

PATERSONS LAND PROFESSIONALS

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Email: [REDACTED]

Ref: 2023_084 Greene Mt Iron Junction S67 Response_C

Monday, 20 July 2026

MT IRON JUNCTION FAST TRACK – SECTION 67 REQUEST FOR FURTHER INFORMATION – RFI RESPONSE

MT IRON JUNCTION, WĀNAKA, 9382 (LOT 6 DP 605028, LOT 2 DP 60502, LOT 3 DP 359869)

Dear Duncan,

The following is a response to the Fast Track Application Act Section 67 request for further information dated 6 July 2026 relating to the Urban Design and Landscape Masterplans for the proposed development at Mt Iron Junction, Wānaka. This S67 RFI response is supported by the following documents:

- Urban Design and Landscape Masterplan S67 Graphic Attachment by DCM Urban, dated 16/07/2026
- Landscape S67 Response Memo by RMM, dated 16/07/2026
- Architectural plans S67 Response by Figure & Ground, dated 16/07/2026
- Architectural S67 Response Memo by Figure & Ground, dated 16/07/2026

Please find responses relating to urban design matters below.

[3] (c) Effects on Old Racecourse Road neighbours:

- In the event that the Panel agrees with the comments and supporting evidence provided by the Old Racecourse Road neighbours relating to their reasonable amenity and privacy, it is not clear what such a response may reasonably entail or require. Indicatively, something in the order of a 3-4m setback along the boundary, with all but 1m from the wall of any dwelling (to maintain access around dwellings and for maintenance) planted in a dense hedge sufficient to reasonably screen the proposed development from view at the ground level of neighbours close to the boundary (perhaps 4-6m in mature height) may be required if the neighbours' concerns are ultimately agreed with. The Panel suggests that such a scale and linearity of vegetation would not be uncommon or inappropriate in rural or semi-rural environments (from the point of view of the neighbours' amenity values and existing land use zoning) and could potentially address at least some of the key concerns expressed to the Panel.*
- In doing so it is recognised that such a requirement would require amendments to at least some of the house types and locations proposed on the plans, and the Panel would not impose any conditions of consent requiring design changes without having a clear understanding of what those changes are likely to entail. The Applicant is requested to consider this issue and provide to the Panel what in its view would be a 'least-possible-impact' solution to address the neighbours'*

concerns about proximity and visual impact / overlooking, acknowledging that at this time the Applicant is not volunteering or supportive of such condition or associated changes. This is to help the Panel evaluate the impacts and appropriateness of potential solutions to the issues raised by these adjoining neighbours.

Supporting Note:

The Panel wishes to signal that this is a key issue before it. If consent were to be granted subject to conditions on this, those conditions need to be fair and reasonable to the interests of the Applicant and adjoining neighbours at Old Racecourse Road. The Panel confirms that depending on the outcome of this matter, a limited hearing with these parties may be required.

Response:

The proposal has been amended in response to the Panel's comments regarding the amenity and privacy of the adjoining properties on Old Racecourse Road. The changes include revisions to the townhouse layout and typologies, increased building setbacks, amendments to window and door locations, and additional boundary planting. These design changes are captured in the revised architectural plans and supporting written response by Figure & Ground, updated urban design and landscape masterplans by DCM Urban, and RMM's written S67 response, which provides a detailed assessment of the associated landscape and visual effects.

Changes to Planting along Old Racecourse Road Interface

A dense hedge to screen the development with a maintained height of 4-6m is considered to be unsuitable as it would create significant shade affecting the amenity for the proposed dwellings along the boundary due to the main indoor and outdoor living spaces facing north towards the Old Racecourse Road boundary. This would also create morning shading for the Old Racecourse Road properties. Instead, the spacing of trees along the Old Racecourse Road interface has been updated from every 8m – 12m, to every 3m – 4m. The previous smaller evergreen and deciduous tree species are replaced with taller tree species (reaching approximately 6 – 8m in height after 10 years, and approximately 7 – 10m in height when mature), and are all deciduous to mitigate these shading effects on the development in winter caused by the increased tree height. Over time, this spacing is sufficiently small to expect the tree canopies to grow close together and provide a relatively continuous screening / softening of the built form, while balancing positive amenity outcomes for the proposed dwellings along this interface.

The boundary between the future dwellings and existing neighbours is delineated though a 1.8m high solid closed-board fence along the boundary, with a hedge to the same height along the inside of the site. The 1.8m high solid fence will provide immediate screening to the height between the existing neighbours and new development. This fence can be constructed as part of the first stage of development.

Changes to Townhouse Typologies, Locations and Design

The location of the single storey (Typology A) and double storey (Typology B) dwellings have been updated to allow more single storey dwellings along the interface with the Old Racecourse Road neighbours. In particular:

- Block 1 (Typology A – single storey) replaced with Block 12 (Typology B – double storey)
- Block 30 (Typology B) has been replaced with a single storey block (Typology A).

Previously along this boundary the proposal comprised of 4x blocks of Typology B – double storey, this has been reduced to 2x blocks of Typology B, and 2x blocks of Typology A – single storey. Locating single-storey dwellings along these parts of the boundary substantially reduces the height and scale of built form experienced from the neighbouring properties and removes the potential of overlooking from upper-level rooms.

The setbacks of the dwellings along the Old Racecourse Road interface has been increased. End walls of bedrooms of both Typologies A and B have been set back further, noting that both typologies have the rest of the building set back further from the boundary:

- Typology A bedroom end wall set back increased by 0.7m, from 1.8m to 2.5m. The rest of the building is set back 4.3m from boundary
- Typology B bedroom end wall set back increased by 1m, from 1.8m to 2.8m. The rest of the building is set back 8.3m from boundary

These increased setbacks, combined with the updated planting along the Old Racecourse Road interface are considered to sufficiently mitigate the effects of increased building mass on the existing neighbours at Old Racecourse Road. The increased setbacks and reduction of typology heights lessen the perceived mass of the built form, while the additional taller trees, planted more closely together, will help screen the development and reduce its visual prominence. Additionally, the increased setbacks should also be considered together with the existing setbacks of the neighbouring dwellings from the shared boundary. For example, the dwelling at 35 Old Racecourse Road's outdoor living space faces south towards the site, with the dwelling positioned on an angle and is set back approximately 6–10m from the shared boundary. When combined with the 2.5m setback of the adjoining Typology A bedroom end wall, this provides an overall separation of approximately 8.5–12.5m between the existing dwelling and the closest part of the proposed building. The main living area of the Typology A dwelling is set back further at approximately 4.3m from the boundary, resulting in a separation of approximately 10.3–14.3m between the existing dwelling at 35 Old Racecourse Road and the main living area of the proposed dwelling.

Sliding doors from the bedrooms facing the Old Racecourse Road interface have been relocated to face east or west towards each unit's outdoor living space. The sliding doors have been replaced by high-level highlight windows. These are located high on the wall, to provide light into the space but avoid overlooking towards the Old Racecourse Road neighbours. The removal of the sliding door towards the boundary results in the associated footpath being replaced with additional planting between the building and neighbouring properties.

Interface with Old Racecourse Road Neighbours

Typical interface illustrations have been prepared to show the previous and updated treatment along the Old Racecourse Road boundary. Separate illustrations are provided for the interface with the single-storey Typology A dwellings and the two-storey Typology B dwellings (refer to Section B of the DCM S67 Graphic Attachment). While the updated landscape treatment provides additional amenity and privacy benefits for all Old Racecourse Road neighbours along the site boundary, properties which adjoin Typology A blocks will have additional amenity benefits due to this typology being single storey in height.

Single storey (Typology A) blocks are placed along the interface with Old Racecourse Road neighbours which are considered to be most affected by the development, with factors such as:

- Main residential dwelling with outdoor living spaces facing south towards the site,
- Smaller setbacks of the main residential dwelling from the site,
- Less established planting between the main residential dwelling and the site.

Typology B blocks were retained along the Old Racecourse Road boundary are adjacent to properties which are considered to have less effects from the development such as properties where:

- the existing dwellings are set back further from site,
- there are accessory buildings between the main residential dwelling and the proposal site,
- there are established areas of planting (including a hedge at 33 Old Racecourse Road which formed part of their resource consent application for this site (RM070760), and is therefore protected,
- the outdoor living space does not face south towards the site.

Each neighbouring property and the specific conditions they currently have on site are expanded on in detail in RMM's S67 response.

The Panel's suggested 3m – 4m building setback along the Old Racecourse Road interface has not been implemented, as any movement of the buildings further south than what has been shown in this S67 response (0.8m – 1m) would require comprehensive design and layout changes. These changes would impact the whole northern half of the development including roads, engineering, architecture and landscape design. Instead of the larger setback suggested, a smaller setback of the buildings are combined with building height changes in the more sensitive locations, fewer doors and windows facing Old Racecourse Road, and denser and taller boundary planting. Together, these measures increase separation, reduce overlooking and provide greater screening and softening of the proposed built form, while avoiding substantial changes to the overall development layout.

Conclusion

Overall the design changes are considered to sufficiently mitigate the concerns raised by the Old Racecourse Road neighbours in regards to privacy and reasonable amenity, while balancing the onsite amenity of future residents due to the following:

- More single storey (Typology A) dwellings are located adjoining the Old Racecourse Road properties considered more affected by the proposal, reducing building height and removing potential upper-level overlooking,
- Two storey (Typology B) dwellings are retained adjoining Old Racecourse Road properties where existing setbacks, buildings, vegetation or outdoor living area orientation reduce the potential effects,
- The increased setbacks reduce the prominence of the proposed buildings when viewed from the adjoining properties.
- Bedroom sliding doors facing the Old Racecourse Road boundary have been relocated to the east or west elevations towards each lot's outdoor living space, reducing direct views towards neighbouring properties and increasing planting between the building face and boundary.
- Tree spacing along the boundary has been reduced from approximately 8 - 12m to 3 - 4m, providing a more continuous planted edge and increased softening of the built form over time. Taller deciduous tree species which reach a mature height of between 7 – 12m are proposed to

provide comparative scale and screening while allowing adequate sunlight through winter. During the winter months, the deciduous trees will still soften the building mass and provide separation between the development and adjoining neighbours.

The combination of fewer two storey buildings, denser and taller boundary planting, and reduced glazing and door openings toward Old Racecourse Road properties provides a positive outcome for both the adjoining neighbours and future residents within the development.

[3] (d) Urban design:

The Panel is not persuaded by proposals for design optimisations to the end walls of dwellings through some post-consent future certification process where it is not clear what outcome is specifically to be achieved or on what basis certification may be given or withheld. The Panel suggests that the Applicant's proposed reliance on provisions from the Medium Density Residential zone does seem to indicate an expectation for and need to achieve high-quality building elevations and enablement of passive surveillance. In the event that the Panel agrees with concerns identified by the Council, updated end wall elevations are requested now as part of the consent plans, even if they are themselves indicative and could form the basis of a defensible and certain detail design / certification approach.

Response: Additional windows have been added to the apartment buildings along blank walls which face State Highway 6. These changes are captured in Figure & Ground's updated architectural package and written S67 response. From an urban design perspective, the apartment buildings are considered to provide adequate passive surveillance to adjoining public areas, and the updated elevations are considered to support a high quality urban design outcome.

[3] (e) Landscape treatments SH6 and SH84:

With reference to the previous comments relating to greater information on potential pedestrian / cycle routes through the Site or around the Site's highway frontages and noting the Panel's agreement that there is sense to a 'through site' public route as has been proposed (subject to the ability to connect pedestrians to any future bus stop location(s), the Panel requests confirmation that the proposed landscape screening around the Site's highway boundaries has been maximised. If there are opportunities to provide more comprehensive or denser landscape screening, the Panel requests an updated landscape plan to this end with an explanation provided of where such additional landscaping could be provided and what it could entail.

Supporting Notes:

The Panel is not seeking at this time to replace or change the proposed highway frontage landscaping solution, especially if long-term pedestrian / cycle networks remain uncertain and the long-term provision for visual connection and passive surveillance from the Site to the highway frontages is deemed appropriate. The Panel is seeking to understand what highway landscape screening improvements may be appropriate to consider depending on where the broader issue of pedestrian / cycle facilities lands.

Response: As the proposed shared path is routed through the site, the treatment along the State Highway 6 and State Highway 84 boundaries has been revised to show an alternate planting plan which increases the height, density and continuity of planting. This design option has been shown in the DCM S67 Response Graphic Attachment viewpoint visualisations (section C), landscape developed design plans (section E), and state highway boundary detail design plans (section F). The updated planting palette includes additional taller tree species, including *Plagianthus regius*, which reaches approximately 12m at maturity. *Pittosporum tenuifolium* will be planted at larger grades to provide a denser screening effect within a shorter timeframe. The density of trees within the boundary planting mix has also increased, including additional *Fuscopora cliffortioides* and a reduction in lower shrubs. Tree planting within the internal garden beds near the apartment buildings and townhouses has also been intensified, including within the apartment carparking areas where possible. Smaller trees have been replaced with larger species, including *Cornus* 'Eddie's White Wonder' which has mature height of 5m has been replaced with *Pyrus calleryana* 'Aristocrat' which has a mature height of 10m.

It should be noted that the planting within the viewpoint visualisations is shown at an approximate height after 10 years of growth. Mature heights of trees can be considerably taller than what is shown. However, as each species is subject to individual growth rates, approximating a time at which all of the species would reach maturity would be difficult to determine to a high level of accuracy. The mature heights of all of the proposed trees within the development have been added to the plant palettes to indicate the growth and additional screening that would be anticipated for the development beyond the 10 year mark. Overall, the updated landscape plans depict an alternative design option in which planting has been maximised.

Please do not hesitate to contact us if you require further clarification

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Anca Belu'.

Anca Belu

Urban Designer / Architectural Designer

(M.Arch(Prof))

DCM Urban Design Limited

A handwritten signature in black ink, appearing to read 'David Compton-Moen'.

David Compton-Moen

Director, Urban Designer / Landscape Architect

(M.Urban Design(hons); Registered Landscape Architect, MNZPI)

DCM Urban Design Limited