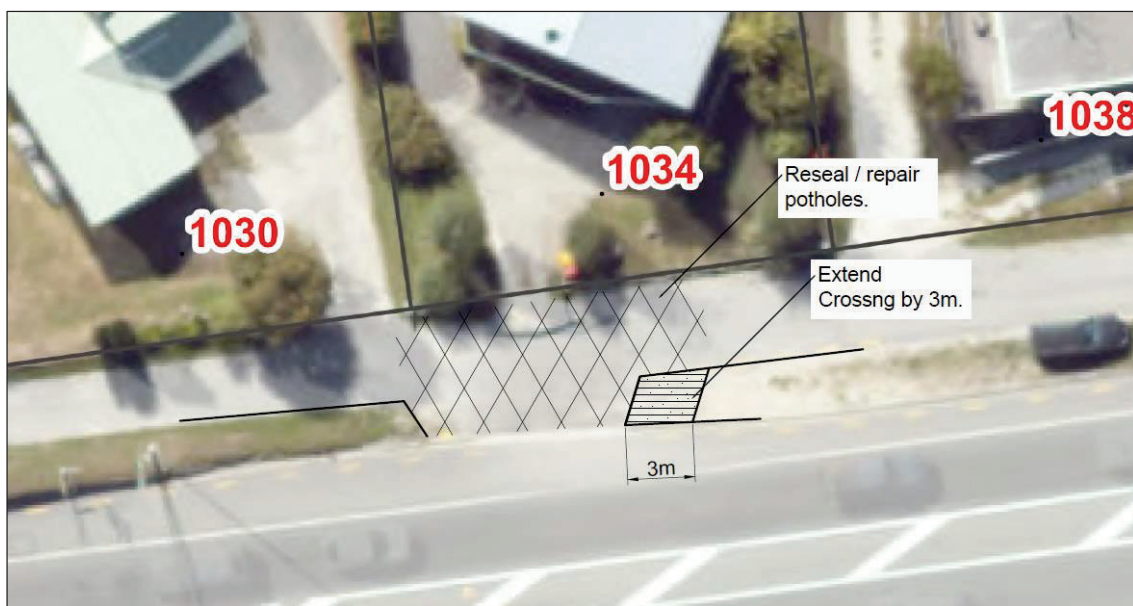


Figure 2: Proposed widening.

In terms of effects of traffic generated by the proposal on the wider roading network, Mr Fuller has calculated what could be reasonably anticipated under a permitted scenario⁵ compared with the proposed scenario which he summarises in the following Tables:

⁵ One dwelling and one flat is permitted along with home occupations and homestays that comply with the standards of the District Plan.

Permitted Baseline Right of Way Generation

	Time Period	Arrival	Departure	Total
Western Access Leg	AM Peak Hour	2	7	9
	PM Peak Hour	6	3	9
Eastern Access Leg	AM Peak Hour	4	10	14
	PM Peak Hour	9	5	14
Access to SH6A	AM Peak Hour	6	17	23
	PM Peak Hour	15	8	23

Proposed Right of Way Generation

	Time Period	Arrival	Departure	Total
Western Access Leg	AM Peak Hour	2	7	9
	PM Peak Hour	6	3	9
Eastern Access Leg	AM Peak Hour	7	13	20
	PM Peak Hour	12	8	20
Access to SH6A	AM Peak Hour	9	20	29
	PM Peak Hour	18	11	29

Based on the traffic generation modelled, Mr Fuller anticipates this will not be significant in that the traffic generated by the proposed activity is in the order of nine vehicle movements per hour and these can be readily accommodated by the State highway. This assessment is relied upon and therefore effects associated with traffic generation are considered to be no more than minor.

In terms of parking, the four physio rooms are anticipated to have a demand for one visitor vehicle each. No staff car parking will be permitted on site, other than if there were a mobility impaired member of staff. One residential parking is proposed on-site. In addition, four cycle parks are proposed. The width of the parking is 2.5 metres whereas mobility parking is required to be 3.6 metres wide. The aisle width is also less than the required 8.0 metres requiring multiple onsite manoeuvres.

Mr Fuller notes that the District Plan requires that no additional reverse manoeuvring is undertaken for visitor parking at Health Care facilities. While additional manoeuvring is required to exit parking spaces 3 and 4, the manoeuvring is relatively simple and clearly preferable to reversing back to the State highway. On this basis, Mr Fuller is satisfied that the manoeuvring is considered acceptable.

In terms of parking supply, the District Plan requires that two mobility spaces are provided on-site (one for visitors plus one for staff), whereas only one is proposed. The marked mobility space will be for visitors. The adjacent space (parking space 2) is of the same dimensions and is able to be used as a mobility space, if required. It is proposed that this space would be marked as the staff mobility space if the activity employs a mobility impaired staff member.

Otherwise, Mr Fuller notes five of the car parks are proposed to be for visitors, who will be booked in to prearrange time slots at the activity. Given there are four physios proposed at any given time, the provision of five parking spaces is considered to adequately accommodate the demand and account for occasional overlap between patients (although this should not occur).

With regard to loading, no loading is proposed on-site, whereas the District Plan requires a loading space. Vehicle tracking illustrates a 99th percentile car turning within the car park on the basis that all spaces are occupied. As identified above, the parking demand is estimated as being four vehicles, so it is more likely that additional manoeuvre space would be available. The manoeuvring indicates that a 99th percentile car (similar to a courier van) would be able to turn on-site and exit forwards. Given the occasional nature of loading anticipated, this manoeuvring is considered to be acceptable. Mr Fuller's logic is accepted in this regard and therefore loading is considered to be appropriate and no different to what a residential activity could anticipate from a courier.

Mr Fuller's overall summary concludes:

- The car parking arrangements is considered satisfactory, with all vehicles anticipated to enter and exit the site forwards;
- The provision of a mobility space for staff can be managed, as there is a space of sufficient dimensions to accommodate this (should the need arise);
- There is sufficient space to accommodate a courier van (the most likely loading vehicle) turning on-site;
- The potential for conflicts on the access has been reviewed and it is considered to be acceptable; and
- The operation of the access and the wider network are anticipated to be acceptable.

Overall, access and traffic effects are considered to be no more than minor.

Commercial activities

While providing residential accommodation for the applicant, the applicant will also operate his business from the dwelling. The effects of the commercial operation on the wider environment is largely considered to be limited to effects on residential amenities and traffic effects.

In terms of residential amenity effects, the building is designed as a dwelling and will appear as such. Being located down a right of way and largely screened from view, no streetscape effects or wider amenity effects will result and are considered limited to the neighbours (detailed later in this report).

In terms of traffic effects, these are largely considered by Mr Fuller as being appropriate.

It is important to note that the proposal is essentially a more intensified version of a permitted home occupation scenario. The increase in intensity (number of staff and customers) are all assessed as being manageable in this location as per the effects assessment above. As such, the proposal is considered to generate less than minor effects on the environment.

Summary of effects

Overall, the proposal is considered to generate no more than minor adverse effects on the wider environment.

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 are proposed.

If the activity includes the discharge of any contaminant, a description of:

- (i) *The nature of the discharge and the sensitivity of the proposed receiving environment to adverse effects; and*
- (ii) *Any possible alternative methods of discharge, including discharge into any other receiving environment.*

No discharge of contaminants are proposed.

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.

No mitigation measures over and above those inherent to the proposal are considered necessary. As detailed above, the proposal is considered to generate no more than minor adverse effects on the environment and therefore mitigation measures are not considered to apply.

Identification of the persons affected by the activity, any consultation undertaken, and any response to the views of any person consulted

The applicant has undertaken extensive consultation with all neighbouring properties and a summary of the Affected Party Approvals obtained (which are included in **Appendix [F]**) is detailed as follows:

Table 1: List of neighbouring properties. Those highlighted have not provided APA.

Property Address	Signed	Owners
16 Towne Place	David Allan and Marilyn Leonie Strang	David Allan and Marilyn Leonie Strang
1052 Towne Place	Keren Jayne McSkimming-Bennetts and Janeen Leigh McSkimming	Janeen Leigh McSkimming and Keren Jayne McSkimming
1054 Towne Place	Keren Jayne McSkimming-Bennetts and Janeen Leigh McSkimming	Janeen Leigh McSkimming and Keren Jayne McSkimming
22 Towne Place	Zella Downing ⁶	Zella Catherine Downing and Abacus ST 12 Limited
26 Towne Place	Sam Kelly (on behalf of Samuel Avis Kelly, Theresa Maree Kelly and Mark Lewis Kelly)	Samuel Avis Kelly, Theresa Maree Kelly and Mark Lewis Kelly
21A Towne Place	Mike and Kellie Barnard	Mike and Kellie Barnard
21B Towne Place	Paul Evans, Sudarent and Wuthiporn Maka	Lemonjello Limited (Paul Evans)

⁶ Zella Downing initially provided APA but has since redacted when queried to provide approval from the Trust.

21C Towne Place	P Gellatly	Graham and Gillian Salt ⁷
21D Towne Place	Mark Culling	Mark Culling
21E Town Place	Aslou Kafle	Brian Wills ⁸
21F Towne Place	-	Fabian Mendes ⁹
21G Towne Place	Brendon Mackay	Brendan MacKay



Figure 3: Location of properties identified in Table 1.

In terms of effects on persons, the following is noted;

22 Towne Place:

22 Towne Place adjoins the south-western boundary of the subject site and contains a residential dwelling and a shed. Written approval was initially provided by the landowner but not the trustees. Upon a further request to have the trustees consider the proposal, the landowner advised that written approval from the trust will not be forthcoming. As such, an effects assessment on this property is required.

As illustrated in Figure 3 above, the dwelling is located in the westernmost portion of their site, providing a degree of separation from the subject site and associated proposed activities.

In considering effects on this neighbour, the key matters for consideration includes:

- Effects on overlooking, privacy and dominance;
- Noise effects;
- Traffic effects;

⁷ Did not respond to repeated requests. Tenant has signed however.

⁸ Did not respond to repeated requests. Tenant has signed however.

⁹ Did not respond to repeated requests. Unit unoccupied.

- Effects on residential amenity and cohesion;

In considering whether the effects of the proposal are less than minor or minor, consideration needs to be had to the context in which the site is located. Frankton in of itself is a very busy and noisy environment attributed to the proximity to the airport, State Highway and commercial precinct. This results in a high degree of traffic and noise generally compared with other Low Density Residential Environments.

In terms of overlooking, loss of privacy and dominance, these effects are considered to be less than minor in that the building, which has the appearance of a dwelling, will largely comply with all bulk and location requirements at it appears from this property. As such, there will be no adverse effects greater than what the District Plan permits associated with the built form.

In terms of noise effects, the nature of the activity is such that it is unlikely that there will be any noise generating sources that would disrupt the amenity values of the neighbours. Noise associated with vehicles entering and exiting the property are unlikely to be offensive noting that the scale of the activity is such that up to 4 movements per hour are expected due to sessions being an hour long. Being a daytime activity, the sound of vehicles entering and exiting the property compared with any number of various living arrangements or permitted activities that could occur onsite will be indiscernible. Noise effects are considered to be less than minor.

In terms of traffic effects, there will be an increase in traffic generation and therefore an increase in users on the right of way. Mr Fuller considers that the access is appropriate (subject to some upgrades near the highway) to accommodate the proposed traffic demand with two-way passing afforded and where passing is not afforded, a minimal risk of conflict is expected to result over and above what is permitted by the District Plan. Being a daytime operation, the traffic generated by the proposal will not be occurring at a sensitive period of the day so to detract from residential amenities. Mr Fuller has not identified any concerns with the adequacy of the access to accommodate the proposal and therefore while the resident may see some additional vehicles throughout the day on the access, these are not considered to be adverse.

In terms of effects on residential amenity and cohesion, the site will be the primary residence of the applicant and therefore a degree of residential cohesion will be maintained with the applicant residing onsite. Amenity values will be improved by the proposal given that the site has historically functioned (and still does) as an unsightly dumping ground of materials and structures (and which has resulted in contamination which has since been resolved).

In terms of the use of the dwelling for a physio and the effects this may have on residential amenities, the District Plan does afford a degree of commercial activities as a permitted activity where these conform to the criteria of a home occupation. In this case, the proposal will exceed the criteria for a home occupation in terms of staff and traffic numbers. In terms of effects associated with this exceedance, the assessment above concludes that noise and traffic would not be generated at a level that would materially detract from the residential amenities of this site. The substantial separation distances afforded (refer to the following figure) between the neighbouring dwelling relative to the subject site (and noting the location of primary outdoor living areas to the west), are such that noise and general use of the site

by visiting customers will not be discernible. Traffic will be noticed but this does not compromise the neighbours access arrangements nor will the level of traffic disrupt the amenity of the dwelling given the separation distances afforded and orientation of outdoor living areas.

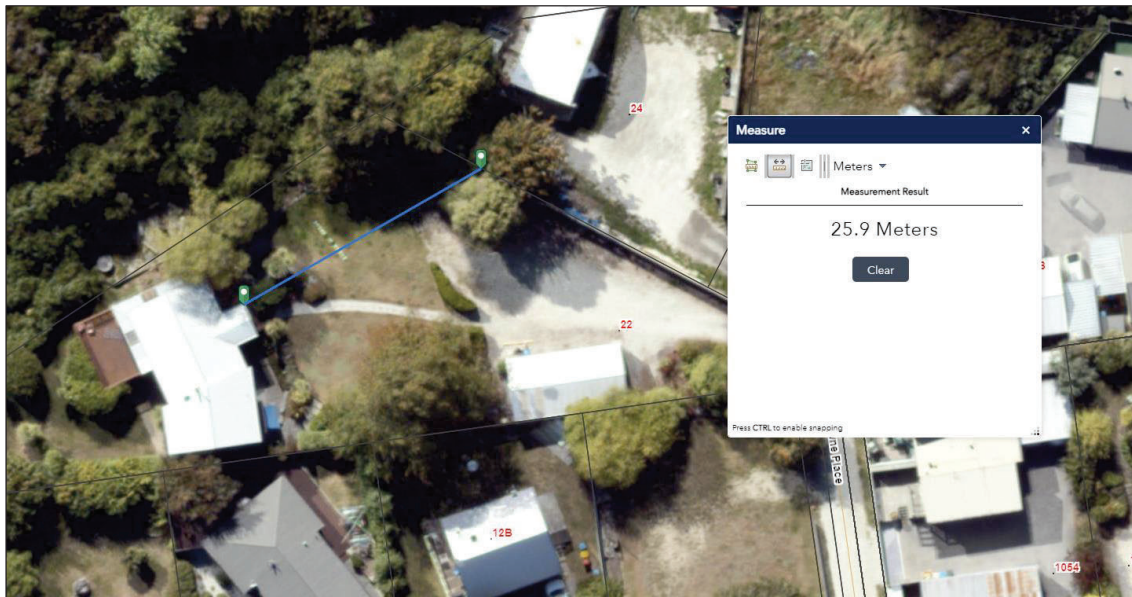


Figure 4: Extract of Council GIS detailing location of dwelling from subject site (note: dimensions approximate only).

For the reasons detailed above, the proposal is considered to generate less than minor adverse effects on the resident at 22 Towne Place.

26 Towne Place

This property adjoins the subject site's eastern boundary. The resident of this property has provided their written approval and therefore all adverse effects of the proposal are to be disregarded.

16 Towne Place and 1052 and 1054 Frankton Road

These three properties sit on either side of the access entering the property to which the owner occupiers have provided written approvals. All adverse effects on these properties are disregarded.

21 Towne Place

The property at 21 Towne Place is further defined by six individual units. These properties are physically disconnected from the subject site by 26 Towne Place. With the exception of 21D and 21E which are owner occupied, all other units are rental investments. Written approval was unable to be sourced from 21F (which is unoccupied) and only the tenants for 21C and 21E have provided approval with the landowners unable to be contacted.

As such, while effects on 21A, 21B, 21D and 21G can be disregarded, the remaining units require consideration.

As illustrated in Figure 3 above, these units are all physically disconnected from the subject site in that it is unlikely they will experience any effects from the use of the dwelling as a physio. The nature of the physio (which is not a noisy or offensive activity) is unlikely to be offensive and the scale of which is unlikely to be noticeable recognising that each session is an hour long and limited to four rooms. As such, traffic generation is limited to four trips per hour.

Being a daytime (and business hours) activity, it is considered that the traffic effects and general use of the access will be no more than minor recognising Mr Fuller's assessment that the traffic generation is minimal along with the adequacy of the access where passing is able to be accommodated. While on the odd occasion a tenant (who has signed off on the proposal), may see a slight increase in traffic, the effects of this increase is negligible in that they will still be able to pass a vehicle on the access.

Overall, effects on this property will be less than minor.

Waka Kotahi

Preliminary consultation was undertaken with Waka Kotahi as detailed in the letter attached in **Appendix [G]**. Waka Kotahi's preliminary feedback is attached in **Appendix [H]** which has not raised any concerns with the nature of the proposal and have recommended the widening of the access to three metres. This has been included as part of the proposal and Waka Kotahi's official approval is sought.

Recognising no concerns have been raised, it is anticipated that effects on Waka Kotahi's assets have been appropriately mitigated.

Summary of effects on people

The effects on all persons will be less than minor.

If the scale or significance of the activity's effects are such that monitoring is required, a description of how and by whom the effects will be monitored if the activity is approved.

The proposal is not considered to warrant any special monitoring over and above Council's standard monitoring regime.

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).

Not applicable.

9 SECTION 95 NOTIFICATION

9.1 PUBLIC NOTIFICATION

Section 95A gives a council discretion to decide whether to publicly notify an application or not. There are a total of four steps that are to be followed to publicly notify consent applications under Sections 95A (2) to 95A (9). These steps are addressed in the Table below.

Test	Yes/No	Comments
Step 1: Mandatory notification in certain circumstances – section 95A(3)		
Has the applicant requested that the application be publicly notified?	No	
Is public notification required under s95C (following a request for further information or commissioning of report)?	No	
Is the application made jointly with an application to exchange reserve land?	No	
Step 2: If not required by Step 1, notification is precluded if any of these circumstances apply – section 95A(5)		
Does a rule or NES preclude public notification for all aspects of the application?	No	
Is the application a controlled activity?	No	
Is the application a restricted discretionary or discretionary activity for a subdivision?	No	
Is the application a restricted discretionary or discretionary activity for residential activity?	No	
Is the application a boundary activity (other than a controlled activity)?	No	
Step 3: Notification required in certain circumstances if not precluded by Step 2 – section 95A(8)		
Does a rule or NES require public notification?	No	
Will the activity have, or is it likely to have, adverse effects on the environment that are more than minor?	No	As detailed in the assessment undertaken in Section 8.0 above, the effects on the environment are considered to be no more than minor.
Step 4: Relevant to all applications that don't already require notification – section 95A(9)		
Do special circumstances exist that warrant the application being publicly notified?	No	The proposal is not considered to be unique or out of the ordinary in this context and is entirely consistent with the scale of development that characterises the surrounding environment.

9.2 LIMITED NOTIFICATION

Section 95B gives a council discretion for limited notification of consent application. Similar to public notification, there are a total of four steps that are to be followed for limited

notification consent applications under Sections 95B (2) to 95A (10). These steps are addressed in the below Table:

Test	Yes/No	Comments
Step 1: Certain affected groups/persons must be notified – sections 95B(2) and (3)		
Are there any affected protected customary rights groups or customary marine title groups?	No	
If the activity will be on, adjacent to, or might affect land subject to a statutory acknowledgement - is there an affected person in this regard?	No	
Step 2: If not required by Step 1, notification is precluded if any of the following apply – section 95B(6)		
Does a rule or NES preclude limited notification for all aspects of the application?	No	
Is the application a controlled activity?	No	
Step 3: Notification of other persons if not precluded by Step 2 – sections 95B(7) and (8)		
In the case of a boundary activity, is the owner of an allotment with an infringed boundary considered affected under s95E?	No	
Are there any other affected persons under s95E, i.e. persons on whom the effects are minor or more than minor, and who have not given written approval?	No	As per the assessment undertaken in Section 8.0 above, no person is deemed to be adversely affected.
Step 4: Notification in special circumstances – section 95B(10)		
Do special circumstances exist that warrant the application being notified to any persons not identified above?	No	

9.3 NOTIFICATION CONCLUSION

Based on the assessment above, it is considered that the proposal does not warrant notification in that the adverse effects of the proposal on the environment will be no more than minor.

No person is considered to be adversely affected by the proposal.

10 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 the RMA). This includes;

- 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

10.1 OPERATIVE DISTRICT PLAN

The relevant operative objectives and policies are contained within Part 7 (Residential) and Part 22 (Earthworks) of the ODP. The proposed development is considered to be compatible with the neighbourhood and nature of Angelo Drive. The development will assist in providing a pleasant living environment, and generally provide a good level of amenity for future occupiers. The proposal is considered to achieve the outcomes of the relevant objectives and policies in Part 7.

10.2 PROPOSED DISTRICT PLAN

Under the Proposed District Plan, the most relevant matters are those contained within the Lower Density Suburban Residential Zone.

The key Objective and Policies that applies to this proposal includes:

Objective 7.2.5 - Community activities serving the needs of people within the zone locate within the zone on sites where adverse effects are compatible with residential amenity values.

Policy 7.2.5.2 - Ensure any community activities occur in areas which are capable of accommodating traffic, parking and servicing to a level which maintains residential amenity values.

Policy 7.2.5.3 - Ensure any community activities are of a design, scale and appearance compatible with a residential context.

The applicant considers that there is a significant demand for physios in the Queenstown Lakes District. While there is no evidence suggesting such, there is typically a demand generally for health providers in all sectors and therefore the proposal would provide another offering which will assist with managing competitive pricing for the public. The activity by its very nature is considered to be consistent with Objective 7.2.5 in terms of its service to the community.

The traffic assessment prepared by Mr Fuller confirms that the traffic generation from the scale of the activity is compatible in this environment and therefore the proposal is consistent with Policy 7.2.5.2.

In terms of Policy 7.2.5.3, the building will appear as a dwelling and will function as such, with the provision of a commercial element downstairs. The proposal is consistent with this policy.

In terms of other relevant policies, the following is noted:

Policy 7.2.1.2: Encourage an intensity of development that maximises the efficient use of the land in a way that is compatible with the scale and character of existing suburban residential development, and maintains suburban residential amenity values including predominantly detached building forms, and predominantly one to two storey building heights.

Policy 7.2.1.3: Ensure that the height, bulk and location of development maintains the suburban-intensity character of the zone, and maintains the amenity values enjoyed by users of neighbouring properties, in particular, privacy and access to sunlight.

The proposal maximises the use of the site in line with the anticipated degree of density and provides for built form which is consistent to that of the receiving environment, contributing to neighbourhood character and streetscape values.

The proposed built form is considered to maintain amenity values enjoyed by users of neighbouring properties, in particular, privacy and access to sunlight as detailed in the effects assessment on neighbours above.

Overall, the proposed is considered to be consistent with the policy framework for the Lower Density Suburban Residential Zone.

Policy 7.2.1.5: Require consideration of the relevant design elements identified in the Residential Zone Design Guide 2021.

In considering the Design Guide for Residential Zones (2021), it is noted that the 'good design elements' for the Low Density Residential Zone includes (paraphrased):

- Visible entrances from the street, avoiding blank walls;
- Simple roof forms;
- Compliance with recession plans;
- Rain gardens and swales to reduce stormwater runoffs;
- Connections to open spaces;
- North and west facing outdoor spaces, directly accessible to living spaces;
- Garages setback from the front façade;
- Minimising overlooking on neighbouring spaces while allowing views over public spaces to encourage natural surveillance;
- Materials to reflect natural character;
- Landscape treatment.

In reviewing the design guidelines, it is noted that the proposal seeks to develop a dwelling that is sympathetic and reflective of the prevailing built form which currently characterises the Frankton Road area.

The proposal results in simple roof forms and appropriate recession planes and form so not to detract from residential amenity values of the area.

Overlooking is minimised through projecting outdoor areas and primary viewshafts towards the lake, as typically the case for development in this area.

The proposed dwelling will utilise design elements that are consistent with the surrounding built form maintaining a degree of coherence and compatibility.

As such the proposal is considered consistent with the objectives of the Residential Design Guides 2021 and Policy 7.2.1.5.

Objective 25.2.1 – Earthworks are undertaken in a manner that minimises adverse effects on the environment, including through mitigation or remediation, and protects people and communities.

In terms of earthworks, Objective 25.2.1 is that earthworks are undertaken in a manner that minimises adverse effects on the environment, including through mitigation or remediation, and protects people and communities.

Policy 25.2.1.1 is to ensure earthworks minimise erosion, land instability, sediment generation and off site discharge during construction activities associated with subdivision and development.

Policy 25.2.1.2 is to manage the adverse effects of earthworks to avoid inappropriate adverse effects. Earthworks are required to construct the driveway access as well as building platforms for the residential units.

The degree of earthworks required is not considered to generate effects that would be materially different to those permitted. The implementation of an EMP and ESCP would ensure any effects generated are suitably mitigated.

Objective 29.2.2 - Parking, loading, access, and onsite manoeuvring that are consistent with the character, scale, intensity, and location of the zone...

The parking has been assessed by Mr Nick Fuller as appropriate.

Overall, the proposal is considered to be entirely appropriate in this context and broadly consistent with the objectives and policies of the District Plan.

10.3 PROPOSED URBAN INTENSIFICATION VARIATION

The proposed Urban Intensification Variation gives effect to central government's National Policy Statement on Urban Development (NPS-UD). The NPS-UD sets national direction to ensure Aotearoa New Zealand has well-functioning urban environments that meet the diverse and changing needs of our communities and future generations.

The NPS-UD sets out objectives and policies that councils must give effect to. QLDC's proposed Urban Intensification Variation specifically gives effect to the intensification directive (Policy 5), but also the wider directives of the NPS-UD.

Submission are due 5 October 2023.

Recognising the purpose of the variation, the proposal is not considered to be materially affected by the changes proposed.

11 PART 2 ASSESSMENT

The purpose of the RMA is to promote the sustainable management of natural and physical resources. The proposal is considered to meet the purpose as it will provide for the economic wellbeing of the applicants, whilst mitigating potential adverse effects on the environment.

Section 6 relates to matters of national importance. No matters of national importance are relevant to this application.

With regard Section 7 'other matters', the proposal is considered to provide for the maintenance and enhancement of amenity values, and the maintenance and enhancement of the quality of the environment.

With regard Section 8, the proposal will not offend against any principles of the Treaty of Waitangi.

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

12 SUMMARY

Resource consent is sought to construct a dwelling at 24 Towne Place, Queenstown and to enable the use of the dwelling as a physio.

Overall, the activity is assessed as a **non-complying activity**.

The actual and potential effects on the environment have been outlined in section 8 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 proposal is considered consistent with the relevant objectives and policies of the District Plan and meets the purpose and principles of the Resource Management Act 1991.

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

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

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

jake@jakewoodward.co.nz
022 315 8370
jakewoodward.co.nz
1 Hortons Way,
Cromwell,
9310





**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD**

**Guaranteed Search Copy issued under Section 60 of the Land
Transfer Act 2017**




R.W. Muir
Registrar-General
of Land

Identifier 1020545

Land Registration District Otago

Date Issued 07 July 2022

Prior References

OTA2/667

Estate Fee Simple

Area 603 square metres more or less

Legal Description Lot 1 Deposited Plan 568184

Registered Owners

Katie Michelle O'Shea and Joseph Patrick O'Brien as to a 1/2 share

Philippa Elizabeth McCann as to a 1/2 share

Interests

Appurtenant hereto is a right of way created by Transfer 240565 - 23.11.1961 at 12:09 pm

481507 Gazette Notice declaring a portion of State Highway No. 6 (Frankton - Queenstown) fronting the within land to be a limited access road - 18.7.1997 at 10:24 am

Appurtenant hereto is a right to convey water, right of way, drain sewage created by Easement Instrument 12398563.5 - 7.7.2022 at 11:24 am

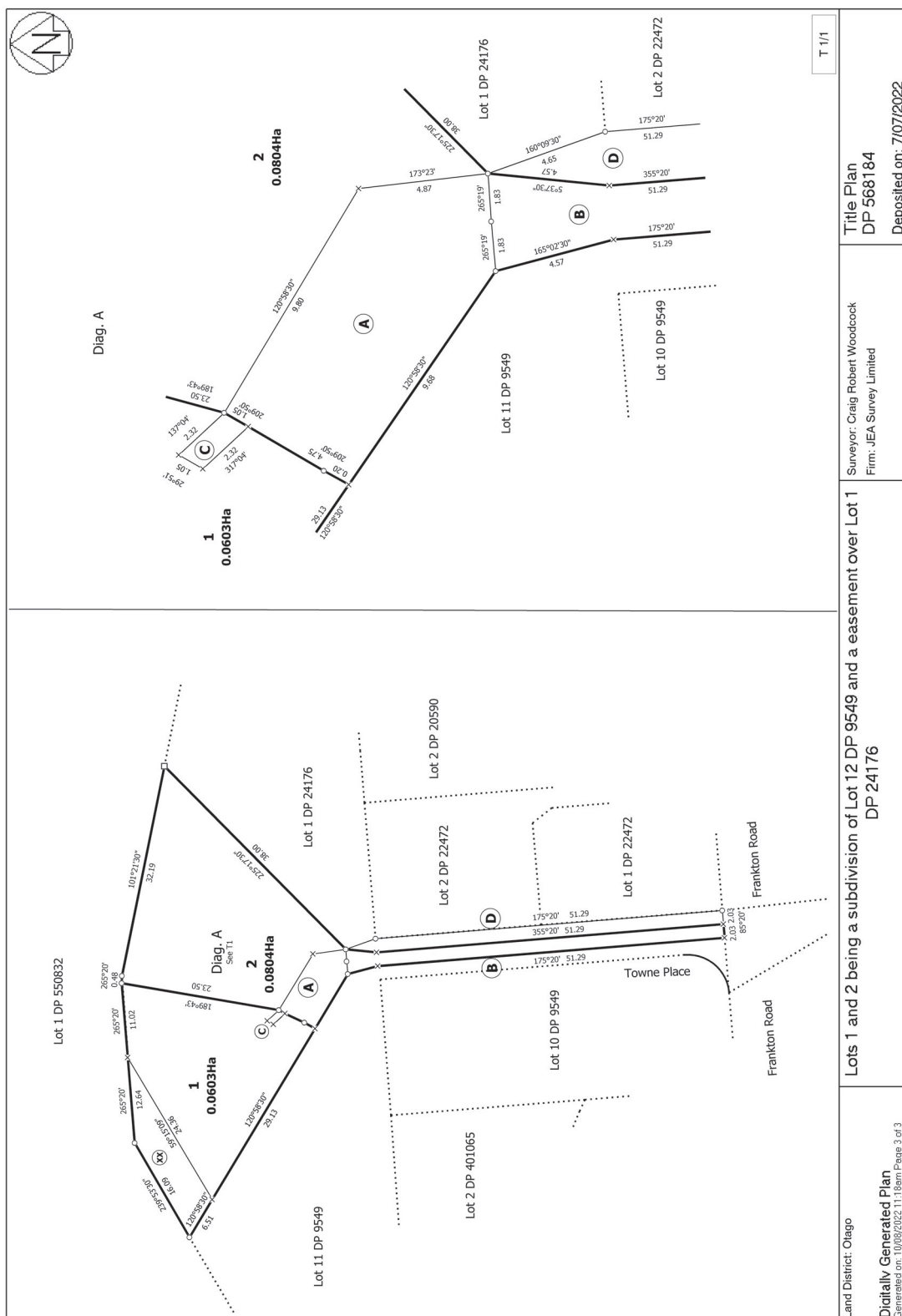
The easements created by Easement Instrument 12398563.5 are subject to Section 243 (a) Resource Management Act 1991

Subject to a right (in gross) to convey electricity over part marked C DP 568184 in favour of Aurora Energy Limited created by Easement Instrument 12398563.7 - 7.7.2022 at 11:24 am

The easements created by Easement Instrument 12398563.7 are subject to Section 243 (a) Resource Management Act 1991

12398563.9 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 7.7.2022 at 11:24 am

Fencing Covenant in Transfer 12704445.1 - 6.4.2023 at 3:12 pm



View Instrument Details



Instrument No	12398563.9
Status	Registered
Date & Time Lodged	07 July 2022 11:24
Lodged By	Popham, Nicholas James
Instrument Type	Consent Notice under s221(4)(a) Resource Management Act 1991



Affected Records of Title	Land District
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1020545	Otago
1020546	Otago

Annexure Schedule Contains 2 Pages.

Signature

Signed by Nicholas James Popham as Territorial Authority Representative on 06/07/2022 09:32 AM

*** End of Report ***

IN THE MATTER of Lots 1 and 2 DP
568184 being a Subdivision of Lot 12 DP
9549

AND

IN THE MATTER of Resource Consent
RM210041 Queenstown Lakes District
Council

**CONSENT NOTICE PURSUANT TO
SECTION 221 OF THE RESOURCE
MANAGEMENT ACT 1991**

BACKGROUND

- A. Ross Nicholas Kelly has applied to the Queenstown Lakes District Council (*Council*) pursuant to provisions of the Resource Management Act 1991 for its consent to subdivide land comprised and described in record of title OTA2/667 (Otago Registry).
- B. Council has granted subdivision consent RM210041 to the proposed subdivision subject to certain conditions which are required to be complied with on a continuing basis by the owner of the land from time to time being those conditions set out in this Consent Notice.

QLD002800 10390528.1 5264879.1

OPERATIVE PART

The following conditions pertaining to this Consent Notice are to be registered against the titles of the following allotments:

Lot 1 DP 568184 comprised in record of title 1020545

Lot 2 DP 568184 comprised in record of title 1020546

Conditions

- a) No building shall be erected in the areas shown as covenant areas 'XX' on DP 568184.
- b) Site specific investigations are to be undertaken to demonstrate NZS3604 "Good Ground" is present in the footprint of any new dwelling and in consideration of uncontrolled fill areas that exist to shallow depth (no greater than 800mm) across the undeveloped site. If "Good Ground" is not present, then specifically engineered design is required for the foundations based on the available bearing capacity.
- c) Prior to any soil disturbance commencing on Lots 1 & 2, a sufficient water source shall be established and the site regularly watered to suppress dust.
- d) Throughout the entirety of any soil disturbance period on Lots 1 & 2, suitable protection including dust masks and water baths shall be made available to all person visiting and working onsite.
- e) All cut material obtained from any earthworks on Lots 1 & 2 shall be considered as managed fill and taken to an approved landfill disposal site
- f) Should, upon earthworks, any ground conditions be encountered on Lots 1 & 2 which are not anticipated from the findings of the report entitled '26 Towne Place, Frankton, Detailed Site Investigation Report, WSP 6-XZ660.01' dated 28 June 2021, a Suitably Qualified and Experienced Person should be consulted in order to reassess the risks to human health.

DATED this 29th day of March 2022

SIGNED for and on behalf of
QUEENSTOWN LAKES DISTRICT
COUNCIL under delegated authority
by its Acting Team Leader,
Subdivision, Development
Contribution & Property



Keri Anne Garrett

QLD002800 10390528.1 5264879.1



DRAWING LIST CONCEPT	
No	SHEET NAME
AC.00	TITLE
AC.02	RENDERS
AC.03	RENDERS
AC.04	RENDERS
AC.10	CONCEPT SITE PLAN
AC.11	CONCEPT FLOOR PLANS
AC.12	CONCEPT ELEVATIONS
AC.21	CONCEPT SECTIONS
AC.22	CONCEPT SECTIONS
AC.30	CONCEPT SECTION

P

PEAK
ARCHITECTURE

A- 302 HOON HAY ROAD, CHRISTCHURCH
E- ADMIN@PEAKARCHITECTURE.CO.NZ
P- 027188661880

PROJECT

TOWNE PLACE CLINIC

JOE OBRIEN

24 TOWNE PLACE

TITLE

TITLE

SITE NOTES

ADDRESS: 24 TOWNE PLACE, QT
LEGAL DESCRIPTION: LOT 1 DP 566164
SITE AREA: 603m²

CLIMATE ZONE: 6
EARTHQUAKE ZONE: ZONE 3
EXPOSURE ZONE: ZONE B
ZEE ZONE: NO
RAINFALL RANGE: 20-30mm/hr
WIND REGION: A
WIND ZONE: EXTRA HIGH WIND
SNOW LOAD: 1.5 kPa

DEVELOPMENT STANDARDS

ZONE: LOW DENSITY RES
PROPOSED ACTIVITY: RESIDENTIAL /PHYSIO CLINIC

ACTIVITY RULES:

BUILDING HEIGHT:
REQUIRED: 8m
PROPOSED: 7.9m

BUILDING COVERAGE:
REQUIRED: 40%
PROPOSED: 25%

LANDSCAPING:
REQUIRED: 30%
PROPOSED: 22%

RECESSION PLANES:
REFER SECTIONS

SETBACKS:
REQUIRED: 2m
PROPOSED: 2m (REFER SITE PLAN)

CUT/FILL SCHEDULE

CUT	FILL	NET CUT/FILL
330.99 m ²	3.56 m ²	-327.42 m ²

PARKING NOTES

PARKING LAYOUT DESIGNED IN ACCORDANCE WITH ASINZS 2890.

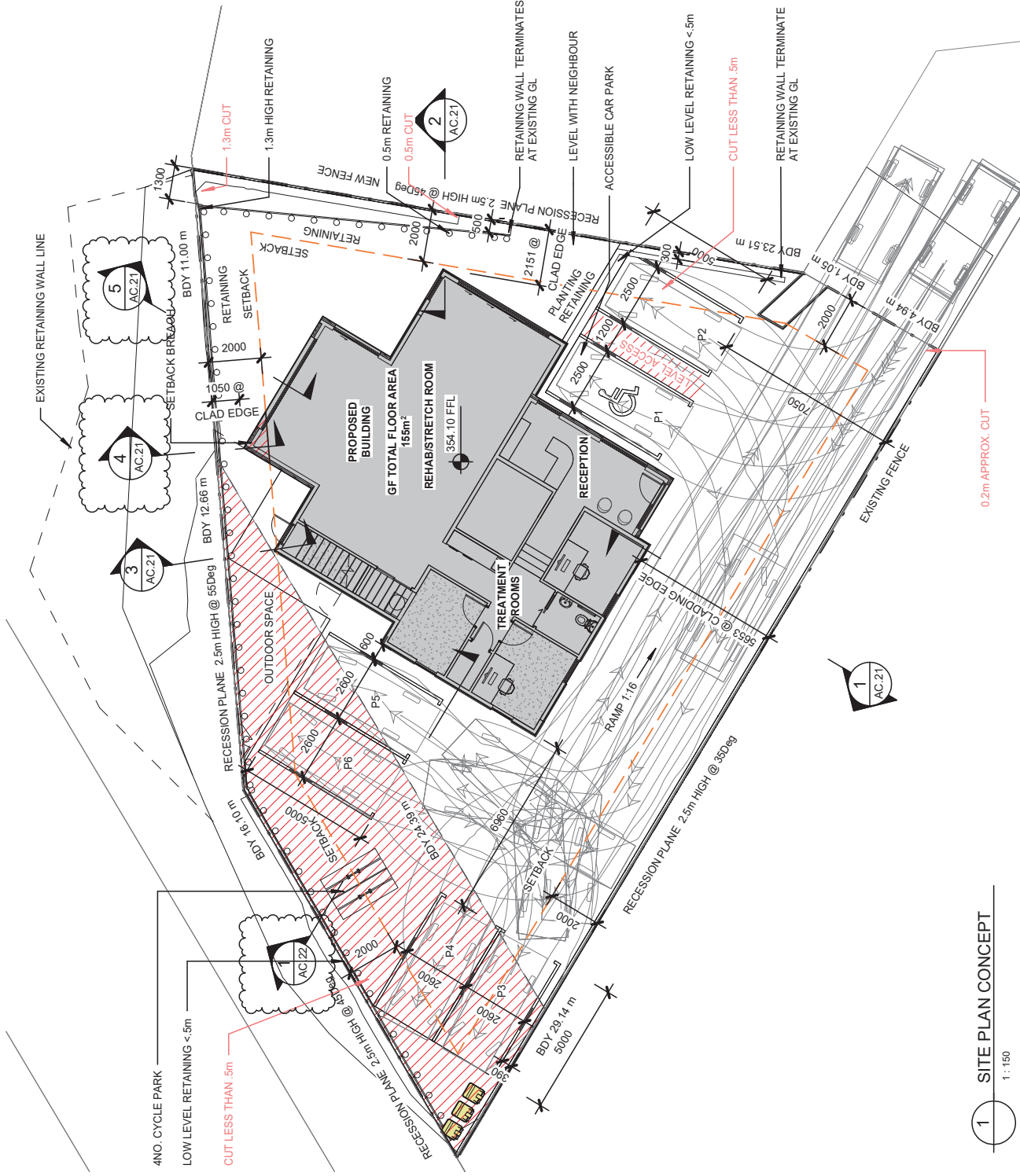
DISABLED CAR PARKING DESIGNED IN ACCORDANCE WITH NZS 4121.

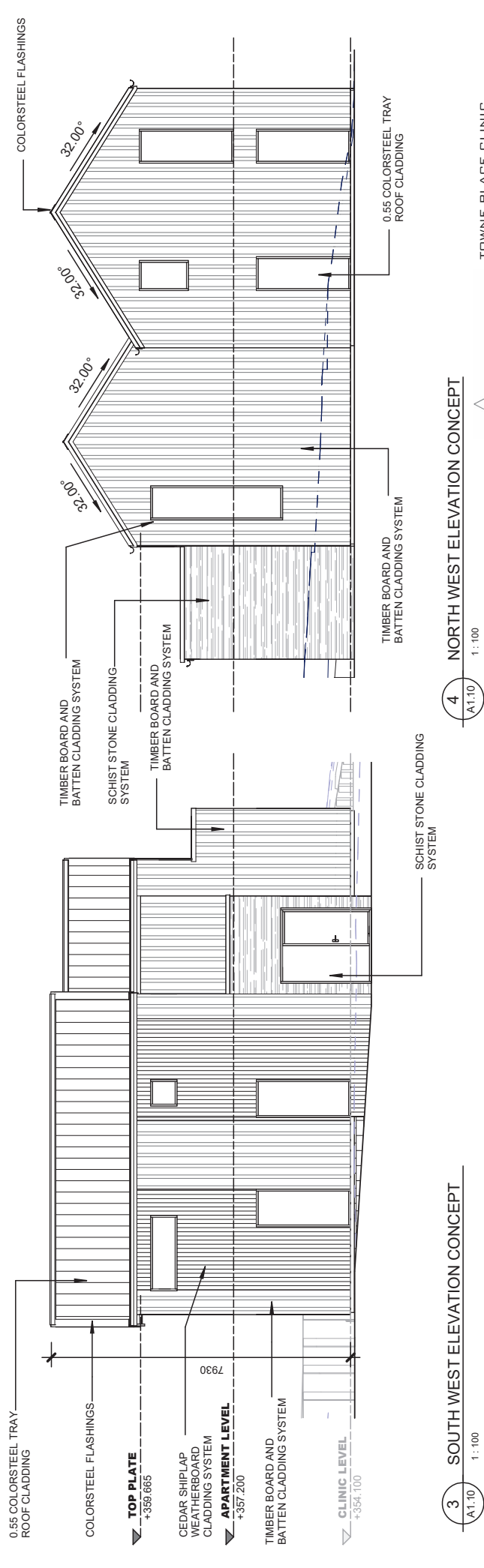
VEHICLE TRACKING DESIGNED USING 85 PERCENTILE VEHICLE.

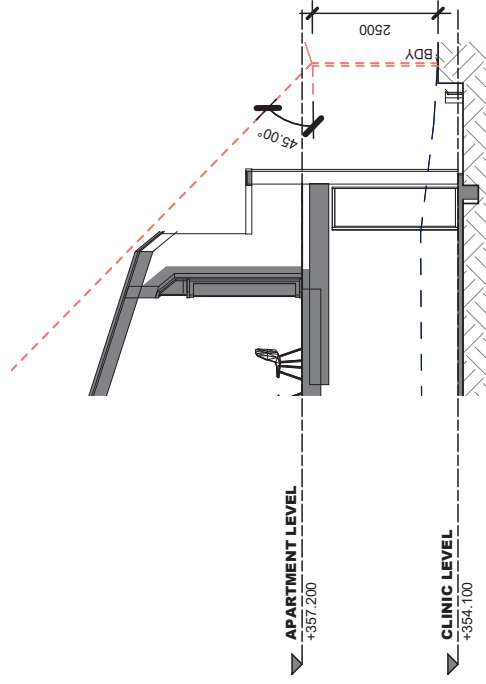
DESIGN SUBJECT TO PLANNER APPROVAL.

1 SITE PLAN CONCEPT

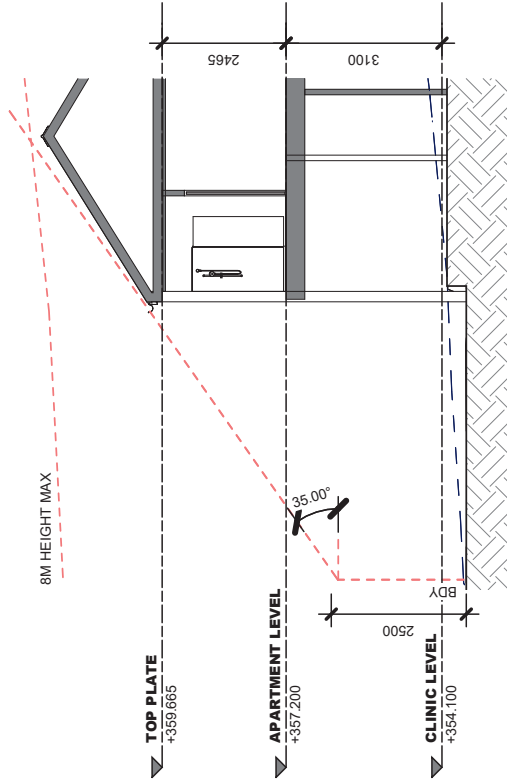
1 : 150



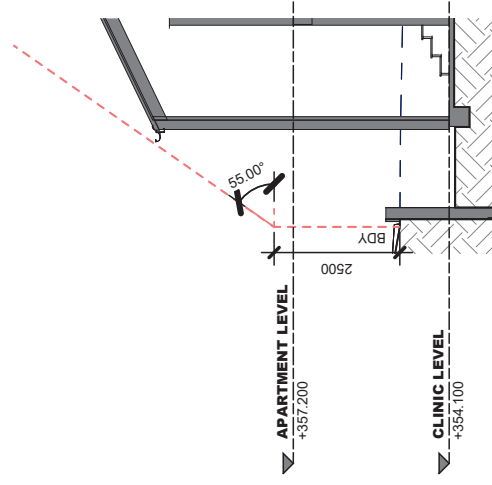




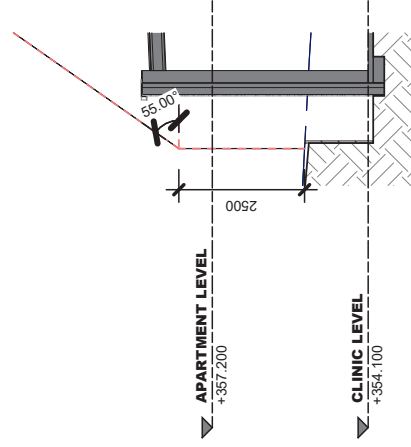
2 SOUTH EAST RECESSION PLANE
A1.02 1:100



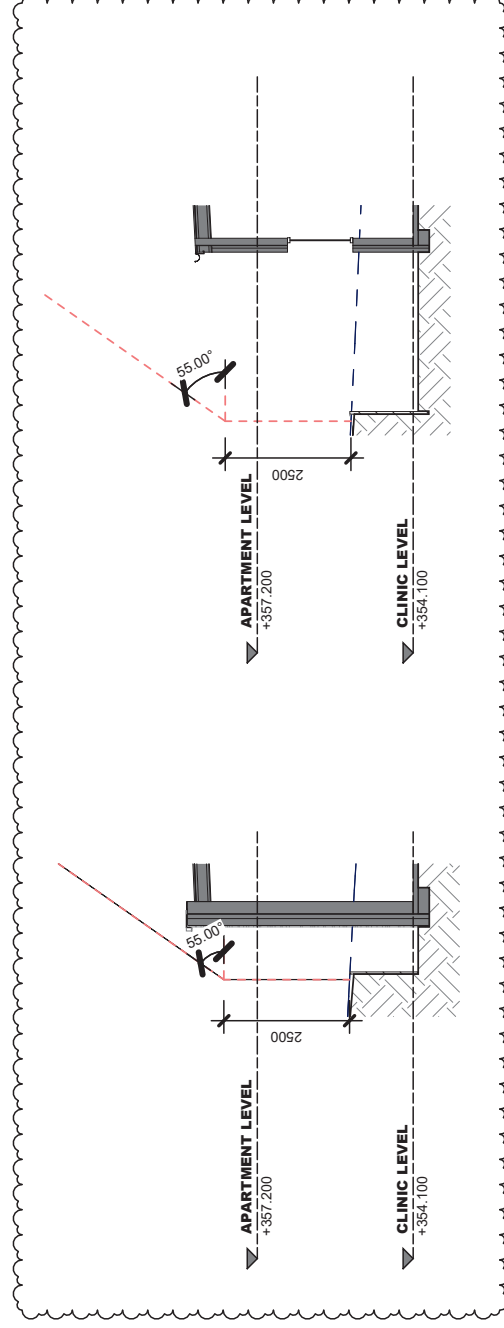
1 SOUTH WEST RECESSION PLANE
A1.02 1:100



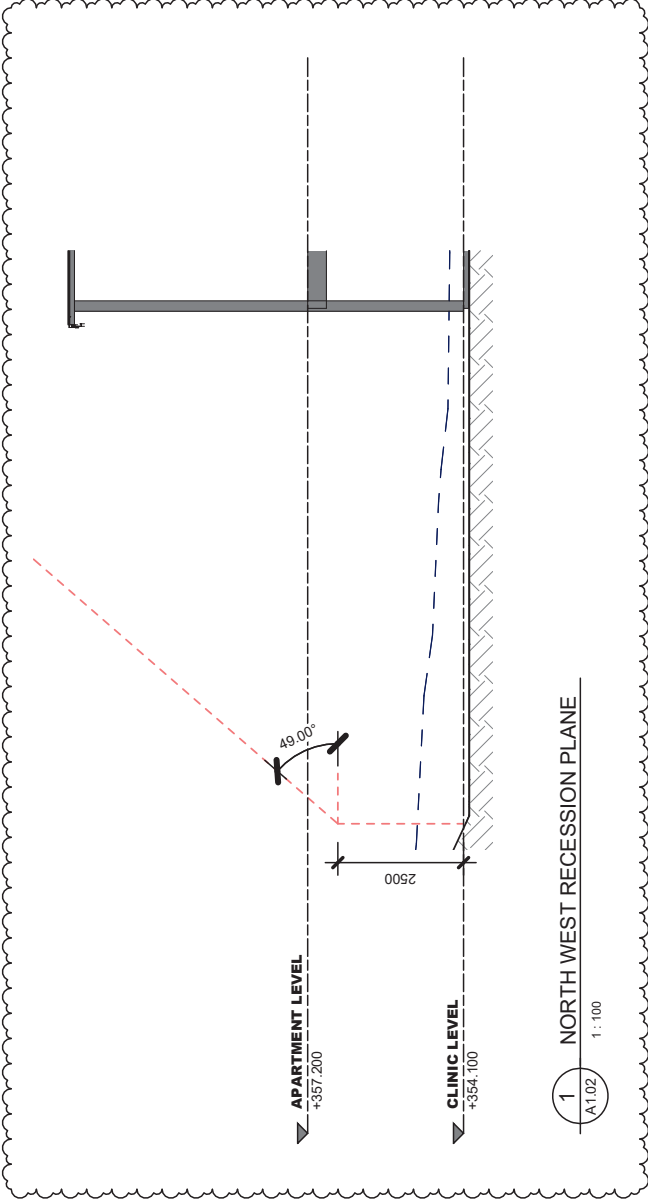
3 NORTH RECESSION PLANE 2
A1.02 1:100

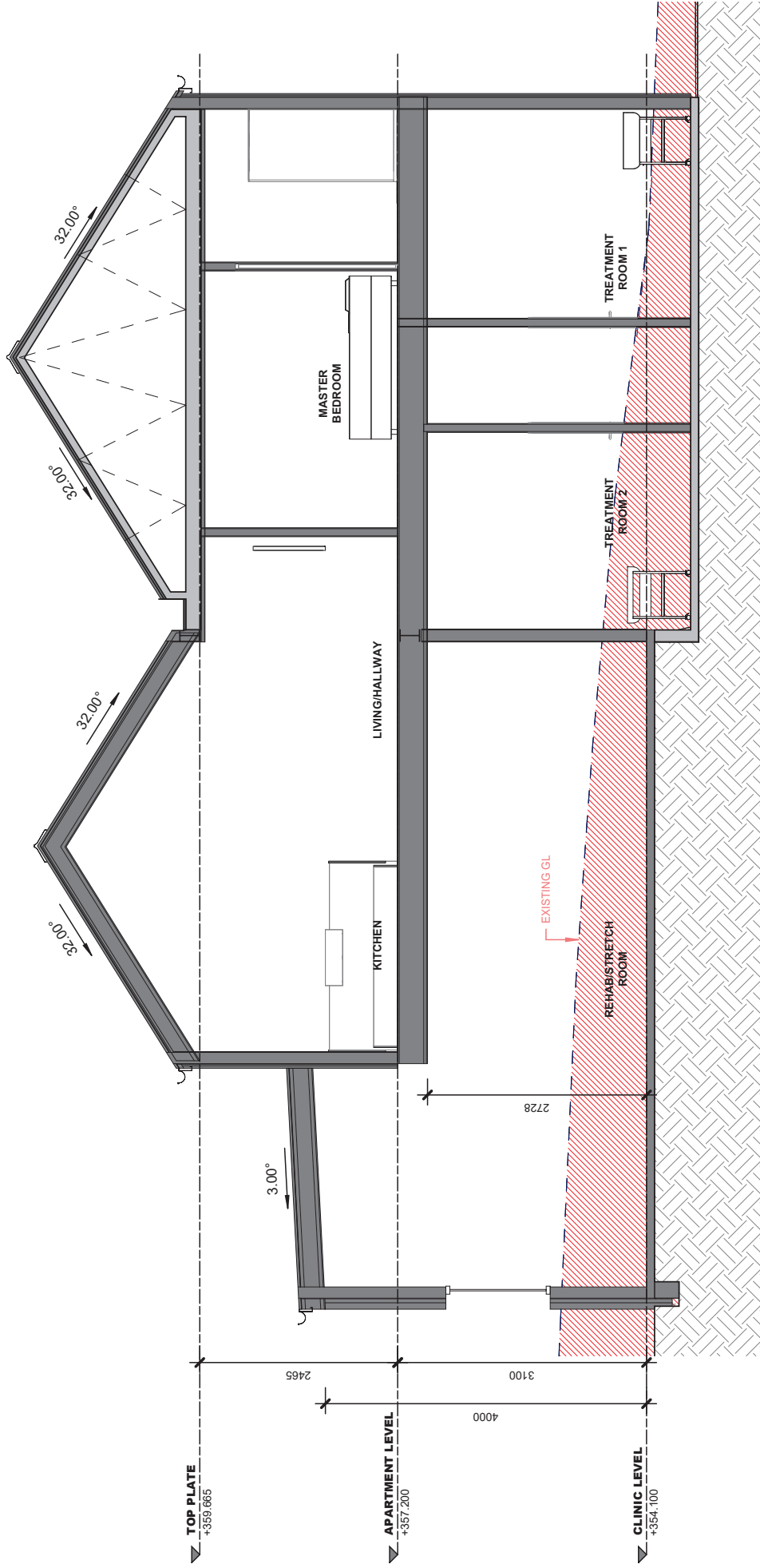


4 NORTH RECESSION PLANE
A1.02 1:100

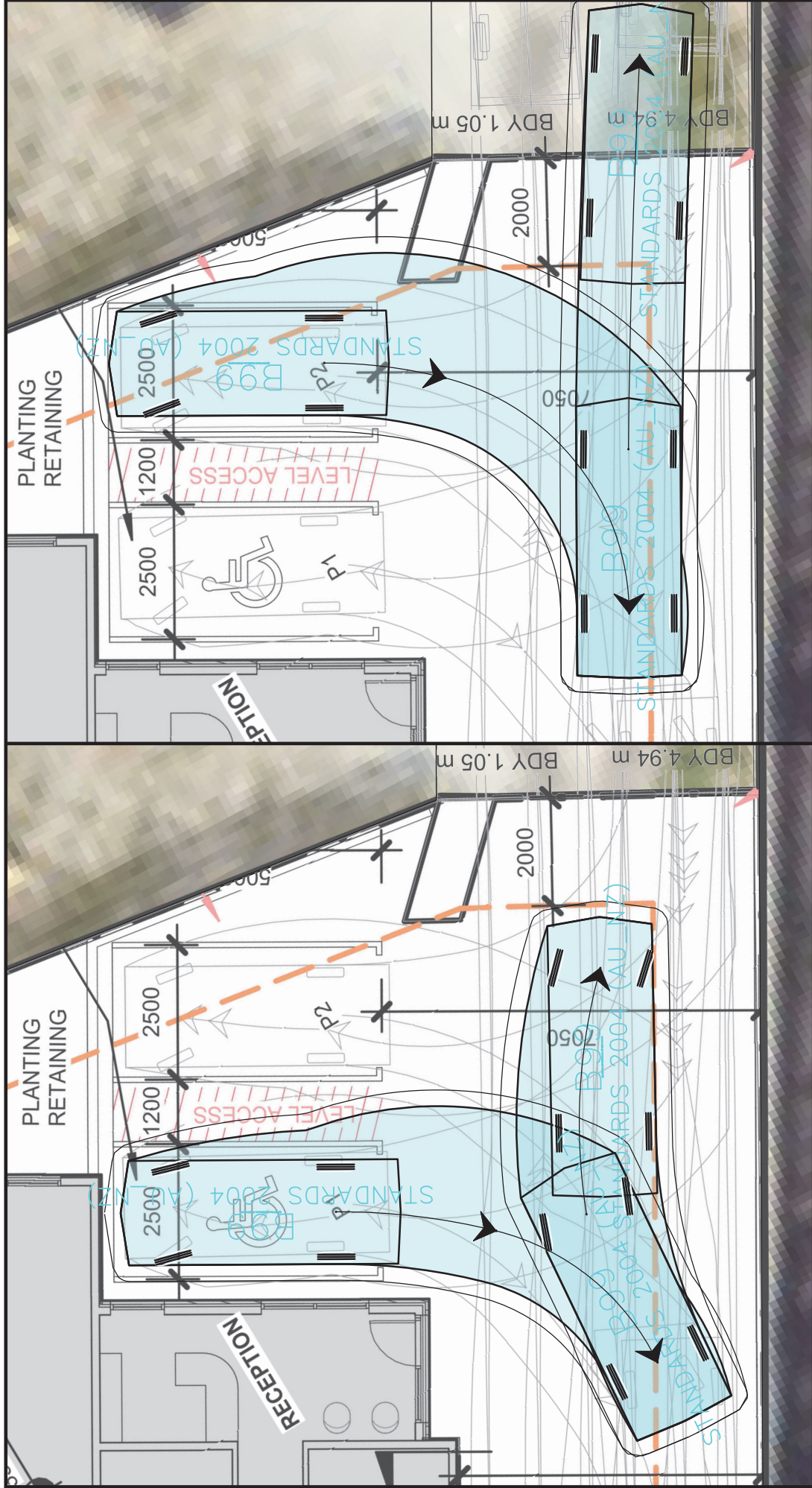


5 NORTH EAST RECESSION PLANE 2
A1.02 1:100





SECTION A
A1.10
1:50



 Novo Group Limited PO Box 365 Christchurch 8014 NovoGroup.co.nz	24 Towne Place, Queenstown Joe O'Brien		Sheet
	Parking Space 1 & 2 Exit Tracking - 99th Percentile Car		0966-007- SK1010-A
	For Resource Consent		Scale @A4 1:100 Date 20/11/2023 By N Fuller
	Drawing:		Project # 966-004

ENVIRONMENTAL MANAGEMENT PLAN FOR LOW RISK SITES

Project Address: 24 Towne Place Queenstown	QLDC Consent Number (if applicable): RM 123456 BC 123456 TBC
Brief Project Description: Earthworks and construction of residential retaining walls associated with development of site for a residential dwelling	
Nearest Sensitive Receptors: (e.g storm water network, waterway) Neighbouring residential properties to the east and south west (occupied with a dwelling). Property to the north is rural and heavily vegetated. Stormwater assets located down ROW	

Purpose

This document is for use for sites that are deemed through resource consent to be of low environmental risk. These are also designed for the construction industry to provide guidance to construction environmental management on small scale jobs with low environmental risk. This document is a guide for operators to help control environmental effects such as storm water, erosion and sediment run off into nearby waterways and storm water infrastructure, manage dust, noise, litter pollution and other construction related effects to neighbours and the environment.

Administrative requirements

Roles and responsibilities

ROLE	NAME	PHONE NUMBER	EMAIL
SITE SUPERVISOR	TBC		
ENVIRONMENTAL REPRESENTATIVE	TBC		

Inductions

All workers on site shall be briefed on the control measures outlined in this Environmental Management Plan. This should include and outline of the rapid stabilisation and spill response procedures. A copy of this Environmental Management Plan shall be kept on site at all times.

Environmental incident notification and reporting

Any environmental incidents which may result in an adverse effect on the environment or community shall be notified to the Regulatory Team at Queenstown Lakes District Council within 12 hours of the incident occurring. Any spills or offsite release of a hazardous substance shall be notified immediately to the Pollution Hotline at Otago Regional Council.

QLDC Regulatory Team – [03 441 0499](tel:034410499)

ORC Pollution Hotline – [0800 800 033](tel:0800800033)

Environmental inspections

The Environmental Representative will inspect all control measures at the start of each working day, and ensure that all measures are in good condition and suitable for the works. Inspections will also be undertaken where adverse weather events are forecast. The site should always be suitably stabilised to limit erosion and sedimentation, any potential spills, discharges and deposition of waste from site.

Operational requirements

Site Set-up

The site will have the following measures installed. These need to be considered when planning site set out:

- | | | |
|---------------------------------------------------------------|---------------------------------------------------------------|---------------------------------------------|
| <input checked="" type="checkbox"/> Stabilised access point | <input type="checkbox"/> Parking area | <input checked="" type="checkbox"/> Fencing |
| <input checked="" type="checkbox"/> Waste collection facility | <input type="checkbox"/> Hazardous substance storage facility | <input type="checkbox"/> Spill kit |
| <input type="checkbox"/> Concrete wash out bay | <input type="checkbox"/> Wash down facility (mud from tyres) | |

Further Comments/Other Measures:

A condition of consent requiring the implementation of an approved erosion and control plan in accordance with QLDC's guidelines to be imposed on consent decision.

Ongoing compliance with Consent Notice 1298563.9

Drainage, Erosion and Sediment Control

Under the Queenstown Lakes District Plan, no discharge of water holding sediment is allowed off-site, unless you have a resource consent permitting this activity. Consider your site and your works: what's the best tool for the job, to make sure your site is stabilised at all times.

The site will have the following measures installed. These need to be considered when planning site set out:

- | | | |
|------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> Water diverted around site | <input checked="" type="checkbox"/> Minimise area of exposed soil | <input checked="" type="checkbox"/> Sediment fences |
| <input checked="" type="checkbox"/> Bunds and/or catch drains | <input type="checkbox"/> Sediment retention device | <input checked="" type="checkbox"/> Stockpile management |
| <input checked="" type="checkbox"/> Stabilisation following earthworks | <input checked="" type="checkbox"/> Storm water inlets protected (closed off or sediment sock) | |

Ongoing management of erosion and sediment controls:

- ☒ E&SCs to be inspected daily, prior to heavy rainfall and following heavy rainfall
- ☒ E&SCs are always correctly installed and suitable for the planned works
- ☒ Sediment deposits removed from E&SCs following storm events to ensure capacity for next storm

Rapid Stabilisation Procedure:

In the event of heavy rainfall or significant weather event forecast, the site can be quickly stabilised by:

All exposed areas will likely be minimal due to the timing of construction. However, in the event of severe wind gale the site will be stabilised using water to create a crust on the ground surface, alternatively a polymer could be used.

In the event of heavy rainfall E&SC will be inspected to ensure adequacy. Any catchpit protection will be removed to minimise flooding. A straw or mulch layer 100mm deep can be used to provide short-term protection until the new vegetation growth is established. Geotextile material or basecourse can also be used to cover and reduce erosion of exposed surfaces.

Further Comments/Other Measures:

Erosion and Sediment Control Plan:

An example of this at the end of this appendix

This needs to demonstrate:

- > overland flow paths
- > locations of controls (sediments fences, catch drains, sumps, etc)
- > stormwater outlet point

Draw ESCP Here

Please refer to attached plan.

Disclaimer: It is noted that these are for the operators own use and Council accepts no responsibility for failure of these plans in the case of any environmental incidents. This document is intended as a guide for operators and it is recommended that if the operator is unsure of how to manage a potential environmental effect they should seek the advice of an appropriately qualified environmental professional.

Dust Management

The site will have the following measures installed. These need to be considered when planning site set out:

- | | | |
|--------------------------------------------------------|---------------------------------------------------|---------------------------------------------------------------------|
| <input type="checkbox"/> Irrigators for soil dampening | <input checked="" type="checkbox"/> Hand watering | <input type="checkbox"/> Longstanding stockpiles covered/stabilised |
| <input type="checkbox"/> Stockpile heights minimised | <input type="checkbox"/> Geotextiles device | <input type="checkbox"/> Soil binders |
| <input type="checkbox"/> Progressive stabilisation | | |

Ongoing management of dust:

- ☒ Dust generating activities avoiding during windy weather (where possible)
- ☒ Stabilise site when works untended for more than 5 calendar days

Further Comments/Other Measures:

Specific dust suppression to be implemented as per consent notice 12398563.9

Noise and Vibration management

Ongoing management of noise and vibration:

- ☒ Noisy activities to be undertaken between 0800hrs – 1700hrs Monday to Saturday inclusive
- ☒ Letter drops to neighbours during any unusually loud or noisy activities outside of 0800 – 1700 Mon to Sat
- ☒ Noise dampening devices utilised and avoidance of loud slamming to be avoided where possible

Further Comments/Other Measures:

Cultural Heritage Management

Accidental Discovery Protocol

In the event that an archaeological site (defined as a place associated with pre-1900 human activity, regardless of cultural association) is discovered during construction, works onsite will cease immediately and the accidental discovery protocol attached to this document as Appendix 4 will be followed.

Further Comments/Other Measures:

Standard accidental discovery protocol conditions may be appropriate.

Chemicals and Fuels management

The main environmental concern for fuel and chemical management is avoiding spills entering a watercourse or groundwater.

Ongoing management of chemicals and fuels:

- ☒ Containers closed and appropriately stored at all times when not in use
- ☒ Spill kit onsite at all times and restocked immediately following any spills

Spill Response procedure:

1. Raise the Alarm - Warn people at the workplace and nearby about the emergency, request for help if required.
2. Be Safe - Assess whether spill is safe to clean up, check SDS for substance information, wear appropriate PPE.
3. Stop the Source - locate the source of spill and block it. Close taps, right overturned drum or plug leaks as required.
4. Contain - Request for help if required; If in/near waterways confine spill using floating boom; if on land, place bund around spilled material (clay bund); Place boom or pillow from spill kit in kerb and channel; Block stormwater sumps and/or overland flow paths.
5. Notify Environmental Representative.
6. Clean Up - for small spills, use absorbent pads, enviro-peat, sand, bark chip, zeolite or equivalent to remove spilt liquid, place in suitable container/bag; For large spills use sucker truck to clean up spill in kerb and channel or from stormwater sumps which should have been blocked; Keep contaminated equipment and clothing within contained area.
7. Dispose - dispose of contaminated materials and clean up gear + clothing as hazardous waste, do not hose spill or tip waste down the drain.
8. Record/Discuss - Restock spill kit and PPE, ensure SDS are up to date and available and hazardous substances are clearly labelled, discuss what can be done better next to avoid/better manage.

Further Comments/Other Measures:

Waste management

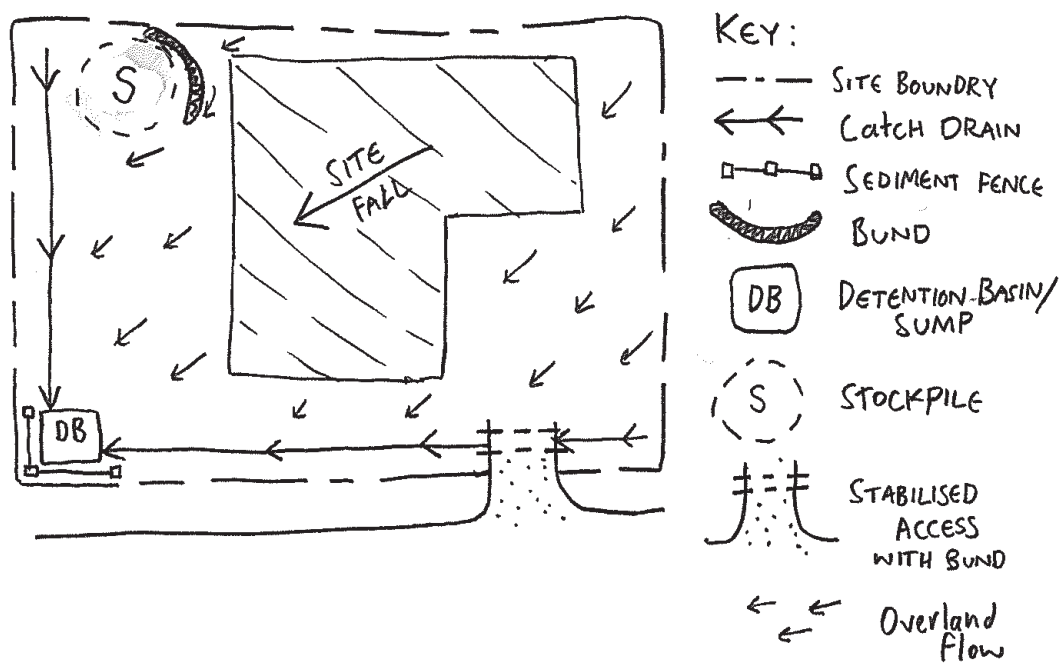
Ongoing management of waste:

- ☒ Appropriately-sized bin located onsite with lid
- ☒ Site cleaned free of rubbish at the end of each day
- ☒ Waste regularly removed from site such that bins are not overflowing
- ☒ Adopt the Waste Hierarchy

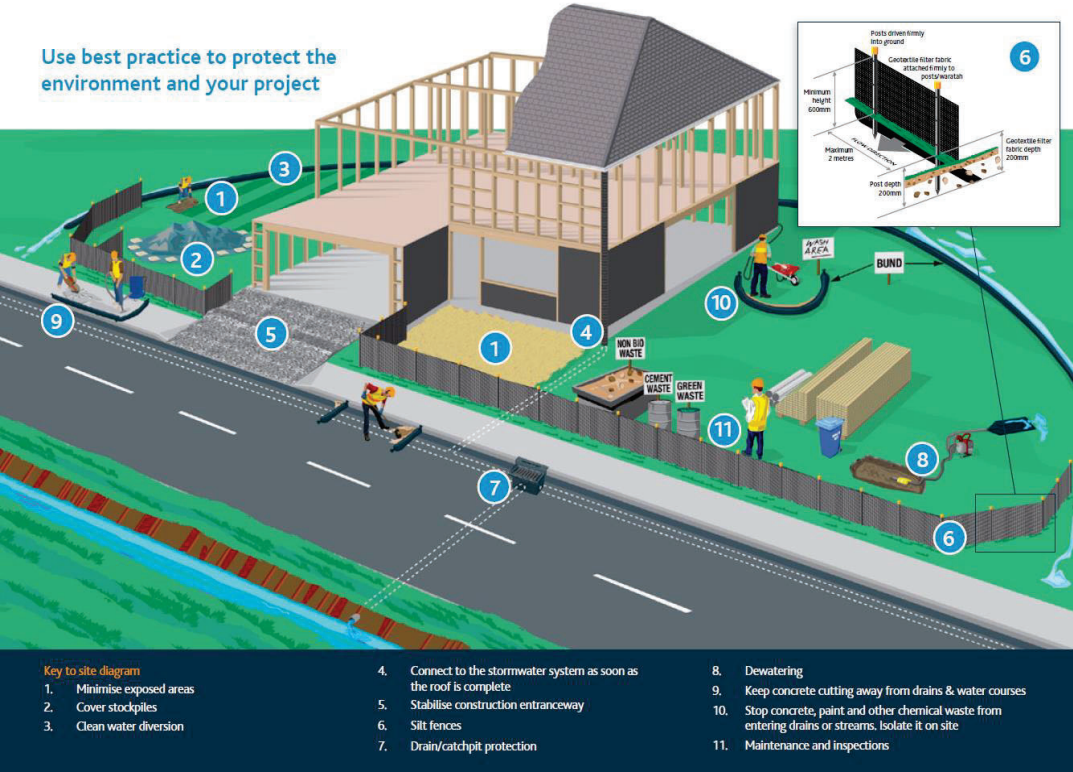
Further Comments/Other Measures:

Standard skip bins to be used. Site to be regularly cleaned.

Example of an Erosion and Sediment Control Plan:



Example of Best Practice Construction Environmental Management:



07 September 2023

Jake Woodward

Novo Group Limited
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
0 - 03 365 5570
info@novogroup.co.nz

By email: jake@jakewoodward.co.nz

Dear Jake,

24 TOWNE PLACE, QUEENSTOWN TRANSPORT: INITIAL ACCESS REVIEW

1. Further to our correspondence, this letter sets out our assessment of the transport non-compliances associated with the proposed activity at the above site. A copy of the proposed site plan is included in **Attachment 1**.
2. In brief, we understand the proposed activity to be:
 - a. One two-bedroom residential unit (comprised of two people) – no flat proposed:
 - b. 6 (5 physios and 1 receptionist) full time staff – it is noted that there are only 4 treatment rooms and so only 4 physios will be working at any one time – so for the purposes of assessment, assume 4 rooms operating at a time:
 - c. Hours of operation:
 - i. Monday to Friday: 7.30am to 7.00pm;
 - ii. Saturday: 8.00am to 2.00pm; and
 - iii. Sunday and Public Holidays: Closed
 - d. 28 customers per day being 7 customers per day, per room (four rooms in total).
3. Access to the Site is via a Right of Way to / from State Highway 6A, as illustrated in **Figure 1**.



Figure 1: Site Location & Access



Transport Environment & Existing Access

Intersection with SH6A

4. The Site has access to State Highway 6A (SH6A) via a Right of Way (RoW). At the access intersection, SH6A includes a flush median and a wide shoulder. A bidirectional shared path is located on the opposite side of the road to the access. These features are illustrated in **Figure 2**.

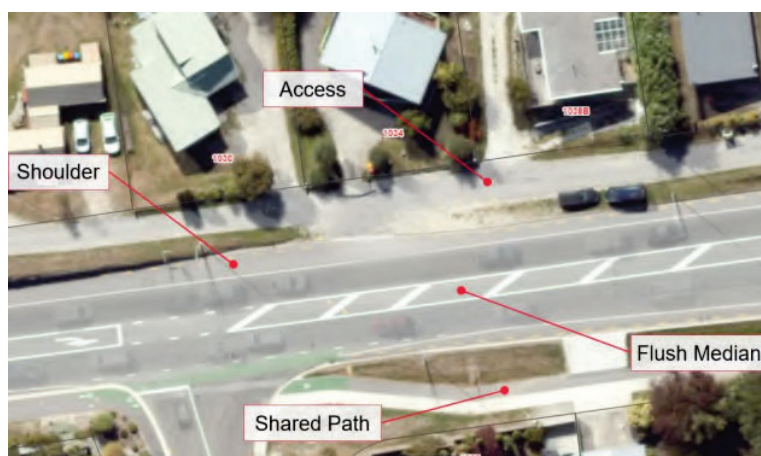


Figure 2: SH6A Access (Source: QLDC Map Navigator)

Right of Way

5. The RoW serves a total of 22 dwellings, with ten to the west of the SH6A access and twelve¹ to the east. The following traffic is assumed to be on the access adopting standard traffic generation rates.

Table 1: Existing Right of Way Generation

	Time Period	Arrival	Departure	Total
Western Access Leg	AM Peak Hour	2	7	9
	PM Peak Hour	6	3	9
	Daily	41	41	82
Eastern Access Leg	AM Peak Hour	3	8	11
	PM Peak Hour	7	4	11
	Daily	49	49	98
Access to SH6A	AM Peak Hour	5	15	20
	PM Peak Hour	13	7	20
	Daily	90	90	180

¹ It appears that 21A Towne Place provides four units on one site.



6. The width of the RoW between SH6A and 24 Towne Place is:
 - a. Initial 78m parallel to SH6A: Approximately 3.6m, restricted by the topography and proximity to SH6A; and
 - b. North-South Segment to 24 Towne Place: Approximately 6.0m in a corridor of approximately 6.1m.
7. Vehicle tracking (included in **Attachment 2**) indicates that there is space to accommodate a vehicle arriving at the site at the same time as a vehicle is departing. However, a vehicle entering the eastern RoW and negotiating a vehicle waiting to enter SH6A is tight and there may not be sufficient space to undertake that manoeuvre.

Permitted Baseline

8. We understand that the following is a permitted baseline for the Site:
 - a. One dwelling (any number of bedrooms); plus
 - b. One flat no greater than 70m² in area; plus
 - c. Home occupations (1 full time equivalent person from outside the household shall be employed in the home occupation activity, maximum two-way trips are 10 per day, and maximum GFA of 60m²; and
 - d. Homestays (no limit on number of guests so long as the homeowner occupies the dwelling at same time – bed and breakfast).
9. The revised traffic generation on the RoW and at the intersection is set out in **Table 2**.

Table 2: Permitted Baseline Right of Way Generation

	Time Period	Arrival	Departure	Total
Western Access Leg	AM Peak Hour	2	7	9
	PM Peak Hour	6	3	9
Eastern Access Leg	AM Peak Hour	4	10	14
	PM Peak Hour	9	5	14
Access to SH6A	AM Peak Hour	6	17	23
	PM Peak Hour	15	8	23

10. The above increases the AM arrivals by one vehicle per hour and departures by two vehicles per hour to acknowledge the additional residential unit and visitor for the home occupation. The increase in the PM peak is two arrivals and one departure.

Proposed Development

11. The proposed activities at the Site are understood to be:



- a. One two-bedroom residential unit (comprised of two people) – no flat proposed:
- b. 6 (5 physios and 1 receptionist) full time staff – it is noted that there are only 4 treatment rooms and so only 4 physios will be working at any one time – so for the purposes of assessment, assume 4 rooms operating at a time:
- c. Hours of operation:
 - i. Monday to Friday: 7.30am to 7.00pm;
 - ii. Saturday: 8.00am to 2.00pm; and
 - iii. Sunday and Public Holidays: Closed
- d. 28 customers per day being 7 customers per day, per room (four rooms in total).

Traffic Generation

- 12. The peak hour traffic generation associated with the proposed activity is anticipated to be:
 - a. AM Peak: Four arrivals and four departures (associated with the physio), plus one departure (associated with the residential unit); and
 - b. AM Peak: Four arrivals and four departures (associated with the physio) plus one arrival (associated with the residential unit); and
- 13. The revised traffic generation on the RoW and at the intersection is set out in **Table 3**.

Table 3: Proposed Right of Way Generation

	Time Period	Arrival	Departure	Total
Western Access Leg	AM Peak Hour	2	7	9
	PM Peak Hour	6	3	9
Eastern Access Leg	AM Peak Hour	7	13	20
	PM Peak Hour	12	8	20
Access to SH6A	AM Peak Hour	9	20	29
	PM Peak Hour	18	11	29

Parking Demands & Provision

- 14. The four physio rooms are anticipated to have a demand for one visitor vehicle each. No staff car parking will be permitted on site, other than if there were a mobility impaired member of staff. One residential parking is proposed on-site (Space 4).
- 15. The proposed parking spaces have the following dimensions:
 - a. Parking Spaces 1 & 2: 2.5m wide, 1.2m shared space plus 7.0m aisle; and
 - b. Parking Spaces 3 to 6: 2.6m wide, 5.0m long and aisle of at least 7.0m.
- 16. Parking space 1 is proposed to be marked as a mobility space.

17. In addition to the above car parking, it is proposed to include four cycle parks within the car park, although these are clear from manoeuvring areas.

Access Arrangement

18. Access to the site is via the 6.0m wide RoW to Towne Place, the widths of which have been set out paragraph 6. It is proposed to extend the vehicle crossing to the State highway by 3m to the east and reseal the access (to address existing pothole issues), as requested by Waka Kotahi through consultation on this proposal. This is illustrated in **Figure 3** and **Attachment 3**.

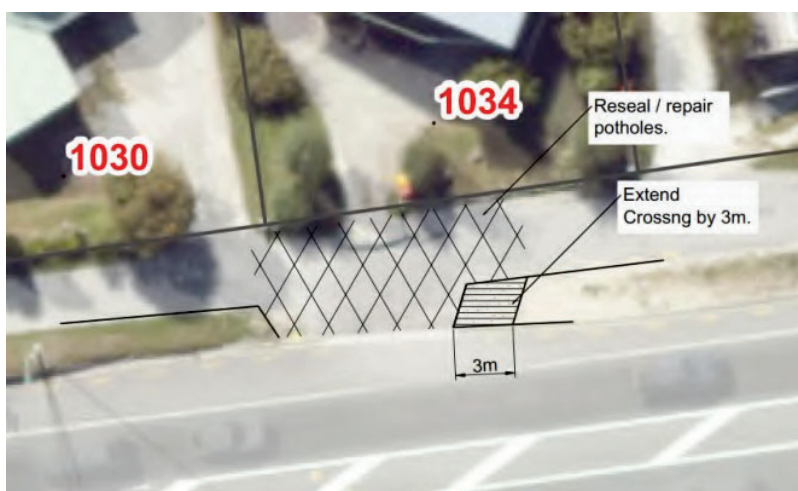


Figure 3: SH6 Access Works

19. The sight distance at the vehicle crossing is at least 113m in both directions.

District Plan Compliance Assessment

20. The proposed activity has been reviewed against the Transport Standards of the Queenstown Lakes District Plan, as contained in **Attachment 4**. The non-compliances identified are summarised in **Table 4**.



Table 4: District Plan Transport Non-Compliances

Transport Standard	Nature of Non-Compliance
29.5.2 Size of Required Parking Spaces and layout	Mobility parking is required to be 3.6m wide with an 8m aisle. The proposed arrangement uses 2.5m wide spaces plus a 1.2m shared space and the aisle is less than 8.0m.
29.5.4 Mobility Parking Spaces	As a Health Care activity, the Site requires one mobility space for Staff plus one for visitors. The proposal provides one mobility space (for visitors).
29.5.6 Reverse manoeuvring for any day care facility, educational facility, or healthcare facility	Additional reverse manoeuvres are required to exit parking spaces P3 and P4.
29.5.9 Loading Spaces	A 6m long loading space is required and no loading is proposed.
29.5.13 Access Design	The formed access width is required to be 5.5m to 5.7m within a legal width of 6.7m. The formed width is approximately 6.0m within a legal width of 6.1m.
29.5.14 Width and design of vehicle crossings - urban zones	The width at the kerb is proposed to be 6.0m and therefore not 1.0m wider than at the boundary. The vehicle crossing is not located 0.5m from the boundaries.
29.5.20 Minimum distance between vehicle crossings onto State Highways	Does not comply, as less than 40m separation is provided.

Assessment of Effects

21. The proposed activity is understood to be non-complying, so all matters can be considered. The main matters for assessment are:
 - a. **Parking & Loading:** Provision of satisfactory parking and loading arrangements;
 - b. **Access Arrangements:** Provision of safe and efficient access to the Site; and
 - c. **Wider Transport Effects:** The effects of the proposed development on the wider transport network.
22. The above matters, along with the specific non-compliances identified in **Table 4**, are assessed in turn below.

Parking & Loading

Car Park Dimensions

23. The proposed car park dimensions generally comply with the layout requirements of the District Plan. The exception to this is parking spaces 1 and 2. The District Plan requires that:



- a. Parking space 1 (the mobility space) be 3.6m wide, 5.0m long and have an aisle of 8.0m whereas the proposal is for a space that is 2.5m wide (plus a 1.2m shared space), 5.0m long and has an aisle of 7.0m; and
 - b. Parking space 2 be 2.5m wide, 5.0m long with an 8.0m aisle, whereas the proposal is for a 7.0m aisle.
24. Vehicle tracking to / from these spaces occurs in a compliant manner, as illustrated by the vehicle tracking in **Attachment 5**. Furthermore, the car parking layout complies with the requirements of NZS2890.1 (NZ Standard for Off-Street Car Parking) and NZS2890.6 (NZ Standard for off-street car parking for people with disabilities). Given this, the layout of the car parks is considered acceptable.

Car Park Manoeuvring

25. The District Plan requires that no additional reverse manoeuvring is undertaken for visitor parking at Health Care facilities. Additional manoeuvring is required to exit parking spaces 3 and 4, as illustrated in **Attachment 5** (although parking space 4 will be allocated as the residential space). The manoeuvring is relatively simple and clearly preferable to reversing back to the State highway. On this basis, the manoeuvring is considered acceptable.

Mobility Parking & Car Park Supply

26. The District Plan requires that two mobility spaces are provided on-site (one for visitors plus one for staff), whereas only one is proposed. The marked mobility space will be for visitors. The adjacent space (parking space 2) is of the same dimensions and is able to be used as a mobility space, if required. It is proposed that this space would be marked as the staff mobility space if the activity employs a mobility impaired staff member.
27. Other than as identified above, five of the car parks are proposed to be for visitors, who will be booked in to prearrange time slots at the activity. Given there are four physios proposed at any given time, the provision of five parking spaces is considered to adequately accommodate the demand and account for occasional overlap between patients (although this should not occur).

Loading Provision

28. No Loading is proposed on-site, whereas the District Plan requires a loading space. Vehicle tracking in **Attachment 5** illustrates a 99th percentile car turning within the car park on the basis that all spaces are occupied. As identified above, the parking demand is estimated as being four vehicles, so it is more likely that additional manoeuvre space would be available.
29. The manoeuvring indicates that a 99th percentile car (similar to a courier van) would be able to turn on-site and exit forwards. Given the occasional nature of loading anticipated, this manoeuvring is considered to be acceptable.



Access Arrangements

Potential for Conflicts on Access

30. The potential for conflicts on the existing RoW has been assessed by determining the amount of time access to 24 Towne Place may be blocked by a conflicting vehicle. This assessment is based on delays at the intersection with SH6A and time taken to negotiate the initial 78m segment parallel to the State highway (it is assumed the north-south segment can accommodate informal passing within the existing width).
31. The assessment has been undertaken for three scenarios, being the existing arrangement, the permitted baseline scenario plus a scenario with the proposed development. The calculations are set out in **Attachments 6 to 8** and indicate:
 - a. The existing arrangement has a 0.5% chance of conflicts occurring;
 - b. The baseline scenario has a 0.9% chance of conflicts occurring; and
 - c. The proposed development scenario has a 2.1% chance of conflicts occurring.
32. We are not aware of any specific guidance for what an acceptable potential for conflict is. That said, SIDRA defaults to reporting on 95th percentile queue lengths, suggesting that probabilities of less than 5% are sufficiently infrequent that they are acceptable.
33. Adopting this approach suggests that the frequency with which vehicles may meet on the access is sufficiently low that it remains acceptable.
34. The effects of conflicts at and along the access are generally anticipated to be acceptable. The analysis has been undertaken on the basis that a vehicle waiting to turn out onto SH6A at the intersection blocks vehicles from entering the eastern RoW. In reality, there is potential that the inbound vehicle is able to pass behind the exiting car, so the conflict would be avoided.
35. Should the inbound vehicle be held-up at the entry, there is sufficient space for this car to wait clear of the through lanes and outside the sight line for the exiting vehicle.
36. Given the above, the effects of potential conflicts at the access are considered acceptable.

Access Operation

37. The operation of the access where it meets SH6 is anticipated to be acceptable. This access will be widened (a set out at paragraph 18) to assist with manoeuvring at this location. The potential for conflicts has been assessed above and is considered acceptable.
38. Vehicles entering the site are anticipated to be able to do so safely and efficiently. In particular, vehicles turning right into the access are able to use the flush median to safely wait for gaps in traffic. Vehicles exiting the site have good visibility along SH6 to identify gaps in traffic. The traffic generation on the access is not considered high, so no concerns regarding capacity are anticipated.



Other Non-Compliances

39. Non-compliances were identified with regards to the width of the vehicle crossing not being 1m wider than the width at the boundary and the separation to adjacent crossings. These matters relate to how the RoW meets the 'service lane' arrangement alongside the State highway. Given this, these matters are considered to be technicalities and the key assessment of the access has been undertaken above.

Wider Transport Effects

40. The effects of the proposed activity on the wider transport network are not considered to be significant. The traffic generated by the proposed activity is in the order of nine vehicle movements per hour and these can be readily accommodated by the State highway.

Conclusions

41. The proposal to use the site for a physiotherapy practice and residential unit leads to several non-compliances. The above assessment has identified that:
- a. The car parking arrangements is considered satisfactory, with all vehicles anticipated to enter and exit the site forwards;
 - b. The provision of a mobility space for staff can be managed, as there is a space of sufficient dimensions to accommodate this (should the need arise);
 - c. There is sufficient space to accommodate a courier van (the most likely loading vehicle) turning on-site;
 - d. The potential for conflicts on the access has been reviewed and it is considered to be acceptable; and
 - e. The operation of the access and the wider network are anticipated to be acceptable.
42. Overall, the transport effects of the proposed activity are considered to be acceptable and less than minor.



43. We trust this letter satisfactorily outlines our assessment of the access operation, but please feel free to contact the undersigned if you have any queries regarding this.

Yours sincerely,

Novo Group Limited

Nick Fuller

Principal Transport Engineer

D: 03 972 5714 | **M:** 021 997 419 | **O:** 03 365 5570

E: nick@novogroup.co.nz | **W:** www.novogroup.co.nz

0966-007_24_Towne_TL002



Attachment 1: Site Layout

SITE NOTES

ADDRESS: 24 TOWNE PLACE, QT
LEGAL DESCRIPTION: LOT 1 DP 568184
SITE AREA: 603m²

CLIMATE ZONE: 6
EARTHQUAKE ZONE: ZONE 3
EXPOSURE ZONE: ZONE B
ZEE ZONE: NO
RAINFALL RANGE: 20-30mm/hr
WIND REGION: A
WIND ZONE: EXTRA HIGH WIND
SNOWLOAD: 1.5 kPa

DEVELOPMENT STANDARDS

ZONE: LOW DENSITY RES
PROPOSED ACTIVITY: RESIDENTIAL /PHYSIO CLINIC

ACTIVITY RULES:

BUILDING HEIGHT:
REQUIRED: 8m
PROPOSED: 7.9m

BUILDING COVERAGE:
REQUIRED: 40%
PROPOSED: 25%

LANDSCAPING:
REQUIRED: 30%
PROPOSED: 22%

RECESSION PLANES:
REFER SECTIONS

SETBACKS:
REQUIRED: 2m
PROPOSED: 2m (REFER SITE PLAN)

CUT/FILL SCHEDULE

CUT	FILL	NET CUT/FILL
330.99 m ³	3.58 m ³	-327.42 m ³

PARKING NOTES

PARKING LAYOUT DESIGNED IN ACCORDANCE WITH AS/NZS 2890.

DISABLED CAR PARKING DESIGNED IN ACCORDANCE WITH NZS 4121.

VEHICLE TRACKING DESIGNED USING 85 PERCENTILE VEHICLE.

DESIGN SUBJECT TO PLANNER APPROVAL.



TOWNE PLACE CLINIC

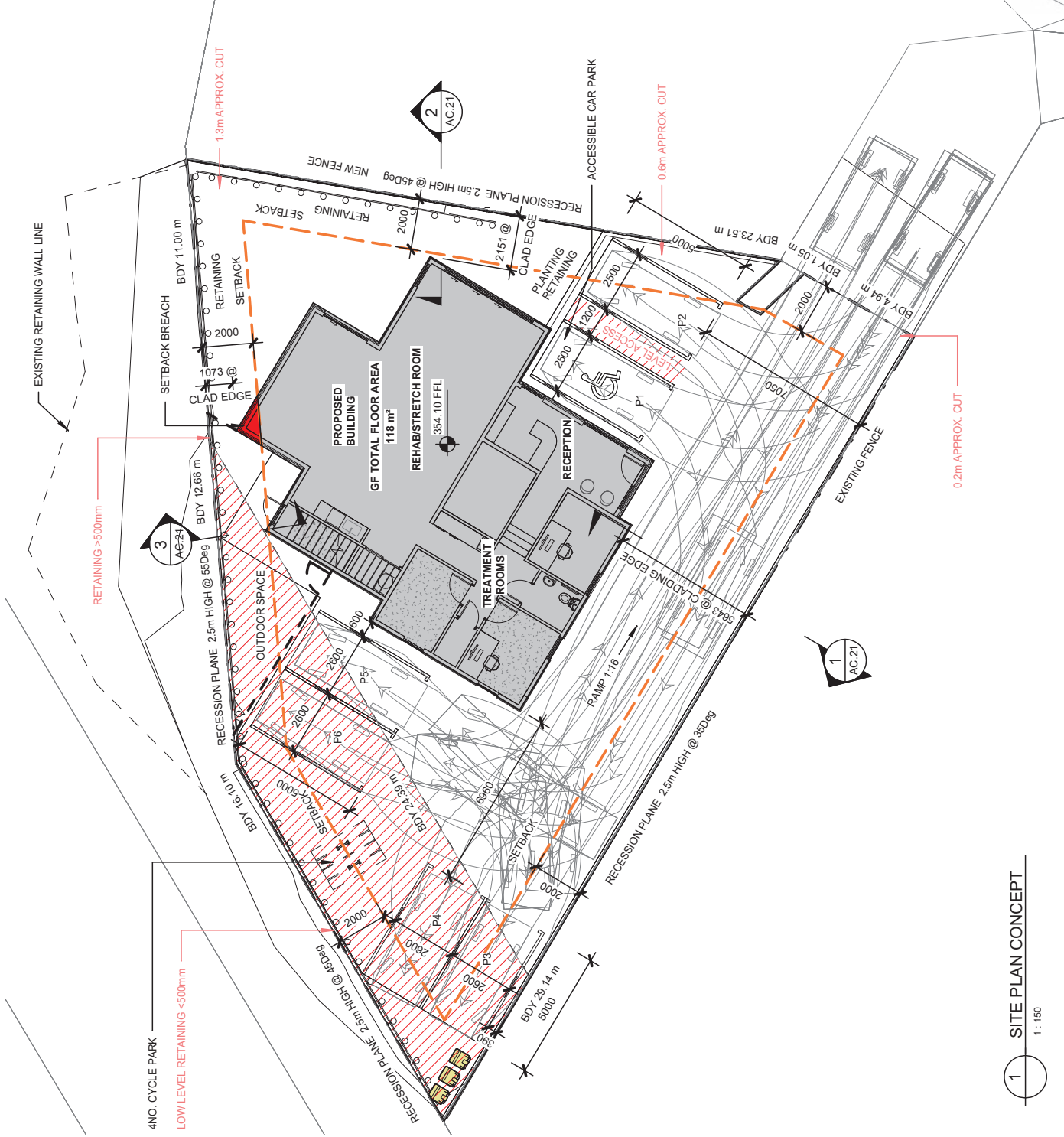
SITE PLAN

SHEET NO AG.10

SCALE AS INDICATED

PEAK
ARCHITECTURE

A-302 HOGAN HAY ROAD, CHRISTCHURCH
P-031 08873480



1 SITE PLAN CONCEPT

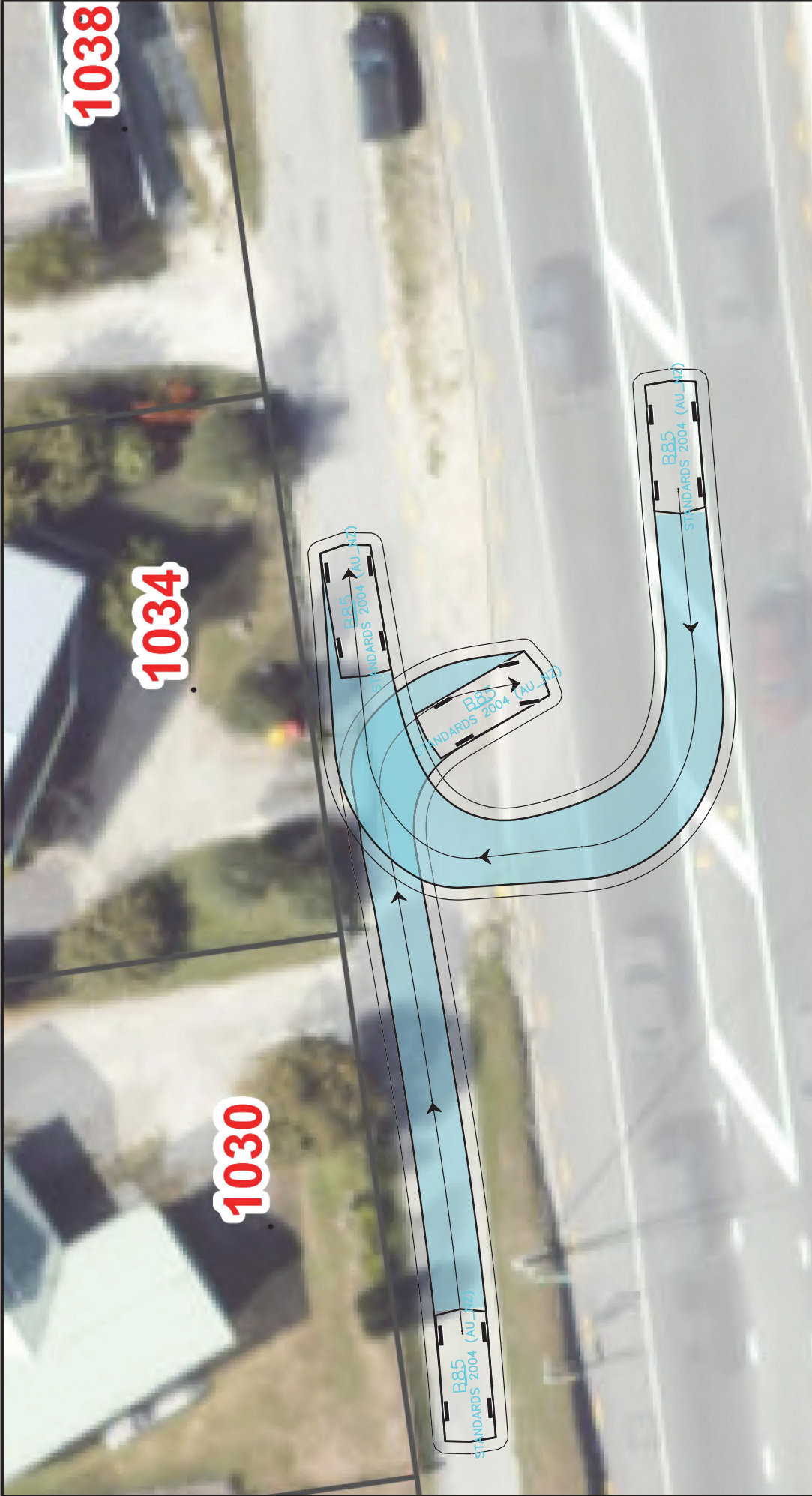
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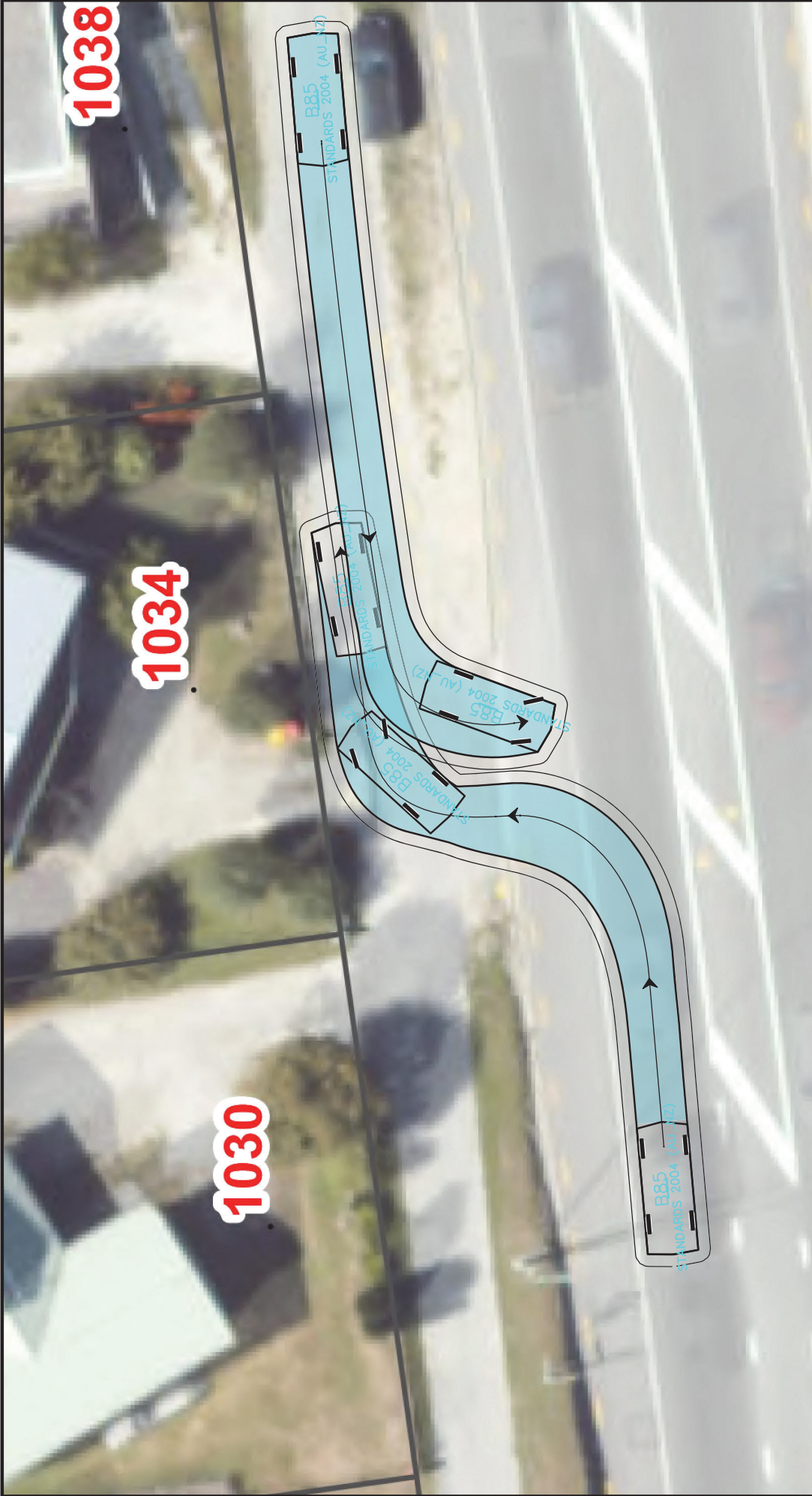
Version: 1, Version Date: 20/09/2023



Attachment 2: Vehicle Tracking – Access



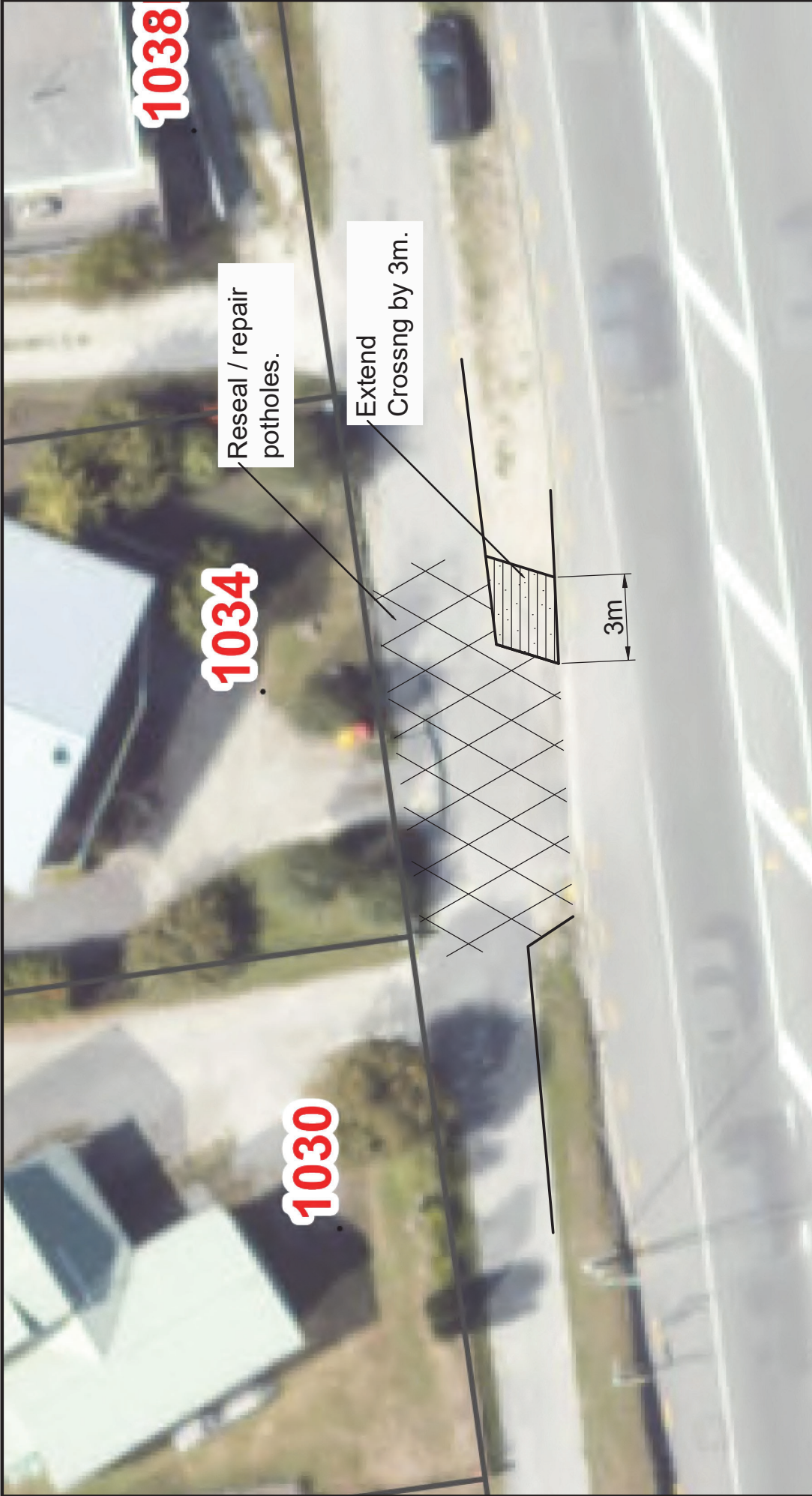
<div>novogroup <small>PLANNING. DESIGN. TRANSPORT.</small></div> <div><div>Novo Group Limited PO Box 365 Christchurch 8014</div><div>NovoGroup.co.nz</div></div>	24 Towne Place, Queenstown Joe O'Brien		Sheet	0966-007- SK1001-A
	Access Tracking - 85th Percentile Car		Scale @A4 1:200	
	For Information		Date 07/08/2023	
			By N Fuller	
	Drawing: 0966-007_24_Towne_DWD100X-A		Project # 966-004	



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			0966-007 -
			SK1002-A
	<div>Access Tracking - 85th Percentile Car</div>		Scale @A4 1:200
			Date 07/08/2023
			By N Fuller
<div>Drawing:</div>		0966-007_24_Towne_DWD100X-A	Project # 966-004



Attachment 3: Access Alterations



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	Joe O'Brien		0966-007- SK1009-A
	Access Alterations		Scale @A4 1:200
	For Information		Date 07/08/2023
	Drawing: 0966-007_24_Towne_DWD100X-A		By N Fuller
Document Set ID: 7765212		Project # 966-004	



Attachment 4: District Plan Transport Compliance

Rule	Assessment	Complies?
29.4.11 High Traffic Generating Activities Any new land-use or subdivision activity, including changes in use that exceeds the traffic generation standards or thresholds set out in Table 29.5, excluding in the Airport Zone.	The site is predicted to generate fewer than 50 vehicle movements per hour in the peak hours.	Yes
29.5.1 Location and Availability of Parking Spaces a. Any parking space required by Table 29.4 or loading space shall be available for staff and visitors during the hours of operation and any staff parking required by this rule shall be marked as such. b. No parking space required by Table 29.4 shall be located on any access or outdoor living space required by the District Plan, such that each parking space required by Table 29.5 shall have unobstructed vehicular access to a road or service lane, except where tandem parking is specifically provided for by Rule 29.5.8. c. Parking spaces and loading spaces may be served by a common manoeuvring area (which may include the installation of vehicle turntables), which shall remain unobstructed. d. Some or all coach parking required by Table 29.4 in relation to visitor accommodation activity may be provided off-site.	Complies	Yes
29.5.2 Size of Required Parking Spaces and layout a. All provided parking spaces and associated manoeuvring areas are to be designed and laid out in accordance with the Car Parking Layout requirements of Table 29.7 and Diagram 3 (car space layouts) of Schedule 29.2. This standard does not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone. b. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres of the swept path Diagram 4.	The District Plan permits 2.6m wide parking spaces to be 5.0m long and have a 7.0m aisle. The proposal complies. The District Plan permits 2.5m wide parking spaces to be 5.0m long and have an 8.0m aisle. The proposal does not comply, as the aisle is 7.0m for parking space 2. Mobility parking is required to be 3.6m wide with an 8m aisle. The proposed arrangement uses 2.5m wide spaces plus a 1.2m shared space and the aisle is less than 8.0m (parking space 1).	No
29.5.3 Gradient of Parking Spaces and Parking Areas Parking spaces and parking areas other than mobility parking spaces shall have a gradient of no more than 1 in 20 parallel to the angle of parking, and a gradient of no more than 1 in 16 in any other direction	Complies	Yes
29.5.4 Mobility Parking Spaces a. Other than in relation to residential units and visitor accommodation with less than 6 guests, mobility parking spaces shall be provided in accordance with the following minimum standards: b. Where two or more activities are located on one site, the activity with the greater mobility parking requirement is the number of mobility parks provided. c. Mobility parking spaces shall be:	As a Health Care activity, the Site requires one mobility space for Staff plus one for visitors. The proposal provides one mobility space.	No



Rule	Assessment	Complies?
<p>d. on a level surface;</p> <p>e. clearly signposted;</p> <p>f. located on the same site as the activity;</p> <p>g. as close as practicable to the building entrance; and</p> <p>h. accessible to the building via routes that give direct access from the car park to the building</p> <p><i>Requires 1 space for 1 to 40 units</i></p>		
<p>29.5.5 Drop off/ pick up (set down) areas in all zones except in the Queenstown Town Centre Zone, the Wānaka Town Centre Zone, and the Arrowtown Town Centre Zone</p> <p>a. All day care facilities, educational activities, and healthcare facilities must provide drop off/ pick up (set down) areas to allow vehicles to drop off and pick up children, students, elderly persons, or patients in accordance with the following standards:</p> <p>b. In calculating the total number of drop-off/ pick up car spaces required, where the required amount results in a fraction of a space less than 0.5 it shall be disregarded and where the fraction is 0.5 or higher, then the requirement shall be rounded up to the next highest whole number and where there are two activities on one site (such as healthcare and day care) the total required shall be combined prior to rounding.</p>	Not Applicable	N/A
<p>29.5.6 Reverse manoeuvring for any day care facility, educational facility, or healthcare facility</p> <p>a. Where on-site manoeuvring area or drop off / pick up (set down) areas are required, these shall be located and designed to ensure that no vehicle is required to reverse onto or off any road.</p> <p>Reverse Manoeuvring of heavy vehicles</p> <p>b. Where heavy vehicle parking spaces, on-site manoeuvring, and loading areas are required, these shall be designed and located to ensure that no heavy vehicle is required to reverse manoeuvre from (or onto) any site or service lane onto (or from) any road.</p> <p>c. Where a service lane does not meet the definition of a 'road', a heavy vehicle can reverse onto (or from) a site from (or onto) a service lane but this does not enable a heavy vehicle to then reverse from that service lane onto a road.</p> <p>Reverse Manoeuvring, other than where regulated by 29.5.7a to 29.5.7c above</p> <p>d. On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse onto or off any State Highway or arterial road.</p> <p>e. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any collector road where:</p> <p>(i) the frontage road speed limit is 80km/h or greater; or</p> <p>(ii) six or more parking spaces are to be serviced by a single accessway; or</p> <p>(iii) three or more residential units share a single accessway; or</p> <p>(iv) the activity is on a rear site.</p> <p>f. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any local road where:</p> <p>(i) ten or more parking spaces are to be serviced by a single accessway, or</p>	<p>Additional reverse manoeuvres are required to exit parking spaces P3 and P4.</p>	No



Rule	Assessment	Complies?
<p>(ii) five or more residential units share a single accessway, or</p> <p>(iii) the activity is on a rear site.</p> <p>g. Where on-site manoeuvring areas are required, a B85 vehicle shall be able to manoeuvre in and out of any required parking space other than parallel parking spaces, with only one reverse manoeuvre, except:</p> <p>(i) Where such parking spaces are in the immediate vicinity of access driveways, ramps, and circulation roadways, a B99 vehicle shall be able to manoeuvre out of those parking spaces with only one reverse manoeuvre.</p> <p>h. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres illustrated in the swept path diagram 4, in Schedule 29.2.</p>		
29.5.7 Residential Parking Space Design	Not Applicable	Yes
<p>a. The minimum width of the entrance to a single garage shall be no less than 2.4 m.</p> <p>b. The minimum length of a garage shall be 5.5m.</p> <p>c. Where a car space is proposed between a garage door and the road boundary, the minimum length of this car space shall be 5.5m.</p> <p>d. Where onsite manoeuvring is required, the minimum manoeuvring area between the road boundary and the garage entrance shall be designed to accommodate a B85 design vehicle.</p> <p>e. Where two parking spaces are provided for on a site containing only a single visitor accommodation unit or a single residential unit, which may also include a single residential flat, the parking spaces may be provided in tandem.</p>		
29.5.8 Queuing		Yes
<p>a. On-site queuing space shall be provided for all vehicles entering a parking or loading area in accordance with the following: ...</p> <p>b. Where the parking area has more than one access the required queuing space may be divided between the accesses based on the expected traffic volume served at each access point.</p> <p>c. Queuing space length shall be measured from the road boundary at the vehicle crossing to the nearest vehicle control point or point where conflict with vehicles already on the site may arise.</p>	6m of queue space is required and provided, based on the number of residential properties served by the Right of Way and the access being to Towne Place.	Yes
29.5.9 Loading Spaces		No
<p>a. Off -street loading shall be provided in accordance with this standard on every site in the Business Mixed Use Zone, the Town Centre zones, and the Local Shopping Centre Zone, except on sites where access is only available from the following roads: ...</p> <p>b. Every loading space shall meet the following dimensions: ...</p> <p>c. Notwithstanding the above:</p> <p>(i) Where articulated trucks are used in connection with any site sufficient space not less than 20m in depth shall be provided.</p> <p>(ii) Each loading space required shall have unobstructed vehicular access to a road or service lane.</p> <p>(iii) Parking areas and loading areas may be served in whole or in part by a common manoeuvre area, which shall remain unobstructed.</p>	A 6m long loading space is required and no loading is proposed.	No
29.5.10 Surface of Parking Spaces, Parking Areas, and Loading Spaces	Complies	Yes



Rule	Assessment	Complies?
<p>a. The surface of all parking, loading and associated access areas and spaces shall be formed, sealed, or otherwise maintained so as to avoid creating a dust or noise nuisance, to avoid water ponding on the surface, and to avoid run-off onto adjoining roads.</p> <p>b. The first 10m of such areas, as measured from the edge of the traffic lane, shall be formed and surfaced to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.</p>		
29.5.11 Lighting of parking areas <p>a. Excluding parking areas accessory to residential activity, where a parking area provides for 10 or more parking spaces, which are likely to be used during the hours of darkness, the parking and manoeuvring areas and associated pedestrian routes shall be adequately lit.</p> <p>b. Such lighting shall be designed in accordance with the Queenstown Lakes District Council Southern Light Part One - A Lighting Strategy (March 2017) and Queenstown Lakes District Council Southern Light Part Two – Technical Specifications (March 2017).</p> <p>c. Such lighting shall not result in a greater than 10 lux spill (horizontal or vertical) of light onto any adjoining site within the Business Mixed Use Zone, the Town Centre Zones, and the Local Shopping Centre Zone, measured at any point inside the boundary of any adjoining site</p> <p>d. Such lighting shall not result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining site that is zoned High Density Residential, Medium Density Residential, Low Density Residential, or Airport Zone (Wanaka) measured at any point more than 2m inside the boundary of the adjoining site.</p>	Not Applicable, as there are fewer than 10 car parks.	N/A
29.5.12 Bicycle parking and the provision of lockers and showers <p>Bicycle parking, lockers, and showers shall be provided in accordance with the minimum requirements specified in Table 29.7 and the layout of short term bicycle parking, including aisle depth, shall have minimum dimensions presented in Diagram 5 (bicycle layouts) of Schedule 29.2.</p>	One visitor cycle park is required and at least one is proposed.	Yes
29.5.13 Access Design <p>a. All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with Table 3.2 (Road Design Standards) of the QLCD Land Development and Subdivision Code of Practice 2018, including the notes within Table 3.2 and Appendices E and F, except as provided for in 29.5.14b below.</p> <p>b. All shared private vehicular accesses serving residential units and / or visitor accommodation units in the High Density Residential Zone, Medium Density Residential Zone, and Low Density Residential Zone shall comply with the following standards:</p> <p>c. No private way or private vehicle access or shared access in any zone shall serve sites with a potential to accommodate more than 12 units on the site and adjoining sites.</p> <p>d. Private shared vehicle accesses shall have legally enforceable arrangements for maintenance put in place at the time they are created.</p> <p>e. All vehicle access design shall comply with Schedule 29.2.</p> <p>f. The above access width rules do not apply to existing private shared vehicle accessways for the purpose of controlling the</p>	The formed access width is required to be 5.5m to 5.7m within a legal width of 6.7m. The formed width is approximately 6.0m within a legal width of 6.1m.	No



Rule	Assessment	Complies?
number of units that may be built using the accessways, unless the total land served by the accessway could provide for more than 12 units.		
29.5.14 Width and design of vehicle crossings - urban zones		No
a. The following vehicle crossing widths shall apply as measured at the property boundary: b. Vehicle crossings in all zones other than in those Rural zones which are regulated by Rule 29.5.16 shall comply with Diagram 2 and with either Diagram 6 or 7 in Schedule 29.2, depending on the activity served by the access, such that: (i) the access crosses the property boundary at an angle of between 45 degrees and 90 degrees; (ii) the vehicle crossing intersects with the carriageway at an angle of 90 degrees plus or minus 15 degrees; (iii) roading drainage shall be continuous across the length of the crossing; (iv) all vehicular accessways adjacent to State Highways shall be sealed from the edge of the carriageway to the property boundary. c. For vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16, the width of the vehicle crossings at the kerb shall be 1.0m wider than the width at the boundary. d. All vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16 shall be located at least 500mm from any internal property boundary and from any other vehicle crossing on the same site.	A width of 4.0m to 9.0m at the boundary is permitted. The width is 6.0m at the boundary. The access crosses the boundary at 90 degrees. The width at the kerb is proposed to be 6.0m and therefore not 1.0m wider than at the boundary. The vehicle crossing is not located 0.5m from the boundaries.	
29.5.15 Design of vehicle crossings – Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct	Not applicable	N/A
Vehicle crossings providing access to a road other than a state highway in the Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, and Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct shall comply with Diagram 2 and with either Diagram 8, 9, or 10 of Schedule 29.2, as determined by the following standards:		
29.5.16 Maximum Gradient for Vehicle Access	Complies	Yes
a. The maximum gradient for any private way used for vehicle access shall be 1 in 6. b. In residential zones where a private way serves no more than 2 residential units the maximum gradient may be increased to 1 in 5 provided: (i) The average gradient over the full length of the private way does not exceed 1 in 6; and (ii) The maximum gradient is no more than 1 in 6 within 6m of the road boundary; and (iii) The private way is sealed with a non-slip surfacing. For the purpose of this rule gradient (maximum and average) shall be measured on the centreline of the access. c. The vehicle break-over angles shown in Diagram 2 of Schedule 29.2 shall not be exceeded over any part of the width of the vehicle access/crossing.		
29.5.17 Minimum Sight Distances from Vehicle Access on all roads other than State Highways	Not Applicable	No
a. The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2:		

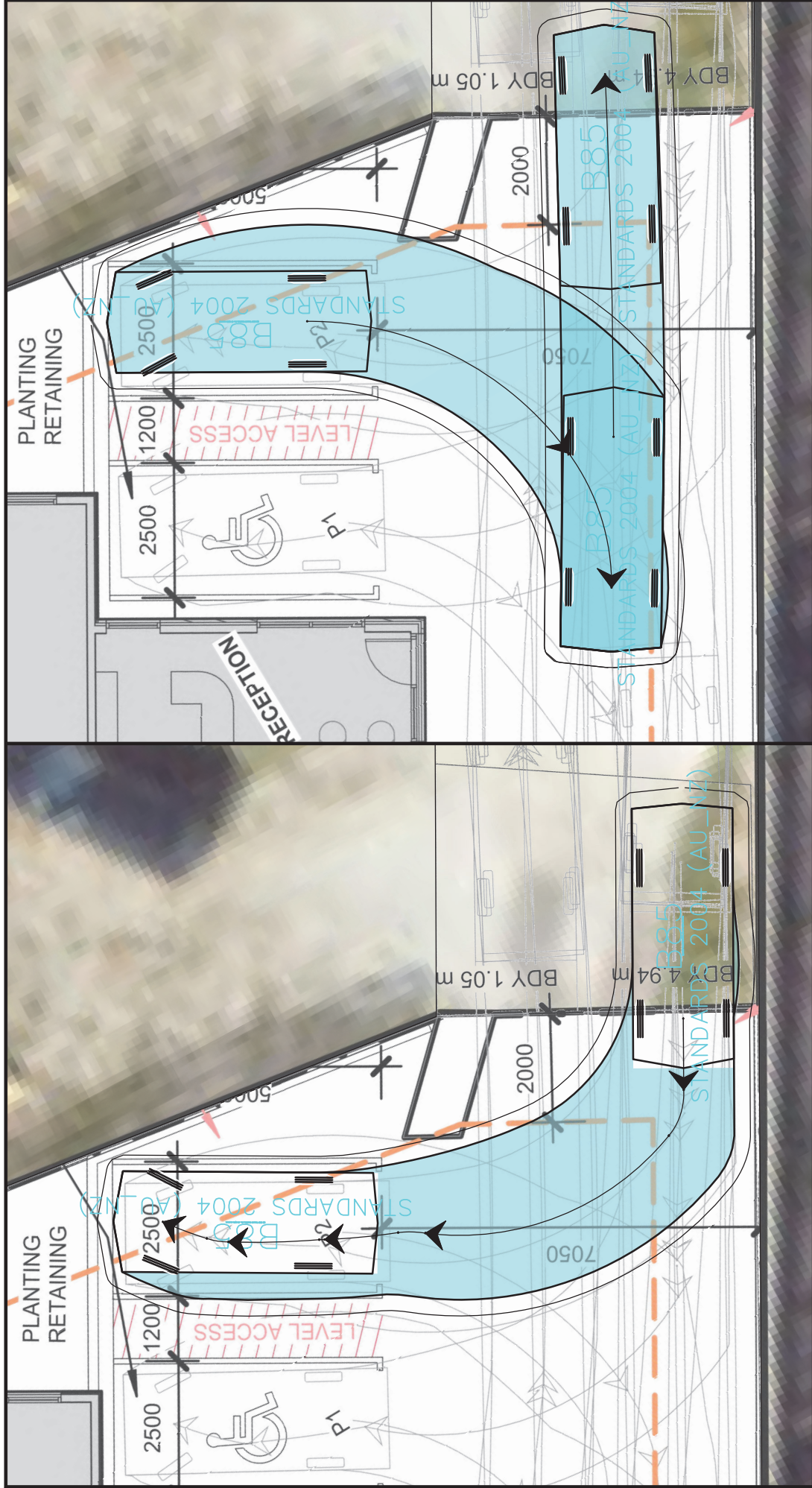


Rule	Assessment	Complies?
b. Proposed and existing landscaping (at maturity) and/or structures shall be considered when assessing compliance with site distances.		
29.5.18 Minimum Sight Distances from Vehicle Access onto State Highways The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2:	A sight distance of 113m is required and the access complies.	Yes
29.5.19 Maximum Number of Vehicle Crossings The following maximum number of crossings shall be complied with:	Only one crossing is proposed.	Yes
29.5.20 Minimum distance between vehicle crossings onto State Highways a. The minimum distance between any two vehicle crossings onto any State Highway, regardless of the side of the road on which they are located and whether they are single or combined, shall be: (i) 40 metres where the posted speed is equal to or lower than 70 km/h (ii) 100 metres where the posted speed is 80 km/h (iii) 200 metres where the posted speed is 100 km/h.	Does not comply, as less than 40m separation is provided.	No
29.5.21 Minimum distances of Vehicle Crossings from Intersections a. No part of any vehicle crossing shall be located closer to the intersection of any roads than the following minimum distances permitted below and as shown in Diagram 12 of Schedule 29.2: b. Roads with a speed limit of less than 70 km/hr: c. Roads with a speed limit equal to or greater than 70 km/ hr: d. Except that where the boundaries of the site do not enable a conforming vehicle crossing to be provided, a single vehicle crossing may be constructed provided it is located 0.5m from the internal boundary of the site in the position that most closely complies with the above provisions.	Complies, as greater than 40m separation is provided.	Yes
29.5.22 Minimum distances of Vehicle Crossings from Intersections onto State Highways a. No part of any vehicle crossing shall be located closer to the intersection of any state highway than the following minimum distances permitted below and as shown in Diagram 12 of Schedule 29.2: (i) 30 metres where the posted speed is less than 70 km/ h (ii) 100 metres where the posted speed is equal to or greater than 70 km/ h (iii) 200 metres where the posted speed is equal to or greater than 90 km/ h.	Complies, as greater than 40m separation is provided.	Yes
29.5.23 Service Stations a. All service stations shall comply with the following rules: b. The canopy shall be setback 2m from the road boundary.	Not Applicable	N/A

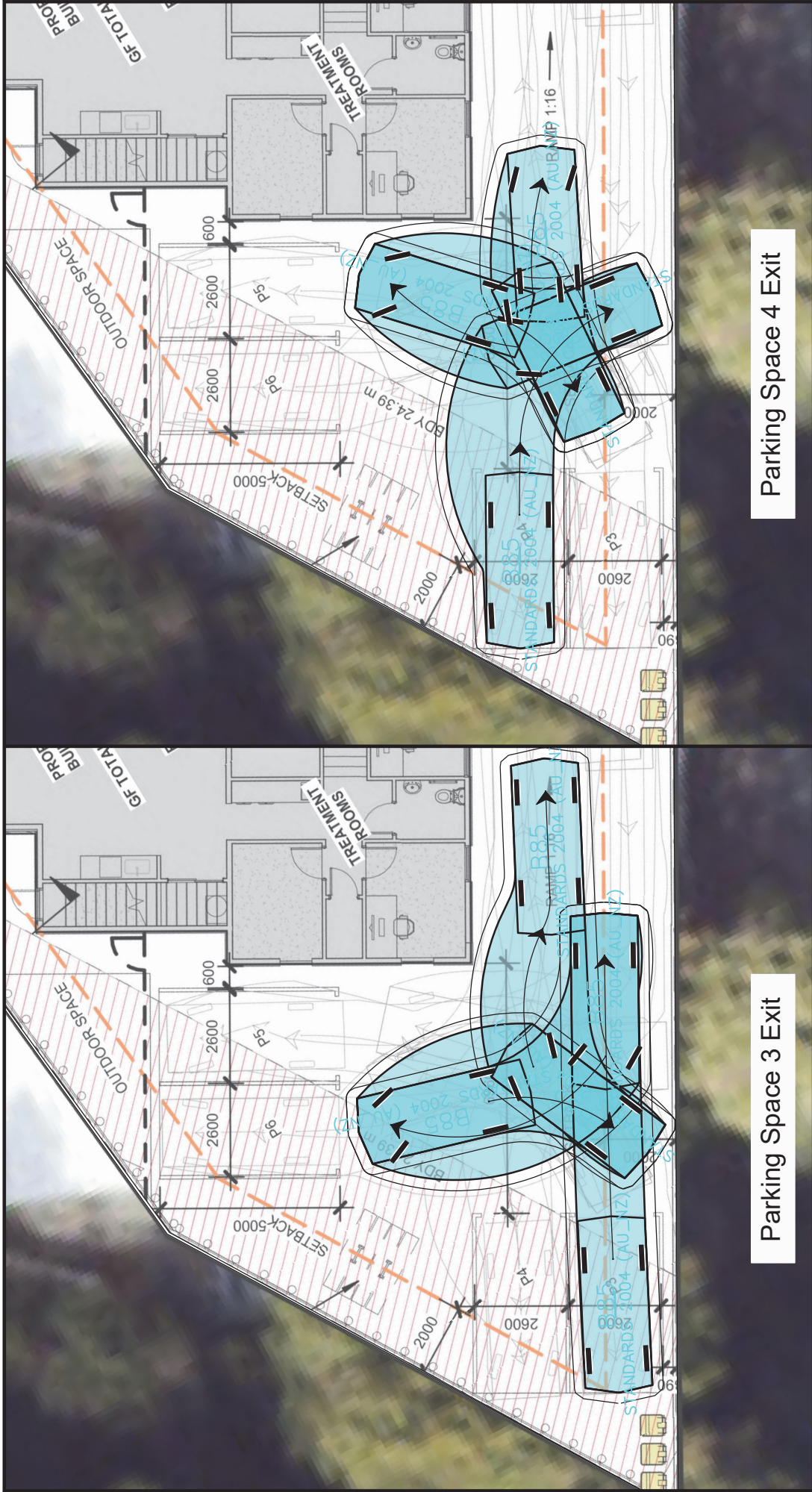


Rule	Assessment	Complies?
<p>c. Accessways into Service Stations shall comply with the following minimum separation distances from other driveways.</p> <p>(i) Between driveways for residential activities - 7.5m</p> <p>(ii) Between driveways for other activities - 15m</p> <p>d. The width of any driveway into a Service Station shall comply with the following:</p> <p>(i) One way - 4.5m min and 6.0m max.</p> <p>(ii) Two way: - 6.0m min and 9.0m max.</p> <p>e. Any one way entrance or exit shall be signposted as such.</p> <p>f. The road boundary of the site shall be bordered by a nib wall or other device to control traffic flows and to clearly define entrance and exit points.</p> <p>g. Pumps shall be located a minimum of 4.5m from the road boundary and 12m from the midpoint of any vehicle crossing at the road boundary. All vehicles shall be clear of the footpath and accessways when stopped for refuelling.</p> <p>h. A minimum path width of 4.5m and a minimum inside turning radius of at least 7.5m shall be provided for vehicles through the service station forecourt, except that for pumps which are not proposed to be used by heavy vehicles, the minimum path width required is 3.5m.</p> <p>i. Tanker access to bulk tank filling positions shall ensure tankers drive in and out in a forward direction, without the need for manoeuvring either on the site or adjacent roadways. Where this cannot be achieved tankers shall be able to be manoeuvred so they can drive out in a forward direction.</p> <p>j. Tankers discharging shall not obstruct the footpath or any part of the site intended for use by vehicles being served at refuelling positions or waiting for service.</p>		

Attachment 5: Car Park Manoeuvring



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	Parking Space 2 Tracking - 85th Percentile Car		Scale @A4 1:100	
	For Resource Consent		Date 07/09/2023	
			By N Fuller	
	Drawing: 0966-007_24_Towne_DWD100X-A		Project # 966-004	



 novogroup <small>PLANNING, DESIGN, DEVELOPMENT</small> Novo Group Limited PO Box 365 Christchurch 8014 NovoGroup.co.nz	24 Towne Place, Queenstown Joe O'Brien		Sheet	0966-007- SK1005-A
	Parking Space 3 & 4 Tracking - 85th Percentile		Scale @A4 1:150	
	For Resource Consent		Date 07/09/2023	
			By N Fuller	
	Drawing:		Project # 966-004	
		0966-007_24_Towne_DWD100X-A		



	24 Towne Place, Queenstown		Sheet	0966-007-
	Joe O'Brien			SK1006-A
	Parking Space 5 Tracking - 85th Percentile Car		Scale @A4 1:150	
	For Resource Consent		Date 07/09/2023	
	Drawing: 0966-007_24_Towne_DWD100X-A		By N Fuller	
Novo Group Limited PO Box 365 Christchurch 8014 NovoGroup.co.nz		Project # 966-004		



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	<div>Parking Space 6 Tracking - 85th Percentile Car</div>		Scale @A4 1:150	
	<div>For Resource Consent</div>		Date 07/09/2023	
			By N Fuller	
	<div>Drawing: 0966-007_24_Towne_DWD100X-A</div>		Project # 966-004	



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	Courier Tracking - 99th Percentile Car		Scale @A4 1:100	
	For Resource Consent		Date 07/09/2023	
			By N Fuller	
	Drawing:		Project # 966-004	
		0966-007_24_Towne_DWD100X-A		



Attachment 6: Existing Potential for Conflicts



The existing potential for conflicts at the intersection with SH6A and along the access have been determined through considering the amount of time that the intersection and the eastern RoW are occupied and therefore blocked by outbound vehicles. The frequency with which inbound vehicles use the eastern RoW is then considered to determine a probability of conflict.

Base Assumptions

For outbound vehicles it is assumed that:

- i. A vehicle travels the 78m eastern RoW at 10km/h, equating to 28 seconds;
- ii. A vehicle departing the RoW (eastern and western) to SH6A has an average delay of 45 seconds at that intersection; and
- iii. The amount of time that the eastern RoW and intersection are blocked is the addition of both of the above.

For inbound vehicles it is assumed that a vehicle travels the 78m eastern RoW at 10km/h, equating to 28 seconds.

Calculation

Outbound Vehicles

Table 1 indicated there would be 8 vehicles per hour departing the eastern access leg. Whilst not all of these would travel the full 78m (as there are accesses along the way), it is assumed that all vehicles travel the full length for simplicity.

The above suggests that the eastern RoW would be occupied by a departing vehicle for 224 seconds in the AM peak hour.

Including both the eastern and western RoW, there are a total of 15 vehicles per hour exiting the intersection in the AM peak hour. This suggests that the intersection would be obstructed for 675 seconds during the AM peak hour.

Combined with the use of the eastern Row, there would be a total of 899 seconds during the AM peak hour when access towards 24 Towne Place would be occupied by a conflicting vehicle. This equates to 25% of the peak hour.

Inbound Vehicles

The only time when an inbound vehicle would occupy the 'conflict' area is when it travels along the eastern RoW. **Table 1** indicated there would be 3 vehicles per hour arriving on the eastern access leg during the AM peak. As such, the inbound vehicles would lead to a conflict for 84 seconds (2% of the peak hour).

Potential for Conflicts

The potential for conflicts along the access is a multiplication of the percentage of the time that the access is occupied by the conflicting vehicles. In this case, the outbound vehicles occupy the conflict area for 25% of the time and inbound vehicles for 2% of the time. This leads to an overall percentage chance of conflict of 0.5%.



Attachment 7: Baseline Scenario Potential for Conflicts



The potential for conflicts under the baseline scenario at the intersection with SH6A and along the access have been determined similar to the calculations in **Attachment 6**. These are set out below.

Base Assumptions

As per **Attachment 6**.

Calculation

Outbound Vehicles

Table 2 indicated there would be 10 vehicles per hour departing the eastern access leg. This suggests that the eastern RoW would be occupied by a departing vehicle for 280 seconds in the AM peak hour.

Including both the eastern and western RoW, there are a total of 17 vehicles per hour exiting the intersection in the AM peak hour. This suggests that the intersection would be obstructed for 765 seconds during the AM peak hour.

Combined with the use of the eastern Row, there would be a total of 1,045 seconds during the AM peak hour when access towards 24 Towne Place would be occupied by a conflicting vehicle. This equates to 29% of the peak hour.

Inbound Vehicles

The only time when an inbound vehicle would occupy the 'conflict' area is when it travels along the eastern RoW.

Table 2 indicated there would be 4 vehicles per hour arriving on the eastern access leg during the AM peak. As such, the inbound vehicles would lead to a conflict for 112 seconds (3% of the peak hour).

Potential for Conflicts

The potential for conflicts along the access is a multiplication of the percentage of the time that the access is occupied by the conflicting vehicles. In this case, the outbound vehicles occupy the conflict area for 29% of the time and inbound vehicles for 3% of the time. This leads to an overall percentage chance of conflict of 0.9%.



Attachment 8: Development Scenario Potential for Conflicts



The potential for conflicts under the development scenario at the intersection with SH6A and along the access have been determined similar to the calculations in **Attachment 6 and Attachment 7**. These are set out below.

Base Assumptions

As per **Attachment 6 & 7**.

Calculation

Outbound Vehicles

Table 3 indicated there would be 13 vehicles per hour departing the eastern access leg. This suggests that the eastern RoW would be occupied by a departing vehicle for 364 seconds in the AM peak hour.

Including both the eastern and western RoW, there are a total of 20 vehicles per hour exiting the intersection in the AM peak hour. This suggests that the intersection would be obstructed for 900 seconds during the AM peak hour.

Combined with the use of the eastern Row, there would be a total of 1,264 seconds during the AM peak hour when access towards 24 Towne Place would be occupied by a conflicting vehicle. This equates to 35% of the peak hour.

Inbound Vehicles

The only time when an inbound vehicle would occupy the 'conflict' area is when it travels along the eastern RoW. **Table 3** indicated there would be 8 vehicles per hour arriving on the eastern access leg during the AM peak. As such, the inbound vehicles would lead to a conflict for 224 seconds (6% of the peak hour).

Potential for Conflicts

The potential for conflicts along the access is a multiplication of the percentage of the time that the access is occupied by the conflicting vehicles. In this case, the outbound vehicles occupy the conflict area for 35% of the time and inbound vehicles for 6% of the time. This leads to an overall percentage chance of conflict of 2.1%.



AFFECTED PERSON'S APPROVAL

FORM 8A



Resource Management Act 1991 Section 95

#

RESOURCE CONSENT APPLICANT'S NAME AND/OR RM #

RM230711



AFFECTED PERSON'S DETAILS

I/We Joe O'Brien and Katie O'Shea

Are the owners/occupiers of

24 Towne place



DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:

Resource Consent to build a dwelling as per the plans prepared by Peak Architectures and to utilize the dwelling as a physio clinic for upto 6 Staff, from 7.30am to 7pm. Mon - Fri and 8am to 2pm Sat.

at the following subject site(s):

24 Towne place (Lot 1 DP568184



I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon me/us.



I/We understand that if the consent authority determines the activity is a deemed permitted boundary activity under section 87BA of the Act, written approval cannot be withdrawn if this process is followed instead.



WHAT INFORMATION/PLANS HAVE YOU SIGHTED



I/We have sighted and initialled ALL plans dated

40 30



APPROVAL OF AFFECTED PERSON(S)

The written consent of all owners / occupiers who are affected. If the site that is affected is jointly owned, the written consent of all co-owners (names detailed on the title for the site) are required.

A	Name (PRINT) Joe O'Brien	
	Contact Phone / Email address 021 2808338 Joe932@gmail.com	
	Signature 	Date 1/11/23

B	Name (PRINT) Katie O'Shea	
	Contact Phone / Email address 021 081 97 997 Katie.O'Shea@live.co.uk	
	Signature 	Date 1/11/23

C	Name (PRINT)	
	Contact Phone / Email address	
	Signature	Date

D	Name (PRINT)	
	Contact Phone / Email address	
	Signature	Date

Note to person signing written approval

Conditional written approvals cannot be accepted.

There is no obligation to sign this form, and no reasons need to be given.

If this form is not signed, the application may be notified with an opportunity for submissions.

If signing on behalf of a trust or company, please provide additional written evidence that you have signing authority.

Waka Kotahi NZ Transport Agency Reference: Application-2023-1123

04/10/2023

Philippa McCann

C/- JPW Consulting Limited
24 Towne Place
Frankton
QUEENSTOWN
9300

Attn: Jake Woodward

Sent via: jake@jakewoodward.co.nz

Dear Jake

PROPOSAL FOR A RESIDENTIAL DWELLING AND HOME OCCUPATION (PHYSIOTHERAPIST OFFICE) – 24 TOWNE PLACE, FRANKTON, QUEENSTOWN– PHILIPPA MCCANN

Thank you for your request for written approval from Waka Kotahi New Zealand Transport Agency (Waka Kotahi). Your client's proposal has been considered as follows:

Proposal

Resource consent is sought for the following activities:

- For the construction of a residential dwelling and associated physiotherapist office at 24 Towne Place, Frankton¹.
The proposal will include the following:
 - The construction of a two-storey dwelling and office.
 - An estimated maximum of 28 customers per day and 6 full time staff.
 - Access to State Highway 6A (SH6A) via an existing Right of Way, Towne Place.
- Waka Kotahi understands that resource consent is required for a non-complying activity under the Proposed Queenstown Lakes District Plan.

Assessment

In assessing the proposed activity, Waka Kotahi notes the following:

- SH6A in this location is a limited access road with an annual average daily traffic of 22794 and a posted speed limit of 50km/hr.
- Crossing Place 82M (CP82M), via Right of Way, Towne Place, provides access to the site. CP82M currently services 22 dwellings.
- Sight distances from CP82M are approximately 113 metres in each direction which exceed the recommended guidelines in the Waka Kotahi Planning Policy Manual (PPM; 2007).
- CP82M does not achieve the recommended PPM distance of 30 m from an accessway to an intersection. However, given the accessway is existing and there have been no safety incidents, Waka Kotahi considers that the proposal will not exacerbate this non-compliance.

¹ Lot 1 DP 568184 and Record of Title 1020545

- The relevant Waka Kotahi teams have assessed the proposal. As a result of this assessment, it has been determined that CP82M is not of a standard to cater for the additional vehicle movements associated with the proposal. As such, Waka Kotahi considers that CP82M needs to be widened 3m to the east and resealed to ensure loose gravel is not tracking onto the state highway network. Conditions 1 and 2 below formalise these recommendations.
- Car parking on the proposal site is intended for clients only and staff will be required to park off site.
- The carpark has been designed to enable on-site manoeuvring so that vehicles are exiting in a forward movement.
- Noise effects can interrupt amenity and enjoyment, as well as the ability to sleep which can have significant impacts on people's health and wellbeing. Given the low speed environment and the location of the site in relation to the state highway network, Waka Kotahi consider that the proposal will not result in adverse noise effects.
- No signage is being proposed as part of this application and an online platform will be relied upon for advertising and directions.
- Subject to the below conditions, Waka Kotahi consider that the proposal will not adversely affect the safety of the state highway network.

Limited Access Road (LAR)

Your client's site adjoins State Highway 6A which is identified as a limited access road. Per Section 91 of the Government Rooding Powers Act 1989, to access your client's site a crossing place authorised by the Waka Kotahi is required. As outlined earlier, access to the site is via CP82M. This crossing place will be updated by Waka Kotahi in due course following the completion of accessway works.

Conditions

In discussion with Waka Kotahi your client has agreed to include the following conditions as part of your client's resource consent application. The legal name of Waka Kotahi is the New Zealand Transport Agency; therefore our full legal name is referred to in the conditions and approval.

1. Crossing Place 82M shall be resealed and extended 3 metres to the east in accordance with the Access Alteration Plan '0966-007-SK1009-A' dated 07/06/2023. The drainage as part of the extension shall be consistent with the adjacent drainage treatment. These works shall be undertaken to the satisfaction of the New Zealand Transport Agency Network Manager.
2. Prior to the occupation of the building the consent holder shall provide to Council, correspondence from the New Zealand Transport Agency confirming that works in the state highway, including the upgrade of Crossing Place 82M, have been constructed to the New Zealand Transport Agency standards.

Determination

On the basis of the above assessment of the proposed activity, and the conditions volunteered by the applicant, Waka Kotahi provides written approval under Section 95E of the Resource Management Act 1991.

Advice Notes

Before you undertake any physical work on the state highway, including the formation or upgrade of any vehicle crossing, you are legally required to apply to Waka Kotahi for a Corridor Access Request (CAR)/Work Access Permit (WAP) and for that request to be approved.

Please submit your CAR to the Waka Kotahi CAR Manager via www.submitica.com or www.beforeudig.co.nz a minimum of fourteen working days prior to the commencement of any works on the state highway; longer is advised for complex works.

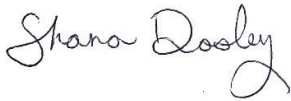
As the property has access to a limited access road, once the works have been completed to the satisfaction of Waka Kotahi New Zealand Transport Agency's Network Manager, a crossing place notice/s per Section 91 of the Government Roothing Powers Act 1989 will be registered on the title confirming the legal establishment of the crossing place.

Expiry of this approval

Unless resource consent has been obtained this approval will expire two years from the date of this approval letter. This approval will lapse at that date unless prior agreement has been obtained from Waka Kotahi.

If you have any queries regarding the above or wish to discuss matters further, please contact Shana Dooley or Environmental Planning via email at Shana.Dooley@nzta.govt.nz or EnvironmentalPlanning@nzta.govt.nz.

Yours sincerely



Shana Dooley
Planner

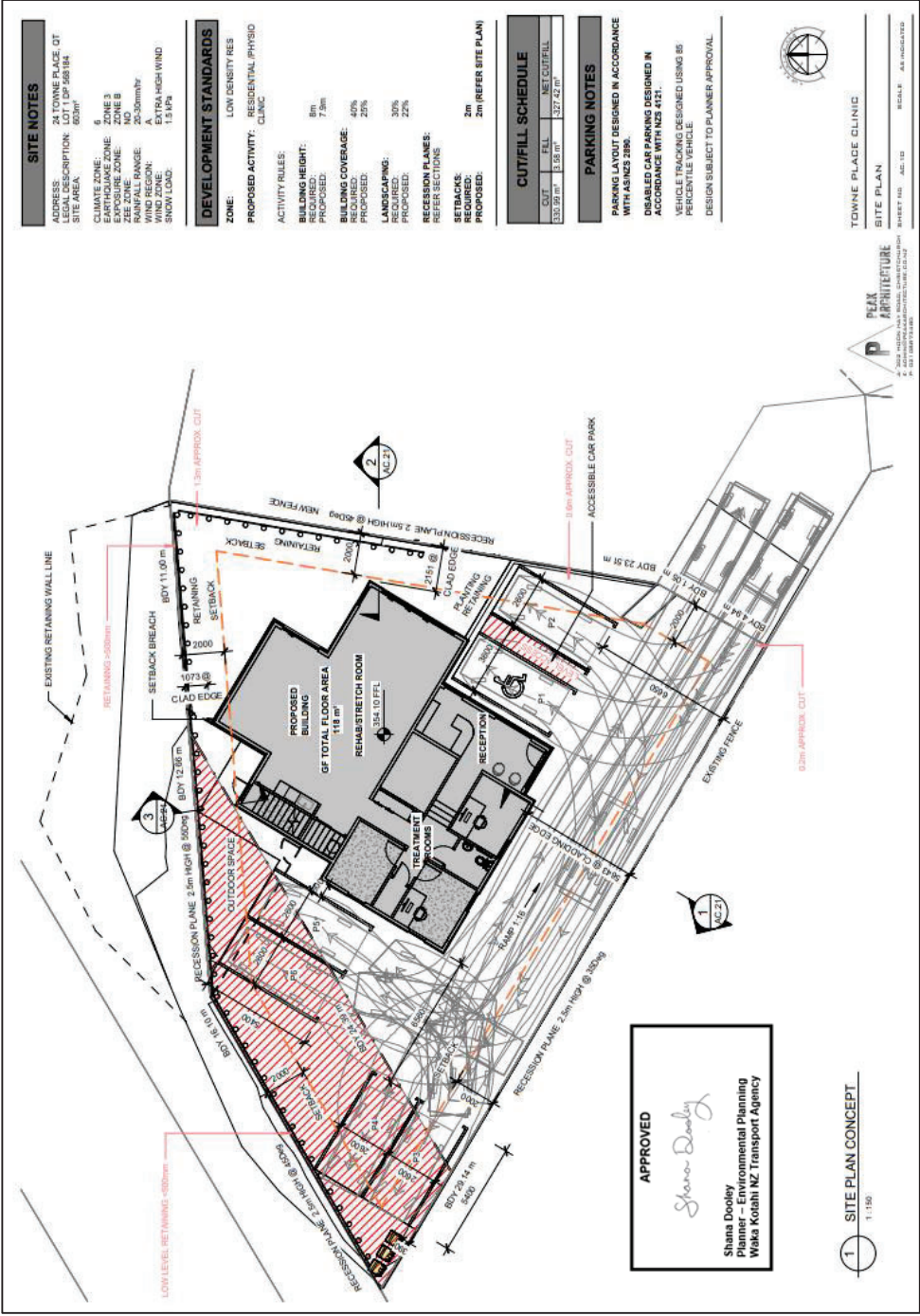
Poutiaki Taiao | Environmental Planning, System Design, on behalf of Waka Kotahi NZ Transport Agency.

cc: Robert Choveaux, System Manager, via Robert.Choveaux@nzta.govt.nz
Aspiring Highways, NOC Contractor, via customer@aspiringhighways.co.nz
Queenstown Lakes District Council, via resourceconsent@qldc.govt.nz

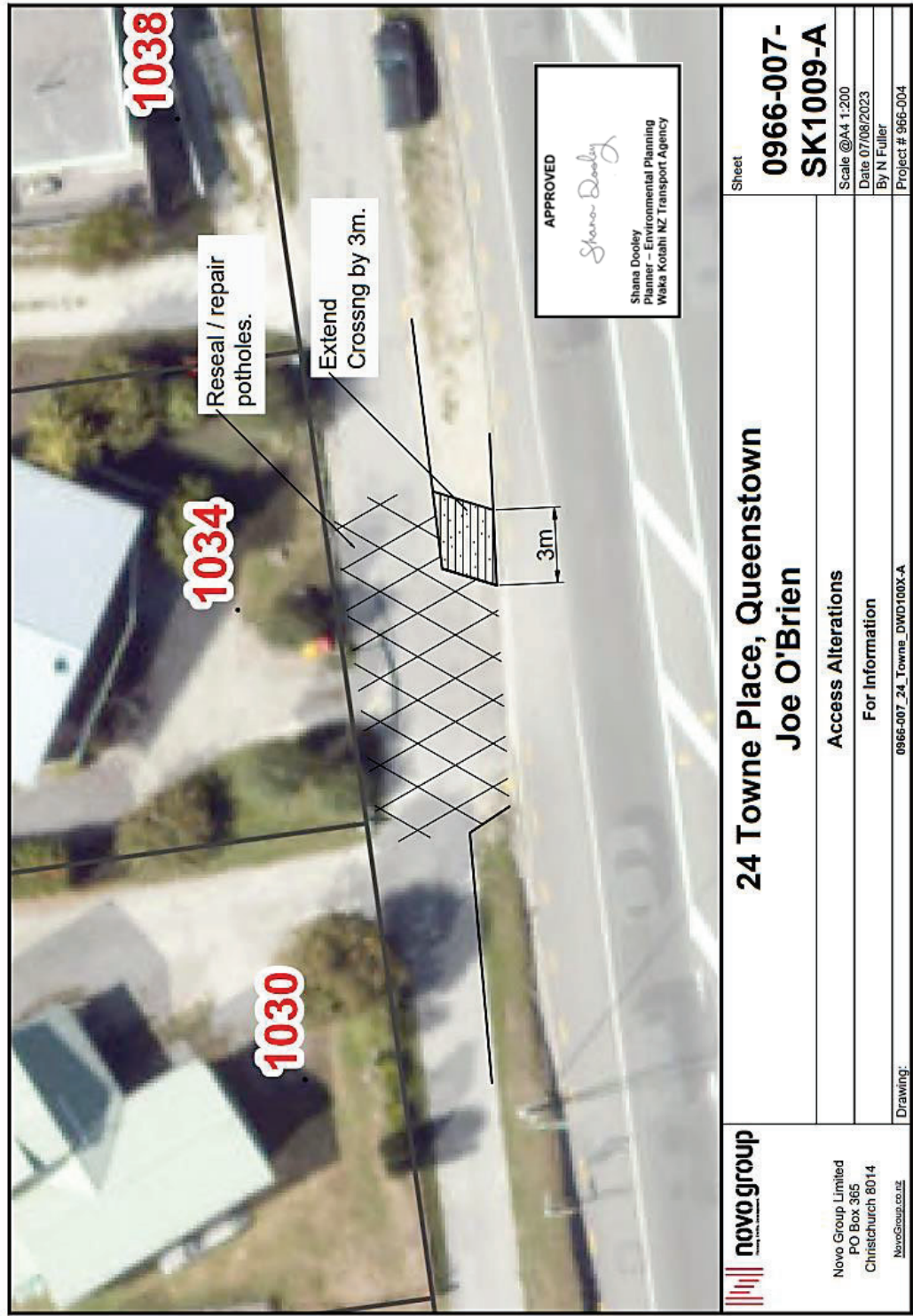
Enclosed:

- Attachment 1: Proposed Scheme Plan
- Attachment 2: Proposed Accessway Design

Attachment 1: Proposed Scheme Plan



Attachment 2: Proposed Accessway Design



Dear Neighbour,

My name is Joe O'Brien and I am looking to build my new house at 24 Towne Place, Queenstown.

I am also a qualified Physiotherapist and I would like to operate a small clinic from the Ground Floor of my new House.

Please see **attached** the architectural plans of my new Dwelling. You will see my plan to include a few treatment rooms on the ground floor, and my small apartment of the first floor.

Initially it would just be myself & 1 other staff member operating out of the clinic. In the long term, I see my clinic providing for up to a maximum of 6 staff (one receptionist, and 5 physiotherapists) they would be split across the week and never all at once, We are proposing for our clinic to operate as follows:

- Monday to Friday: 7.30am to 7.00pm;
- Saturday: 8.00am to 2.00pm; and
- Sunday and Public Holidays: Closed

I will live here with my partner in the small apartment on the first floor and we aim to run a high end, and highly regarded practice for the Queenstown Community. Our practice will not be noisy as we provide a professional and intimate service to our customers and will fully respect the amenity and peace of our neighbours. We think our practice will make a good neighbour to you.

We are looking to obtain resource consent and we would like to reach out to you and see if you would be comfortable with providing us with your written approval. If so, please may we ask that you sign the following documents:

- This letter (your initials at the bottom will be fine);
- The APA form attached; and
- Initial each page of our plans.

We appreciate this may be a big ask, and so we fully invite you to have a coffee or cup of tea with us if you have any questions. My contact details are:

- 021 280 3338
- Joe932@gmail.com

If possible, I would be keen to get my build underway and so I would like to ask if you could let me know by no later than **20 June 2023** if you are happy to provide approval.

I thank you for your time in reading my letter and if you would like to discuss my plans further, please call me or send me an email.

Yours sincerely,

Joe O'Brien

24 Towne Place, Queenstown

16/06/2023
JMO
nm



AFFECTED PERSON'S APPROVAL

FORM 8A

Resource Management Act 1991 Section 95



RESOURCE CONSENT APPLICANT'S NAME AND/OR RM

Joe O'Brien - 24 Towne Place, Queenstown



AFFECTED PERSON'S DETAILS

I/We

Are the owners/occupiers of

Keren Jayne McKinnon-Bennetts & Eileen Leigh McKinnon
1052 and 1054 Unit 1 & 2 Frankton Rd
Queenstown



DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:

Resource consent to build a dwelling as per the Plans prepared by Peak Architecture Ltd and to utilise the dwelling as a Physio for up to 6 staff, from 7.30am to 7pm Mon-Fri and 8am to 2pm Saturday. Closed on Sunday.

at the following subject site(s):

24 Towne Place (Lot 1 DP568184)



PLEASE TICK

I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon me/us.



PLEASE TICK

I/We understand that if the consent authority determines the activity is a deemed permitted boundary activity under section 87BA of the Act, written approval cannot be withdrawn if this process is followed instead.



WHAT INFORMATION/PLANS HAVE YOU SIGHTED



PLEASE TICK

I/We have sighted and initialled ALL plans dated 16/06/23 and approve them.

16/06/23

Handwritten signature



APPROVAL OF AFFECTED PERSON(S)

The written consent of all owners / occupiers who are affected. If the site that is affected is jointly owned, the written consent of all co-owners (names detailed on the title for the site) are required.

A

Name (PRINT)

Janeen Leigh McSkimming

Contact Phone / Email address

027 688 1095

scott.janeen@xtra.co.nz

Signature

Janeen McSkimming

Date

17/06/23

B

Name (PRINT)

Keren McSkimming-Bennetts

Contact Phone / Email address

029 269 5263

Keren.mcskimming@xtra.co.nz

Signature

Keren McSkimming-Bennetts

Date

16/06/23

C

Name (PRINT)

Contact Phone / Email address

Signature

Date

D

Name (PRINT)

Contact Phone / Email address

Signature

Date

Note to person signing written approval

Conditional written approvals cannot be accepted.

There is no obligation to sign this form, and no reasons need to be given.

If this form is not signed, the application may be notified with an opportunity for submissions.

If signing on behalf of a trust or company, please provide additional written evidence that you have signing authority.



QUEENSTOWN
LAKES DISTRICT
COUNCIL

Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348
Gorge Road, Queenstown 9300

P: 03 441 0499
E: resourceconsent@qldc.govt.nz
www.qldc.govt.nz

Janeen McSkimming

DRAWING LIST CONCEPT		
No	SHEET NAME	
AC.00	TITLE	
AC.02	RENDERS	
AC.03	RENDERS	
AC.04	RENDERS	
AC.10	SITE PLAN	
AC.11	FLOOR PLANS	
AC.20	ELEVATIONS	
AC.21	SECTIONS	
AC.30	SECTION	



PROJECT
TOWNE PLACE CLINIC
JOE OBRIEN
24 TOWNE PLACE

TITLE
TITLE

DRAWING STATUS
RESOURCE CONSENT

16/06/2023
fms
w



TOWNE PLACE CLINIC

RENDERS

PEAK
ARCHITECTURE
1000 S. 10TH AVE. SUITE 100
DENVER, CO 80202
P: 303.888.7248

SHEET NO. A-002 SCALE 1:1

16/06/23
ymk
6



TOWNE PLACE CLINIC

RENDERS



PEAK
ARCHITECTURE
1700 BROADWAY, SUITE 200
KALAMAZOO, MI 49001
P: 269.333.7248

SHEET NO. A004

SCALE

1:1

16/06/23
JML

W

SITE NOTES

ADDRESS: 24 TOWNE PLACE, QT
LEGAL DESCRIPTION: LOT 1 DP 568184
SITE AREA: 603m²

CLIMATE ZONE: 8
EXPOSURE ZONE: ZONE 3
ZEE ZONE: NO
RAINFALL RANGE: 20-30mm/yr
WIND REGION: A
WIND ZONE: EXTRA HIGH WIND
SNOW LOAD: 1.5 kPa

DEVELOPMENT STANDARDS

ZONE: LOW DENSITY RES
PROPOSED ACTIVITY: RESIDENTIAL /PHYSIO CLINIC

ACTIVITY RULES:

BUILDING HEIGHT:
REQUIRED: 8m
PROPOSED: 7.9m
BUILDING COVERAGE:
REQUIRED: 40%
PROPOSED: 25%
LANDSCAPING:
REQUIRED: 30%
PROPOSED: 22%

RECESSION PLANES:
REFER SECTIONS

SETBACKS:
REQUIRED: 2m
PROPOSED: 2m (REFER SITE PLAN)

CUT/FILL SCHEDULE

CUT	FILL	NET CUT/FILL
330.95 m ³	3.55 m ³	-327.42 m ³

PARKING NOTES

PARKING LAYOUT DESIGNED IN ACCORDANCE WITH AS/NZS 2890.
DISABLED CAR PARKING DESIGNED IN ACCORDANCE WITH NZS 4121.
VEHICLE TRACKING DESIGNED USING 85 PERCENTILE VEHICLE.
DESIGN SUBJECT TO PLANNER APPROVAL.

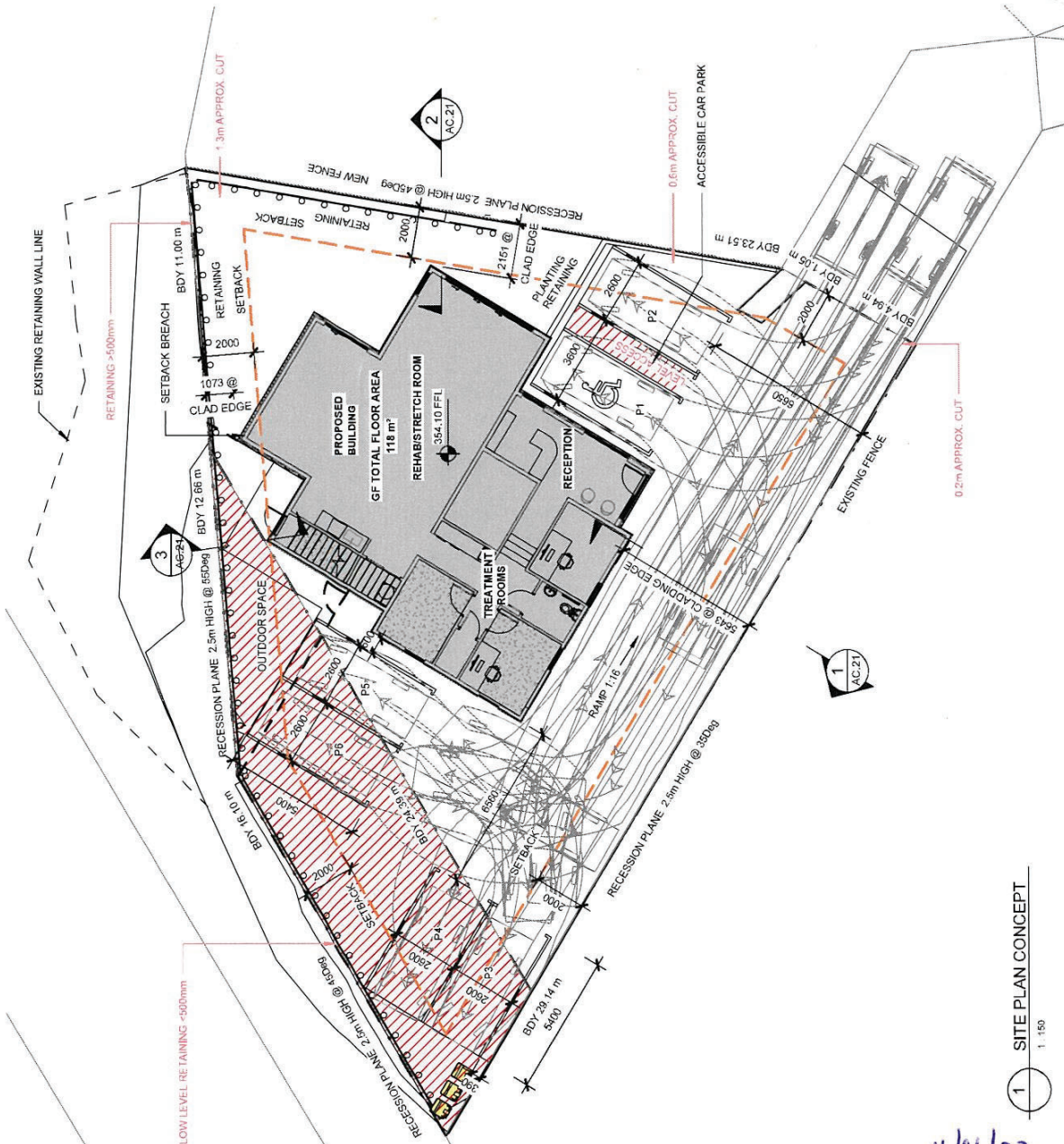


TOWNE PLACE CLINIC

SITE PLAN

SP-ET-NO AC-10 SCALE AS INDICATED

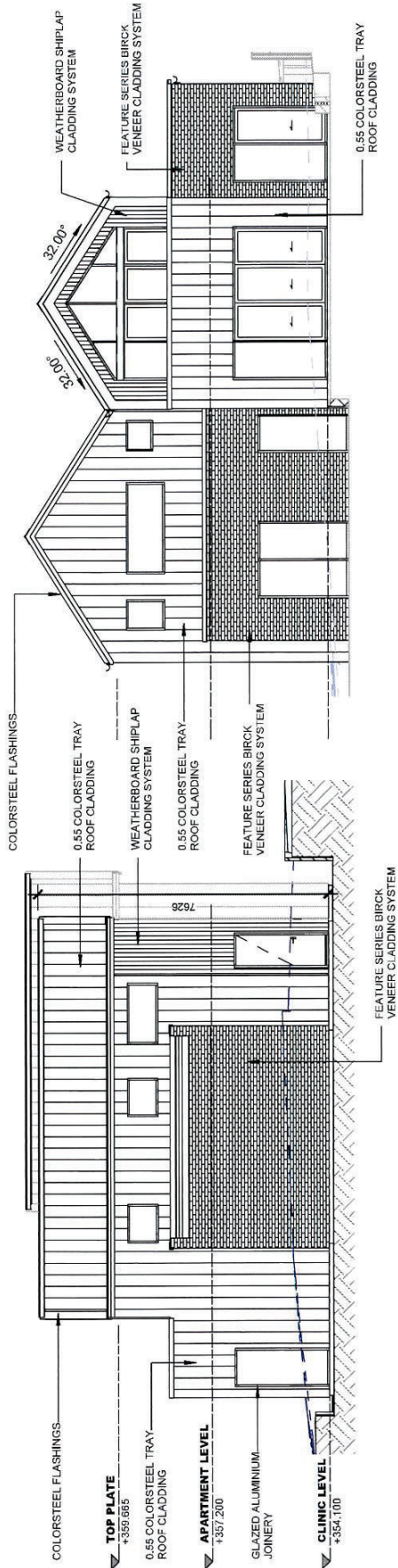
PEAK ARCHITECTURE
P. 031 08873480



1 SITE PLAN CONCEPT

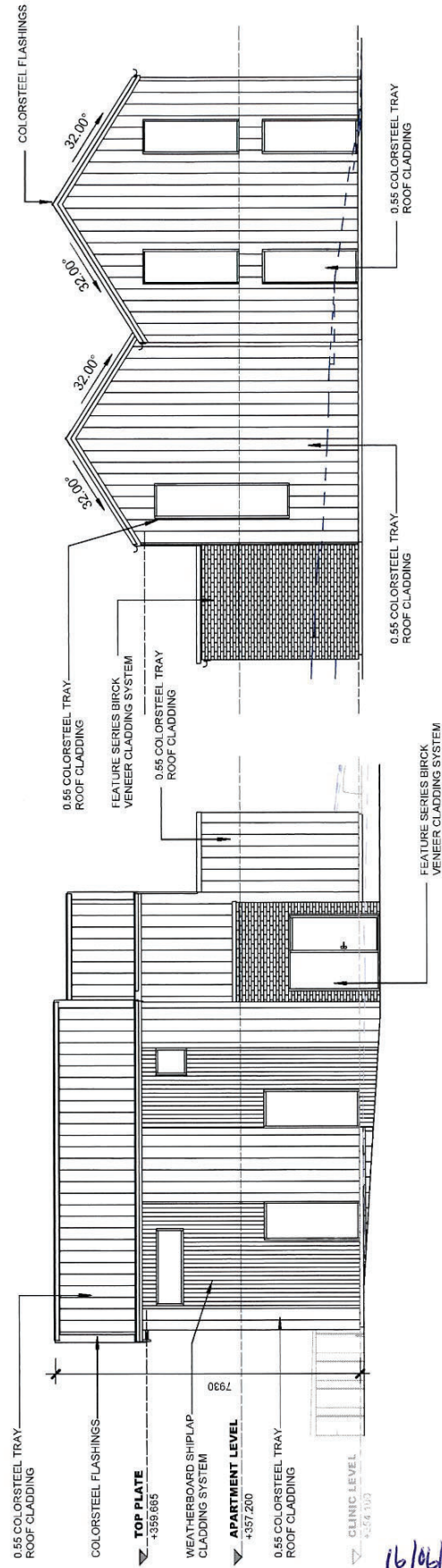
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16/06/23
fmrk



1 NORTH EAST ELEVATION
A1.11 1:100

2 SOUTH EAST ELEVATION
A1.11 1:100



3 SOUTH WEST ELEVATION
A1.11 1:100

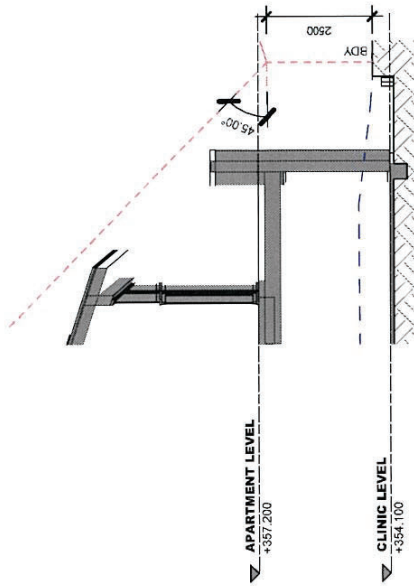
4 NORTH WEST ELEVATION
A1.11 1:100

TOWNE PLACE CLINIC

ELEVATIONS

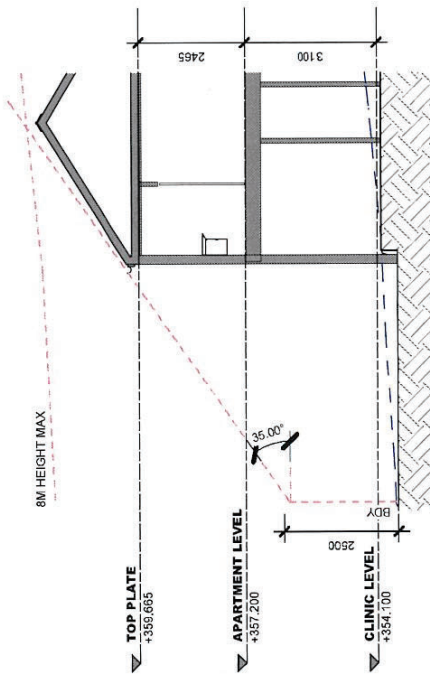
PEAK ARCHITECTURE

1250 DUNDAS STREET WEST, SUITE 200, TORONTO, ONTARIO M6H 1B5
 P: (416) 593-7488 F: (416) 593-7489
 SHEET NO: AC-20 SCALE: 1:100



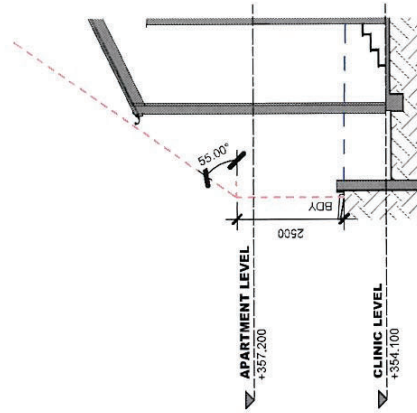
2 SOUTH EAST RECESSION PLANE

1:100



1 SOUTH WEST RECESSION PLANE

1:100



3 NORTH EAST RECESSION PLANE

1:100

TOWNE PLACE CLINIC

SECTIONS

SH-EET NO AC-2.1 SCALE 1:100



16/06/23
16/06/23

16/06/23



16/06/23
JMA

302 MOON HAY ROAD, CHRISTCHURCH ADMINISTRATIVE ARCHITECTURE CO NZ	SHEET NO	AC.00	SCALE	1 : 50
----------------------------------------------------------------------	----------	-------	-------	--------

Dear Neighbour,

My name is Joe O'Brien and I am looking to build my new house at 24 Towne Place, Queenstown.

I am also a qualified Physiotherapist and I would like to operate a small clinic from the Ground Floor of my new House.

Please see **attached** the architectural plans of my new Dwelling. You will see my plan to include a few treatment rooms on the ground floor, and my small apartment of the first floor.

Initially it would just be myself & 1 other staff member operating out of the clinic. In the long term, I see my clinic providing for up to a maximum of 6 staff (one receptionist, and 5 physiotherapists) they would be split across the week and never all at once, We are proposing for our clinic to operate as follows:

- Monday to Friday: 7.30am to 7.00pm;
- Saturday: 8.00am to 2.00pm; and
- Sunday and Public Holidays: Closed

I will live here with my partner in the small apartment on the first floor and we aim to run a high end, and highly regarded practice for the Queenstown Community. Our practice will not be noisy as we provide a professional and intimate service to our customers and will fully respect the amenity and peace of our neighbours. We think our practice will make a good neighbour to you.

We are looking to obtain resource consent and we would like to reach out to you and see if you would be comfortable with providing us with your written approval. If so, please may we ask that you sign the following documents:

- This letter (your initials at the bottom will be fine);
- The APA form attached; and
- Initial each page of our plans.

We appreciate this may be a big ask, and so we fully invite you to have a coffee or cup of tea with us if you have any questions. My contact details are:

- 021 280 3338
- Joe932@gmail.com

If possible, I would be keen to get my build underway and so I would like to ask if you could let me know by no later than **20 June 2023** if you are happy to provide approval.

I thank you for your time in reading my letter and if you would like to discuss my plans further, please call me or send me an email.

Yours sincerely,

Joe O'Brien

24 Towne Place, Queenstown

W. O'Brien



AFFECTED PERSON'S APPROVAL

FORM 8A

Resource Management Act 1991 Section 95



RESOURCE CONSENT APPLICANT'S NAME AND/OR RM

Joe O'Brien - 24 Towne Place, Queenstown



AFFECTED PERSON'S DETAILS

I/We DAVID ALLAN & MARILYN LEONIE STRANG

Are the owners/occupiers of

16 TOWNE PLACE, FRANKTON, QUEENSTOWN.



DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:

Resource consent to build a dwelling as per the Plans prepared by Peak Architecture Ltd and to utilise the dwelling as a Physio for up to 6 staff, from 7.30am to 7pm Mon-Fri and 8am to 2pm Saturday. Closed on Sunday.

at the following subject site(s):

24 Towne Place (Lot 1 DP568184)



I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon me/us.



I/We understand that if the consent authority determines the activity is a deemed permitted boundary activity under section 87BA of the Act, written approval cannot be withdrawn if this process is followed instead.



WHAT INFORMATION/PLANS HAVE YOU SIGHTED



I/We have sighted and initialled ALL plans dated and approve them.

W. Strang. D. Strang



APPROVAL OF AFFECTED PERSON(S)

The written consent of all owners / occupiers who are affected. If the site that is affected is jointly owned, the written consent of all co-owners (names detailed on the title for the site) are required.

DAVID ALLAN & MARILYN LEONIE STRANG.

Name (PRINT)

Contact Phone / Email address

03 2469 516.

2 June 2023.

Signature

Date

Name (PRINT)

Contact Phone / Email address

Signature

Date

Name (PRINT)

Contact Phone / Email address

Signature

Date

Name (PRINT)

Contact Phone / Email address

Signature

Date

Note to person signing written approval

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Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348
Gorge Road, Queenstown 9300

P: 03 441 0499
E: resourceconsent@qldc.govt.nz
www.qldc.govt.nz

DRAWING LIST CONCEPT	
No	SHEET NAME
AC.00	TITLE
AC.02	RENDERS
AC.03	RENDERS
AC.04	RENDERS
AC.10	SITE PLAN
AC.11	FLOOR PLANS
AC.20	ELEVATIONS
AC.21	SECTIONS
AC.30	SECTION



PEAK

ARCHITECTURE

14-102 HICKMAN ROAD, CHRISTCHURCH

17 ADVANCEPEAKARCHITECTURE.CO.NZ

PH: 021 088724893

PROJECT

TOWNE PLACE CLINIC

JOE OBRIEN

24 TOWNE PLACE

TITLE

TITLE

DRAWING STATUS

RESOURCE CONSENT



TOWNE PLACE CLINIC

RENDERS

SHEET NO. AC.02 SCALE 1:1



ms. 12th.



TOWNE PLACE CLINIC

RENDERS

SHEET NO. AC.03 SCALE 1:1



ms

Lat



TOWNE PLACE CLINIC

RENDERS

SHEET NO. AC.04 SCALE 1:1



Dist. w

SITE NOTES

ADDRESS: 24 TOWNE PLACE, QT
 LEGAL DESCRIPTION: LOT 1 DP 568184
 SITE AREA: 603m²

CLIMATE ZONE: 6
 EARTHQUAKE ZONE: 3
 EXPOSURE ZONE: 2
 RAINFALL RANGE: 20-30mm/yr
 WIND REGION: A
 WIND ZONE: EXTRA HIGH WIND
 SNOW LOAD: 1.5 MPa

DEVELOPMENT STANDARDS

ZONE: LOW DENSITY RES

PROPOSED ACTIVITY: RESIDENTIAL / PHYSIO CLINIC

ACTIVITY RULES:

BUILDING HEIGHT:
 REQUIRED: 8m
 PROPOSED: 7.9m

BUILDING COVERAGE:
 REQUIRED: 40%
 PROPOSED: 25%

LANDSCAPING:
 REQUIRED: 30%
 PROPOSED: 22%

RECESSION PLANES:
 REFER SECTIONS

SETBACKS:
 REQUIRED: 2m
 PROPOSED: 2m (REFER SITE PLAN)

CUT/FILL SCHEDULE		
CUT	FILL	NET CUT/FILL
330.99 m ³	3.56 m ³	-327.42 m ³

PARKING NOTES

PARKING LAYOUT DESIGNED IN ACCORDANCE WITH AS/NZS 2890.

DISABLED CAR PARKING DESIGNED IN ACCORDANCE WITH NZS 4121.

VEHICLE TRACKING DESIGNED USING 85 PERCENTILE VEHICLE.

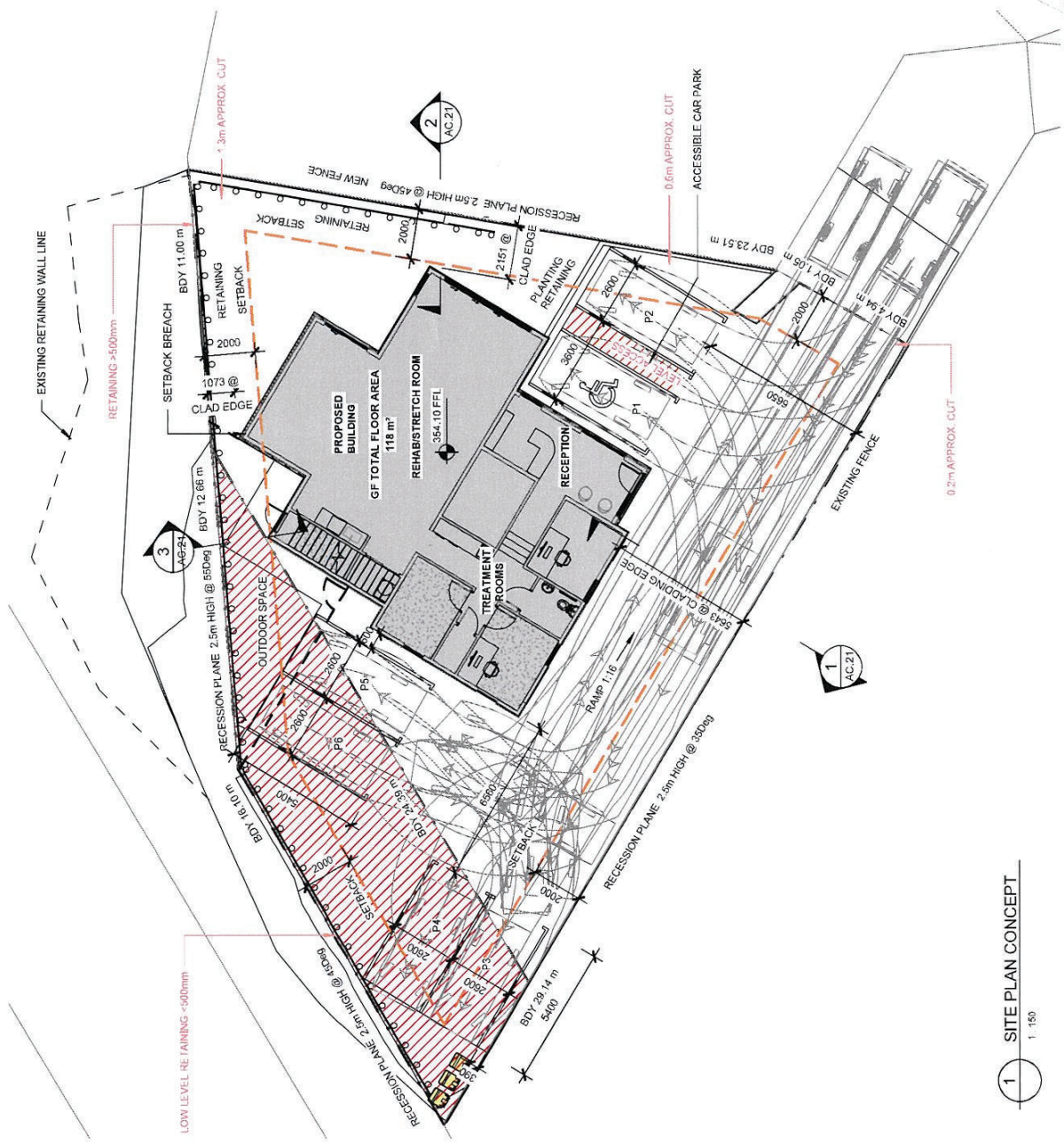
DESIGN SUBJECT TO PLANNER APPROVAL.



TOWNE PLACE CLINIC

SITE PLAN

SH-ET-NO AC-10 SCALE: AS INDICATED



1 SITE PLAN CONCEPT
 1:150

PEAK ARCHITECTURE
 P-2024-HQDN-HAS-BDPS-CHURCH-URDN
 P-031088724-90

Lat. us

