

ORCHARD ROAD & RIVERBANK ROAD WĀNAKA LOWER DENSITY SUBURBAN RESIDENTIAL ZONE (LDSRZ)
s32AA Further Evaluation

a) Options

<i>Broad Options Considered</i>	
<p>1. Retain the Rural Zoning as notified and confirmed in Council decisions in Stage 1 of the PDP</p>	<p>Retaining the Rural zoning of this land would not provide the most efficient use for the land and runs the risk of adhoc subdivision occurring, reducing the ability to consider the land comprehensively.</p> <p>The relative proximity of the land to Wānaka, and it being directly adjoined to land already zoned LDSRZ means it is a logical location for urban development to occur. There would be costs associated with delaying the re-zoning of the land to LDSRZ in terms of lost additional residential capacity and risk of subdivision fragmentation, making the land less efficient to develop and impairing the ability to achieve residential density and a good subdivision design in the future.</p>
<p>2. Relocate the urban growth boundary to Riverbank Road and re-zone the land to LDSRZ (no structure plan)</p>	<p>This option recognises the strategic location of the site and the opportunity to use the land to contribute to the residential growth of Wānaka, in a logical manner. The Independent Hearings Panel identified the land as being of key strategic significance to Wānaka, being the logical next expansion of urban Wānaka¹. From an infrastructure/servicing perspective, feasible options are available to service the increased demand that would result from the rezoning, and relocation of the urban growth boundary.</p> <p>Given there are several land ownerships in this area, ensuring key road and pedestrian linkages are delivered through the broader site is likely to be challenging without a structure plan directing these elements. Without a Structure Plan, there is the risk of a less coordinated and connected form of residential development across the land.</p>
<p>3. Relocate the urban growth boundary to Riverbank Road, re-zone the land to LDSRZ and utilise a</p>	<p>This option has the benefits of Option 2 but also, through the use of a structure plan, will ensure key road, access and pedestrian connections can be delivered across the area. The Structure Plan also ensures streamlined integration of the site with the neighbouring land (Orchard Rd), also to be developed, and subject to a separate structure plan.</p>

¹ Decision Report 16.2 Upper Clutha Mapping Urban Wanaka and Lake Hawea at [210] and [218]-[219].

structure plan to guide development	There will be some limited cost associated with having an additional layer of control via a structure plan, however given there are a number of landowners involved, this cost is considered to be outweighed by the benefits of achieving coordinated and well-designed development across multiple sites.
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b) Conclusion: Options

Option 3 is considered the most appropriate option.

c) Evaluation of Proposed Objective (section 32(1)(a)):

<i>Proposed Objective</i>	<i>Appropriateness</i>
<i>Subdivision of the Lower Density Suburban Residential Zone on the north west side of Riverbank Road has integrated internal roading connections and pedestrian and cycle access along and adjacent to Orchard Road and Riverbank Road.</i>	<p>Supports the purpose of the RMA through enabling people and communities to provide for their social and cultural well-being.</p> <p>The objective recognises the importance of the need for a coordinated and planned approach to development of the land. Given there are several landowners this objective will ensure careful consideration is given to connectivity between the land ownerships.</p> <p>Includes a focus on high quality planning and development which contributes to s5(2)(c) of the RMA.</p> <p>Supports SO 3.2.2: <i>Urban growth is managed in a strategic and integrated manner</i> and SO 3.2.3: <i>A quality built environment taking into account the character of individual communities</i></p> <p>Supports Chapter 4, in particular Objective 4.2.1 and its associated policies.</p>

d) Evaluation of the Proposed Provisions (section 32(1)(b)):

Chapter 27 Subdivision and Development

<i>Proposed Provisions</i>	<i>Costs</i>	<i>Benefits</i>	<i>Effectiveness & Efficiency</i>
<p><i>Policy 27.3.x.1 - Ensure subdivision and development is undertaken in accordance with the Riverbank Road Structure Plan (Schedule 27.13.x) to provide integration and connection of internal roading connections between those properties identified on the Riverbank Road Structure Plan, and provision of access onto Orchard Road and Riverbank Road.</i></p>	<p>There will be an administrative cost of this policy requiring development to occur in accordance with a structure plan and it would reduce some potential flexibility for development between individual landowners</p>	<p>Ensures key connectivity in the forms of roads is provided and benefits of connectivity to the surrounding road network is realised.</p> <p>Ensures coordination between individual landowners, a positive framework for future subdivision, and avoids a disconnect of streets between properties</p>	<p>Directing a structure plan approach, with provision for internal and key external road connections, is considered to be an effective method, and will be efficient in ensuring good connectivity between landowners.</p>
<p><i>Policy 27.3.x.2 - Ensure subdivision and development provides for a safe walking and cycle environment adjacent to and within Orchard Road and Riverbank Road.</i></p>	<p>Providing for walking and cycling is considered a key element of successful urban development so no cost burden is considered to arise from this policy</p>	<p>This policy ensures pedestrian and cycle connectivity and given there are multiple landownerships, identifying this policy direction is considered beneficial.</p> <p>Identifying the key connection points is beneficial as this will provide greater policy direction and</p>	<p>The policy is efficient in that it clearly directs pedestrian and cycle connections will be provided for, and will therefore be effective in achieving this outcome.</p>

		clarity on the outcome being sought,	
<p><i>New Rule 27.7.x - Any subdivision, use or development that is inconsistent with the Riverbank Road Structure Plan contained in Section 27.13.x.</i></p> <p><i>Activity Status = Discretionary</i></p>	<p>This rule will limit subdivision, use and development that was not considered, or planned for, at the time of preparing the structure plan.</p> <p>Some of this cost can be addressed by the discretionary status enabling a consenting pathway for alternatives.</p>	<p>Incorporating a structure plan and requiring subdivision and development to be consistent with it will ensure the connectivity and coordination, necessary to achieve a quality urban form outcome for the land, will be realised.</p> <p>Given there are a number of landowners the structure plan has the benefit of identifying key (necessary) connections, which will enable each landowner to develop when they want to without having to coordinate, and stage development in time with other parties.</p> <p>The structure plan will also have the benefit of avoiding, for each landowner, the preparation of individual subdivision and roading designs, that may not integrate with the broader roading, pedestrian, and cycle connectivity that is necessary to achieve a good urban form outcome.</p>	<p>This rule is considered effective in providing a clear method on how connectivity between landowners is to be achieved and is also efficient in that it establishes a structure plan, which then enables landowners to progress individual site development at a time that is suitable to them rather than having to coordinate, and time development, with other landowners.</p>

Chapter 7 Lower Density Suburban Residential

<i>Proposed Provisions</i>	<i>Costs</i>	<i>Benefits</i>	<i>Effectiveness & Efficiency</i>
<p><i>Policy 7.2.1.x - Require all bedrooms within new or relocated buildings within 250m of the Riverbank Road frost fan (as identified on the Riverbank Road Structure Plan contained in Section 27.13.x) to be designed to maintain internal residential amenity values and protection to sleeping occupants from frost fan noise</i></p>	<p>This policy sets a direction for insulation of properties within a certain distance of the frost fan and therefore there will be a direct cost associated with the insulation for certain properties.</p>	<p>Recognises that an insulation response to the seasonal and temporal use of frost fans can ensure amenity values are maintained while providing a pathway for residential development to occur on the land.</p> <p>By utilising expert noise assessment to confirm a distance from the frost fan it avoids a more blanket approach where insulation is required for all future houses with the subject area.</p> <p>It also highlights the benefits a more refined approach of this nature can have in unlocking the land for residential development given that only those future dwellings within 250m of the frost fan would be impacted by noise to an extent requiring additional design requirements (insulation).</p>	<p>The policy is effective in ensuring those properties anticipated to be affected by frost fan noise, incorporate additional design measures. The policy is considered efficient as it focuses the approach to the properties affected while enabling the remaining areas to be developed without undue restriction.</p> <p>This policy approach is also considered effective and efficient in enabling the land to be re-zoned to urban, contributing to housing supply while also ensuring potential reverse noise sensitivity effects are avoided or mitigated.</p>

<p><i>New Standards –</i></p> <p>7.5.x Frost Fan Noise - Riverbank Road</p> <p><i>7.5.x.x Any new residential or relocated building located within 250m of the frost fan as identified on the Riverbank Road Structure Plan in Section 27.13.x shall be designed, constructed and maintained to ensure that within the external building envelope surrounding any bedroom (when windows are closed), the internal level does not exceed 30dB LAeq(15min), however this rule shall not apply if the frost fan is decommissioned.</i></p> <p>7.5.x.x Compliance within 250m of the Frost Fan</p> <p><i>Compliance shall be demonstrated by either adhering to the sound insulation requirements in Rule 36.8.1, or by submitting a certificate to the Council from a person suitably qualified in acoustics stating that the proposed construction will achieve <u>30dB LAeq(15min)</u> with the windows closed</i></p>	<p>There would be additional build cost associated with meeting the insulation requirements that these rules stipulate however this cost is considered minimal given the existing Building Code requirements and desirability to provide warm housing, which the extra insulation measure will achieve in addition to the sound attenuation benefits</p>	<p>These rules will ensure that while the frost fan is operational, any noise effects on residential activity is adequately mitigated, while also enabling the development of the land to proceed.</p> <p>Specifying a distance from the frost fan (confirmed by independent expert noise assessments), ensures the least number of future dwellings, as possible, are impacted by this requirement.</p> <p>The expert noise assessment has confirmed the suitability of the noise threshold and the specification of this to bedrooms, therefore confining the extent of additional insulation required</p>	<p>These rules are considered effective and efficient as frost fans operate seasonally and intermittently, generally at night and in the early hours of the morning. As a result, it is more efficient to manage potential noise effects through insulation requirements.</p> <p>The specification, within the rule, in terms of distance from the fan together with requiring insulation of bedrooms, ensures the rule is focussed which will therefore result in more efficient outcomes.</p> <p>In terms of other noise effects, the LDSRZ Chapter already includes rules managing noise effects from State Highways and the Queenstown Airport on dwellings. While still subject to appeal, these are considered to be effective and efficient in terms of mitigating noise effects in these other situations.</p>
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<p><i>For the purposes of this rule, "external building envelope" means an envelope defined by the outermost physical parts of the building, normally the cladding and roof.</i></p> <p><i>For the purposes of this rule "decommissioned" means that the frost fan is dismantled and/or removed from the site and/or permanently taken out of operation.</i></p>			
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Chapter 36 Noise

<i>Proposed Provisions</i>	<i>Costs</i>	<i>Benefits</i>	<i>Effectiveness & Efficiency</i>
<p><i>Riverbank Road Structure Plan Area</i></p> <p><i>Sound Insulation Requirements for compliance with Rule 7.5.x - Acceptable Construction Materials (Table 1).</i></p> <p><i>The following table sets out the construction materials required to achieve appropriate sound insulation in accordance with Rule 7.5.x.</i></p>	<p>As discussed in relation to the new rules in Chapter 7, requiring insulation requirements will add additional cost at the time of design and construction.</p>	<p>The use of noise insulation requirements will ensure the land can be developed to provide housing supply while also recognising the intermittent noise effects from the frost fan.</p>	<p>Noise insulation requirements already exists within the PDP and have been effectively and efficiently administered within the District Plan framework. Therefore, it is considered they can be effectively and efficiently administered in this case.</p> <p>A noise insulation approach is also considered efficient in enabling the land to be rezoned and residential development to occur now</p>

Table 1: Example bedroom constructions

<i>Building element</i>	<i>Minimum bedroom construction requirement</i>
30dB $L_{Aeq(15)}$ reduction	
<i>External walls</i>	
<i>Cladding</i>	<i>Minimum 70mm thick brick (or equivalent mass)</i>
<i>Insulation</i>	<i>Minimum 75mm thick fibrous insulation</i>
<i>Internal lining</i>	<i>Single layer of minimum 10mm thick plasterboard</i>
<i>Windows/glazed doors</i>	<i>Double glazed aluminium joinery consisting of one minimum 6mm thick glass pane and one minimum 6.38mm thick laminated glass pane separated by a 12mm air gap, e.g. 6/12/6.38L. No more than 40% of external wall area</i>
<i>Roof/ceiling</i>	

rather than waiting till the frost fan is removed.

Cladding	Minimum 0.55mm thick profiled steel		
Insulation	Minimum 75mm thick fibrous insulation		
Ceiling	Two layers of minimum 13mm thick high-density plasterboard ($\geq 12 \text{ kg/m}^2$) linings (e.g. 2x13mm GIB Noiseline)		
External doors	Solid core door (minimum 24 kg/m^2) with full perimeter seals		
35dB $L_{Aeq(15)}$ reduction			
External walls			
Cladding	Minimum 70mm thick brick (or equivalent mass)		
Insulation	Minimum 75mm thick fibrous insulation		
Internal lining	Single layer of minimum 10mm thick plasterboard		
Windows	Double glazed aluminium joinery consisting of one minimum 6mm thick glass pane and one minimum 10.76mm thick laminated glass pane separated by a 12mm air gap, e.g. 6/12/10.76L. No more than 20% of external wall area. No doors permitted		
Roof/ceiling			
Cladding	Minimum 0.55mm thick profiled steel		
Sarking	Minimum 9mm thick fibre cement board sarking ($\geq 12 \text{ kg/m}^2$) to entire dwelling roof, e.g. 9mm RAB board sarking		
Insulation	Minimum 75mm thick fibrous insulation		
Ceiling	Two layers of minimum 13mm thick high-density plasterboard ($\geq 12 \text{ kg/m}^2$) linings (e.g. 2x13mm GIB Noiseline)		
External doors	Not permitted		
<p>Note: For the avoidance of doubt, where the windows need to be closed to achieve the internal design level it is not necessary to provide alternate ventilation.</p>			

e) Conclusion: Provisions (s32(1)(b)(iii))

The above provisions have been shown to be effective and efficient in achieving the Objectives for both subdivision and residential development within the LDSRZ, and have significant benefits over costs, including opportunities for economic growth and supply of housing.