

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER OF Queenstown Lakes Proposed District Plan –
Upper Clutha Mapping Hearing

**FURTHER EVIDENCE – IAN GREAVES ON BEHALF OF VARINA PROPRIETY LIMITED
(#591)**

Dated: 9 June 2017

- 1.1. I was asked by the Panel at the Varina Propriety hearing on the PDP submission #591 to reconsider my recommended plan provisions in light of questions from the Panel during the course of the hearing. As a result, I propose the following amended provisions (added text underlined and deleted text ~~strike through~~).

Objective – *New commercial and visitor accommodation opportunities are provided for within the Wanaka Town Centre Transition Overlay in a manner that contributes to the Town Centres vitality and also safeguards the amenity of the adjoining residential zones.*

Policies

- i. *Commercial buildings to provide a quality built form which activates and integrates with the street environment and complements the existing patterns of development within the Town Centre.*
- ii. *Minimise conflicts between the Wanaka Town Centre Transition Overlay and the adjoining residential zone by avoiding high levels of night time noise being generated within the zone and controlling the height, setback distances and design of buildings at the zone boundary*
- iii. *~~To promote an integrated approach to traffic management in the Wanaka Town Centre Transition Overlay including minimising vehicle access and car parking.~~ To minimise vehicle access onto Brownston Street by future developments making provision for the creation of a rear access lane.*
- iv. *To recognise that an increase in car parking demand will be created by development in the Wanaka Town Centre Transition Overlay and promote the shared use of existing and new parking facilities for new development, to avoid small independent car parking areas being established with the zone, alongside complementary strategies to promote other travel modes and to reduce overall demand for car travel.*

13.4.4 Buildings

**Discretion is restricted to consideration of all of the following: external appearance, materials, signage platform, lighting, impact on the street (to be guided by the Wanaka Town Centre Character Guideline 2011), ~~and~~ natural hazards and car parking demand,*

access, loading and traffic generation in the Wanaka Town Centre Transition Overlay to ensure that:

- *The design of the building blends well with and contributes to an integrated built form;*
- *The external appearance of the building is sympathetic to the surrounding natural and built environment. The use of stone, schist, plaster or natural timber is encouraged;*
- *The views along a street or of significant view-shafts have been considered and responded to;*
- *The building facade provides an active interface to open space on to which it fronts, and the detail of the facade is sympathetic to other buildings in the vicinity, having regard to:*
 - a. Building materials;*
 - b. Glazing treatment;*
 - c. Symmetry;*
 - d. External appearance;*
 - e. Human scale; and*
 - f. Vertical and horizontal emphasis; and*
- *Storage areas are appropriately located and screened; and*
- *Where a site is subject to any natural hazard and the proposal results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses the nature and degree of risk the hazard(s) pose to people and property, whether the proposal will alter the risk to any site, and the extent to which such risk can be avoided or sufficiently mitigated.*
- *Car parking demand, access, loading and traffic generation in the Wanaka Town Centre Transition Overlay are considered in an integrated manner with the Town Centre Zone and responded to.*
- *A rear access lane is created for those developments fronting Brownston Street within the Wanaka Town Centre Transition Overlay.*

13.5.1 Setbacks and sunlight access – sites adjoining a Residential zone

13.5.1.1 Buildings shall not project beyond a recession line constructed at an angle of 34° inclined towards the site from points 3m above any Residential Zone boundary.

13.5.1.2 Where a site adjoins a Residential Zone all buildings shall be set back not less than 3m with the exception of the Wanaka Town Centre Transition Overlay where the setback shall be 5m.

13.5.10 Noise

Wanaka Town Centre Transition Overlay

13.5.10.6 Sound* from activities in the Wanaka Town Centre Transition Overlay Zone shall not exceed the following noise limits at any point within any residential zone or at the site boundary of any residential unit contained within the zone that was established prior to the Plan becoming operative:

- a. Daytime (0800 to 2200hrs) 50 dB LAeq(15 min)
- b. Night-time (2200 to 0800hrs) 40 dB LAeq(15 min)
- c. Night-time (2200 to 0800hrs) 75 dB LAFmax

or the following limits at any point-site within this zone that does not contain an existing residential unit established prior to the Plan becoming operative and any site within the Wanaka Town Centre Zone:

- a. Daytime (0800 to 2200hrs) 60 dB LAeq(15 min)
- b. Night-time (2200 to 0800hrs) 50 dB LAeq(15 min)
- c. Night-time (2200 to 0800hrs) 75 dB LAFmax

*measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802:2008

The Rear Lane and Car Parking

- 1.2. The Panel highlighted during the course of the hearing that the proposed provisions recommended by this submission provide little assurance that the proposed rear lane promoted by Ms Corson and the reduction in the number of small independent car parks with access points on Brownston Street recommended by Mr Carr and Ms Corson would eventuate. I accept this point and the changes I have recommended above create a stronger policy direction and rule framework to better achieve these outcomes.

- 1.3. Proposed Policy iii creates a clear policy direction that access points on Brownston should be minimised with developments to make provision for a rear access lane. This policy is reinforced by a new matter of discretion incorporated into Rule 13.4.4 which gives Council discretion over the rear lane through the resource consent process. I have reflected on the notion of incorporating a structure plan depicting the rear lane into the PDP. Whilst this would be a secure method to achieve this outcome I prefer the recommended policy and rule framework which allows a degree of flexibility in the way this access arrangement is located, designed and achieved. In particular I highlight an issue where the depth of the TCTO is reduced where the zone abuts Helwick Street. The alignment of the rear lane at this location would benefit from consideration of future building layout to achieve the lane proposition.
- 1.4. The proposed change to Policy iv provides a direct avoidance policy framework to remove the risk of a number of small independent car parks from being established within this zone. Consideration of the wider car parking implications within the zone remains a matter of discretion for assessment under Rule 13.4.4.

Noise Rule

- 1.5. The Panel highlighted that my recommended amendments to Rule 13.5.10 provide a 50dba permitted night time noise limit for noise received at any existing residential units contained within the proposed zone. I had overlooked this issue and upon reflection propose an amendment to Rule 13.5.10 that would ensure any existing residential units (established prior to the PDP becoming operative) have the protection of a 40dba night time noise limit. A 40dba night time noise limit is recommended to be consistent with the PDP night time noise limit within other residential zones. This recognises that many of existing residential units in the zone are unlikely to be fitted with noise reducing features that new residential developments within a Town Centre setting are likely to have.

Recession Plane

- 1.6. The Panel asked me to confirm the permitted height of a building established at the proposed 5m setback when applying the 34-degree recession plane under Rule 13.5.1.1. The answer to this question is 6.37m.

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