

Application for Fast Track Approval

Mt Iron Junction Limited

**237 Wānaka – Luggate Highway, 1
Junction Road, 10 and 21 Mountain
Road, Wānaka**

Client	Mt Iron Junction
Job Number	P240103
Date	20 February 2026

APPLICANT AND PROPERTY DETAILS

Applicant(s)	Mt Iron Junction Limited
Site Address	237 Wānaka – Luggate Highway, 1 Junction Road, 10 and 21 Mountain Road and 37 Albert Town - Lake Hāwea –Road, Wanaka
Legal Descriptions	Lot 2 and Lot 6 DP 605028 and Lot 3 DP 359869
Records of Title	1186396 (Lots 2 and 6 DP 605028) 243580 (Lot 3 DP 359869)
Site Area	Lot 6 DP 605028 – 1.95 hectares Lot 2 DP 605028 – 2.71 hectares Lot 3 DP 359869 – 1.32 hectares Total – 5.98 hectares
Territorial Authority Regional Authority	Queenstown Lakes District Council (QLDC) Otago Regional Council (ORC)
District Plan Regional Plan	Queenstown Lakes Proposed District Plan (PDP) Otago Regional Plan: Water (RP:W)
PDP Zoning	Rural
QLDC Overlay	Designation 84 – SH6 and SH84 Mount Iron Intersection Landscape classification – Rural Character Landscape (RCL) Adjacent to Outstanding Natural Feature (ONF) – Mount Iron
Fast-track Pathway	Schedule 2 Listed Project
Approvals Sought	Resource consent under the Resource Management Act 1991 for following components: <ul style="list-style-type: none"> • Land use consents from QLDC and ORC • Subdivision consent from QLDC • Variation to RM181471 • Cancel Consent Notice 13059375.9 from Lots 2 and 6 DP 605028 • Discharge permit from ORC

DOCUMENT CONTROL

Version	Date	Prepared by	Reviewed by	Comments
1	4 November 2025	Callum Riddle	Duncan White	Working draft
2	7 February 2026	Duncan White	Lane Neave	Review draft
3	17 February 2026	Alana Standish/Callum Riddle	Duncan White	For lodgement

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1. Introduction and Executive Summary

1.1 Purpose of the Application

This application has been prepared by Patersons on behalf of the authorised person - Mt Iron Junction Limited (**MIJ**). This Assessment of Environmental Effects (**AEE**) has been prepared to support a substantive application for the Mt Iron Junction Housing Scheme under the Fast-track Approvals Act 2024 (**FTAA**).

The Project is a listed project under Schedule 2 of the FTAA, having been selected for its significant regional or national benefits, enabling direct lodgement for a full and final decision by a Fast-track Panel. The purpose of this AEE is to provide the information required under sections 42- 44 of the FTAA, in sufficient detail to enable the Panel to assess the Project, its effects, and the approvals sought.

1.2 Summary of the Project

MIJ seeks approval to establish a medium and high-density residential neighbourhood at 237 Wānaka–Luggate Highway, Wānaka. The Project comprises:

- 250 residential units of varying residential typologies including medium density residential (including terrace housing, walk-up apartments and dual-key units) and high density residential including two three storey apartment buildings each containing 36 units)
- A childcare centre
- A café and small-format grocery market
- Two publicly accessible and vested reserves with recreational infrastructure
- Internal roading, pedestrian and cycle connections, and landscaping
- 13 residential sites within the development are to be provided to the Queenstown Lakes Community Housing Trust (**QLCHT**) under an agreement between MIJ and QLCHT.

The development will deliver a significant number of attached, modest-sized dwellings within close proximity to existing services and employment and has been designed to satisfy some of the demand for long term rental accommodation and housing for people who work in and around Wānaka. The site is located within convenient distance to Wānaka Town Centre (approximately 3km) and Three Parks (1.7km). The latter has a significant and rapidly developing mixed use commercial centre which contains a range of businesses supporting the daily needs of residents for the supply of grocery products, other goods, services and recreational facilities. Three Parks is anticipated to progressively develop as the most significant area of employment in Wānaka.

The development has been designed to respond to this context and to the FTAA purpose of enabling projects of regional or national significance.

1.3 Project Location Overview

The project site is at 237 Wānaka - Luggate Highway, 1 Junction Road, 10 and 21 Mountain Road Wānaka and 37 Albert Town - Lake Hāwea –Road ('the site'). The site consists of two lots (Lots 2 and 6 DP

605028), held in Record of Title 1186396 and Lot 3 DP 359869 held in Record of Title 243580. The site has a combined area of 5.98 hectares, is shown in Figure 1 below. Records of Title and relevant title interests are included in **Appendix A**.

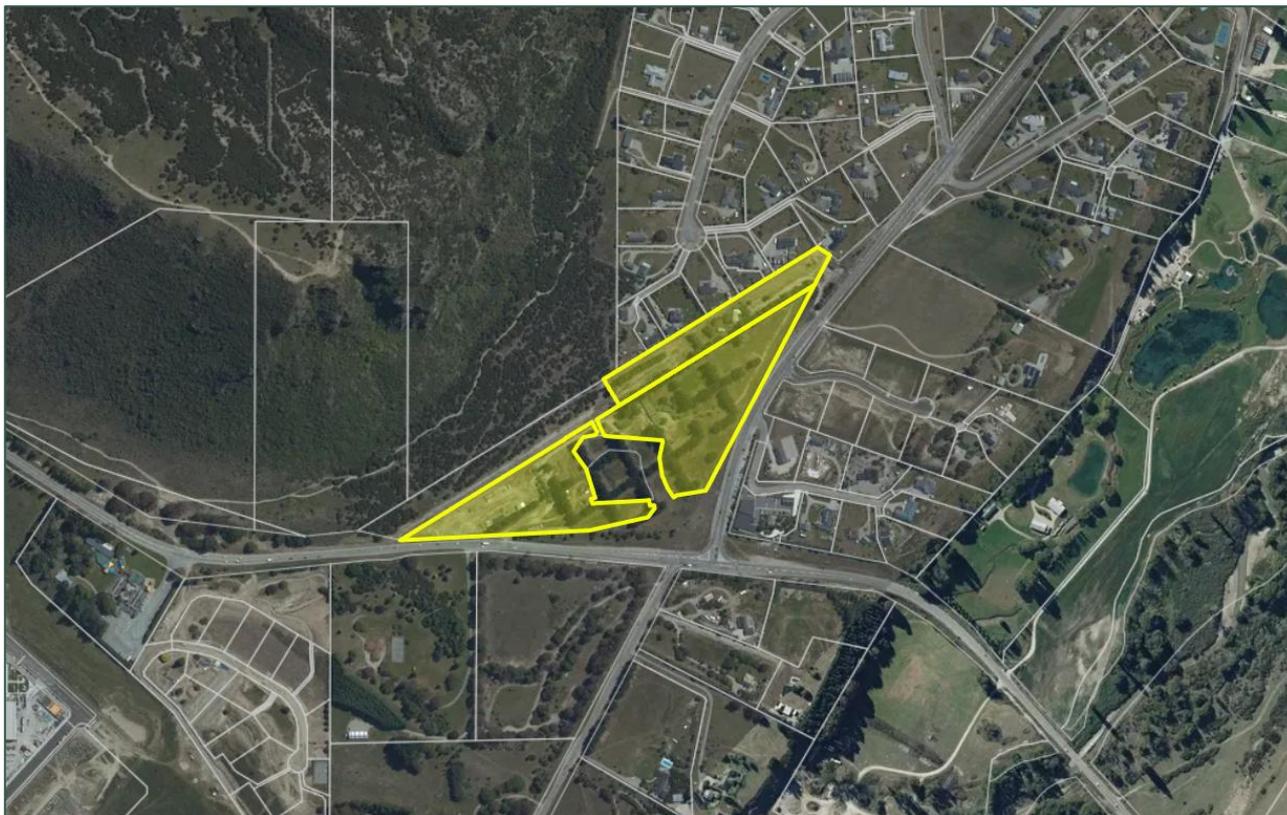


Figure 1: Project site and surrounding context

The site is located adjacent to the recently constructed roundabout at the intersection of Wānaka - Luggate Highway (State Highways 6 and 84), Albert Town – Lake Hāwea Road (also State Highway 6) and Riverbank Road at the eastern entrance to Wānaka and the base of Mt Iron. Junction Road enters the site from the roundabout, is formed with a cul-de-sac head at its south-western end and is designed to be extended to the north-east as part of future development.

1.4 Summary of Approvals Sought

This substantive application seeks all approvals that would otherwise be required under the Resource Management Act 1991 (**RMA**) for:

- ▶ Section 9 land-use activities usually obtained from Queenstown-Lakes District Council (**QLDC**) and a change to consent conditions to a prior QLDC consent; and from Otago Regional Council (**ORC**) regional consent for residential earthworks
- ▶ Section 11 subdivision activities from QLDC.
- ▶ Section 15 discharge permit usually obtained from ORC to discharge stormwater and sediment associated with residential subdivision earthworks.

1.5 Technical Reports/Plans

The following designs and technical reports have been prepared and are included within this application:

1.5.1 Design Plans

- Urban Design and Landscape Master Plan - Prepared by DCM Urban (**Appendix B – Urban Design Assessment and Appendix B1 – Urban Design and Landscape Masterplan**)
- Architectural Plans and Renders – Prepared by Figure & Ground (**Appendices C1 – C3**)
- Landscape Visual Assessment and Graphic Attachment - Prepared by RMM Landscape Architects (**Appendices D1 – D2**)
- Subdivision Scheme Plans – Prepared by Patersons (**Appendix E**)
- Building Setbacks – Prepared by Patersons (**Appendix E1**)
- Preliminary Engineering Design Plans – Prepared by Patersons (**Appendix F**)

1.5.2 Technical Reports

- Housing and Economic Assessment - Prepared by Savvy Consultants (**Appendix G**)
- Infrastructure Assessment Report - Prepared by Patersons (**Appendix J**)
- Integrated Traffic Assessment - Prepared by Carriageway Consultants (**Appendix K – internal to site and K1 external to site**)
- Environmental Management Plan - Prepared by Enviroscope (**Appendix L**)
- Draft Conditions of Consent (**Appendix Q**)
- Economic Assessment (**Appendix V**)
- Acoustic Assessment - Prepared by AES Consultants (**Appendix U**)
- Geotechnical Assessment - Prepared by Geosolve (**Appendix V**)

1.5.3 Supporting Documents/Assessment

- Records of Title and Interests - (**Appendix A**)
- Resource Consent Decision – RM181471 - (**Appendix H**)
- S30 Response Letter – Otago Regional Council – (**Appendix I**)
- Iwi Consultation Process Agreement and Letter – (**Appendix M**)
- Adjacent Owners and Occupiers – (**Appendix N**)
- Affected Party Approval – (**Appendix O**)
- Agreement with Queenstown Lakes Community Housing Trust (**Appendix P**)
- Proposed District Plan Matters Requiring Consent (**Appendix R**)
- Assessment of Objectives and Policies (**Appendix S**)
- Regional Plan Matters (**Appendix T**)

Information from these supporting documents is referenced throughout this application. The information presented in these reports has been circulated and discussed with the parties where consultation is required.

1.6 Key Findings and Conclusions

The proposed Mt Iron Junction Housing Scheme is a listed project that will deliver substantial regional housing benefits consistent with the purpose of the FTAA. The 250 proposed residential units will result in an increased housing supply of attached housing to assist with meeting identified shortfalls in the provision of this style of housing within Wanaka, provide a significant increase in the supply of 1 and 2 bedroom units which diversifies the housing estate and a more competitive housing market. These houses will be delivered in affordable price points to both rent or buy, including the provision of 13 sites for the **QLCHT**. These houses are anticipated to be delivered within 5 years and this will have a competitive benefit on the local rental market. The project will also have short and long term economic benefits arising during the construction period and ongoing as a result of the childcare, retail and café components.

The actual and potential environmental effects arising from the project can be appropriately avoided, remedied, or mitigated through targeted conditions consistent with section 83 of the FTAA. The development will result in a clear change to the appearance of the site; however, when assessed against the actual receiving environment, those changes are appropriate and acceptable as the site is located within a peri-urban landscape influenced by existing and consented residential, commercial and transport infrastructure development, rather than a rural landscape requiring protection. Landscape evidence within the application confirms that the site and its surrounds have moderate to high capacity to absorb additional development and that the proposal will not compromise the values of Mount Iron as an Outstanding Natural Feature, which will remain the dominant and defining landmark at the eastern gateway to Wānaka.

Visual amenity effects are localised and range from very low to moderate, with the most noticeable effects experienced from limited sections of the surrounding road network. These effects are consistent with an urban edge environment and are appropriately managed through the scale and layout of built form and a comprehensive, landscape design and planting framework that provides early and ongoing mitigation which is secured by conditions of consent. Overall, the proposal achieves a coherent and well-designed transition between the highway environment and Wānaka's urban area, and landscape character and visual amenity effects do not weigh against the granting of consent under the FTAA.

The proposal involves urban development on land zoned Rural and located outside the established Wānaka Urban Growth Boundary (**UGB**). The proposal represents urban expansion at the edge of the Wānaka urban area into a non-urban zone outside the UGB. However, the site is contiguous with the existing urban edge and forms part of a modified peri-urban gateway environment influenced by established residential, commercial and transport infrastructure. The development does not extend into isolated rural landscapes or create detached or leapfrog expansion. The development is at the existing urban edge and is confined by the highways and Mount Iron and so does not result in sporadic or sprawling urban expansion into intact rural landscapes. Growth is consolidated adjacent to the urban edge and does not give rise to fragmentation or cumulative degradation of rural character.

The development is planned as a coherent neighbourhood with a clear internal structure, defined public spaces, and supporting local services. The subdivision framework establishes a legible pattern

of roads, reserves and connections, reinforcing the development as an integrated urban form and urban edge rather than a fragmented extension.

The master-planned layout adopts a compact urban form incorporating medium- and high-density housing typologies, neighbourhood-scale open space and small-scale commercial activity. Built form, density and material approach are consistent with established residential character in the Wānaka area with a compact urban typology appropriate to a peri-urban location contiguous with the existing urban edge and have a high design quality. Visual connections toward Mount Iron are retained through layout and spatial design, and development does not enclose or visually compete with the ONF. Development is internalised within a defined site rather than dispersed across the wider Rural Character Landscape. The proposal integrates with existing infrastructure networks and includes necessary servicing and transport extensions to serve the development.

The built form is of a scale and intensity that reflects its edge-of-urban context and is moderated through varied housing typologies, building articulation, and landscape treatment. Taller elements are limited and integrated into a broader composition that avoids excessive visual dominance, particularly when viewed from surrounding transport corridors and public spaces.

Having regard to the scale and nature of the proposal, the site's location adjacent to major transport corridors and an established recreation reserve, and the comprehensive design approach adopted, the urban form expansion effects are considered to be appropriately managed.

The inclusion of landscape assessment and design as a central component of the proposal assists in managing the transition between rural land, transport infrastructure and urban development. The proposed planting, reserves and long-term maintenance framework provide confidence that the development will integrate into its surroundings over time and contribute positively to the gateway experience into Wānaka.

The provision of on-site parks, recreation facilities, and a formal connection to the Mount Iron reserve demonstrates a positive response to the site's recreational context and mitigates potential pressure on existing public assets as well as providing connectivity from the site through to Mount Iron and the commuter and recreation trails towards Wānaka. The inclusion of a childcare centre and small-scale local commercial activities further supports neighbourhood functionality and residential amenity as well as providing for these services within the development so as to reduce the number of vehicle trips.

The proposal achieves a high standard of urban design and subdivision outcomes, consistent with established best-practice principles for residential development. While the development departs from the operative zoning, the adverse effects associated with urban expansion are avoided or mitigated to a level that is considered acceptable in the circumstances.

Accordingly, it is concluded that the proposal represents an appropriate and well-managed form of urban development in this location that is consistent with national direction. As a result consent should be granted, subject to the proposed draft conditions of consent addressing detailed engineering design, landscaping, and implementation matters.

Overall, the adverse impacts identified above have been addressed through the design of the development and the proposed conditions to the extent the regional benefits from the development including the supply of affordable medium – high density housing are more than the adverse impacts associated with the development.

The design of the proposal and the mitigation measures proposed, including those conditions recommended in the draft conditions of consent avoid, remedy and mitigate the effects of the proposal to the extent that the regional benefits of the project outweigh the adverse impacts associated with the proposal and consequently that the project should be approved.

2. Statutory Framework

2.1 Overview of the Fast-track Approvals Act 2024

The FTAA establishes an alternative decision-making pathway for infrastructure and development projects with significant regional or national benefits. The FTAA consolidates and replaces the need to obtain approvals under multiple specified Acts and Agencies by enabling a Panel to consider all required approvals in a single integrated decision (s40). Projects listed in Schedule 2, including the Mt Iron Junction Housing Scheme, have a direct referral pathway under Schedule 2 to the substantive application stage without requiring further Ministerial approval.

This AEE, and the accompanying technical appendices, have been prepared to satisfy the information requirements under sections 42-44 of the FTAA. The scope of the application reflects the full set of approvals needed for construction and operation of the Mt Iron Junction Housing Scheme.

The listed proposal is largely the same as the proposal described in this application. Through the detailed design preparing the substantive application, the total number of residential units was reduced from 263 high density units to 250 units comprised of both medium and high density living and small scale commercial and recreation space due to traffic and car parking considerations. The project remains consistent with the Schedule 2 proposal.

2.2 Consistency with the FTAA Purpose

The purpose of the FTAA is to “*facilitate the delivery of infrastructure and development projects with significant regional or national benefits*”. The Housing and Economic Assessment (**Appendix G**) identifies that the Wānaka Ward is experiencing an existing and projected shortfall of housing, particularly attached and smaller dwelling types, across the short, medium and long term. This conclusion is supported by the Housing Development Capacity Assessments (2021 and 2025), which identify insufficient greenfield attached housing capacity even where intensification provisions are assumed to be operative. The Mt Iron Junction Housing Scheme project provides a defined and measurable contribution to this unmet demand within a timeframe aligned with the period of greatest identified housing constraint.

The assessment concludes that the site’s location adjacent to the existing urban area, with direct access to employment, services, education, recreation and transport infrastructure, supports efficient urban development without materially extending the urban footprint or resulting in fragmented

settlement patterns. The scale, density and dwelling typology are comparable to outcomes anticipated in medium and high density residential zones elsewhere in the district. Delivery of the project through the Fast-track process enables housing supply to be brought forward in advance of, and independently from, future plan changes and statutory processes, the timing and outcome of which remain uncertain.

The assessment identifies regional-scale economic effects associated with the project, including construction-phase employment and value-added impacts within the Otago region, and longer-term economic effects arising from improved housing availability for the local workforce. The project also includes provision for open space, cycle and pedestrian connections, community activities and a defined contribution to affordable housing delivery through land provided to the QLCHT. On this basis, the assessment concludes that the project contributes to the delivery of housing and associated economic outcomes that extend beyond localised effects and are relevant at a regional scale, consistent with the purpose of the Fast-track Approvals Act 2024.

The project does not include any ineligible activities.

2.3 The Applicant

The applicant is Mt Iron Junction Limited (MIJ). MIJ is a New Zealand registered company with two Wānaka based directors and three Wānaka based shareholders. The two directors of MIJ are also shareholders. MIJ own all the land to which this application relates and there is currently no other occupier.

The site has previously provided the construction bases for the construction of the adjacent roundabout, the Council water and wastewater trunk reticulation and the subdivision to create Lots 1 – 2 5 and 6 DP 605028 and vest Junction and Mountain Roads in Council. There was no monitoring or enforcement action taken against MIJ as a result of those developments.

MIJ currently hold resource consent RM181471 that was granted by the Environment Court on 19 April 2021 for an earlier development on the Project site by the same Applicant. (Decision No. [2021] NZEnvC 53; QLDC Reference RM181471). Under that resource consent, the following activities were approved:

- A service station with associated signage, retail store, car wash and laundromat
- Nine workers accommodation units with 54 bedrooms
- Terrace housing residential units comprising of 13 two- or three-bedroom units
- Associated earthworks, roading, servicing and infrastructure and landscaping
- A “Protected Landscape Area” on the western side of the site.

A copy of this decision is attached to this application as **Appendix H** and discussed in detail in Section 2.5 below. This consent has been partially implemented through subdivision consent (RM230506). Since the introduction of the FTAA and the project being accepted as a listed project in Schedule 2 under this legislation, MIJ have revised the development plans for the site as discussed in this application rather than complete the development approved under RM181471.

2.4 Section 30 – Same Activity Existing Resource Consents

FTAA Section 30 requires holders of existing resource consents to be notified by the relevant consent authority where the following applies

- (a) a substantive application for a listed project or a referred project is to seek an approval described in section 42(4)(a) (resource consent); and*
- (b) the authorised person for the project does not hold an existing resource consent for the same activity using some or all of the same natural resource.*

There are no existing resource consents for the same activity on the project site, however there is a resource consent issued by QLDC (explained in section 2.5 below), to which MIJ (the authorised person for this application), is the consent holder, meaning FTAA section 30 does not apply as those consents are held by the authorised person.

There are no RMA section 124C(1)(c) or 165ZI approvals that apply to this site. The response from the ORC confirming the above is attached as **Appendix I**.

2.5 Relevant QLDC Resource Consents

There are two existing resource consent approvals on the site that have been granted by QLDC that are relevant to this application. These are summarised below to provide contextual background on the site's consenting history.

2.5.1 RM181471 – Land Use

Resource consent was granted by the Environment Court on 19 April 2021 for an earlier development by the same Applicant (Decision No. [2021] NZEnvC 53; QLDC Reference RM181471). The following activities were approved under this resource consent:

- A service station including associated signage, retail store, car wash and laundromat;
- Nine workers accommodation units with a total of 54 bedrooms;
- Terrace housing residential units comprising of 13 two or three bedroom units;
- Associated earthworks, roading, servicing and infrastructure and landscaping; and
- A Protected Landscape Area on the southwestern side of the site.

A copy of this decision is attached to this application as **Appendix H**.

Figure 2 below shows the master plan for the site that was approved under RM181471, including the protected landscape area on the western portion of the site where no development was permitted. As described below this consent has been partially given effect to and the roading partially constructed. It was a prerequisite for development on the site that the SH6 and SH84 intersection be upgraded into a five-way roundabout to address potential concerns around traffic congestion. The works associated with the construction of this roundabout are now complete and the roundabout is operational.

Since this approval the site has been subdivided into three lots. Lot 1 DP 605028 is the site for the consented service station and so is excluded from this application.

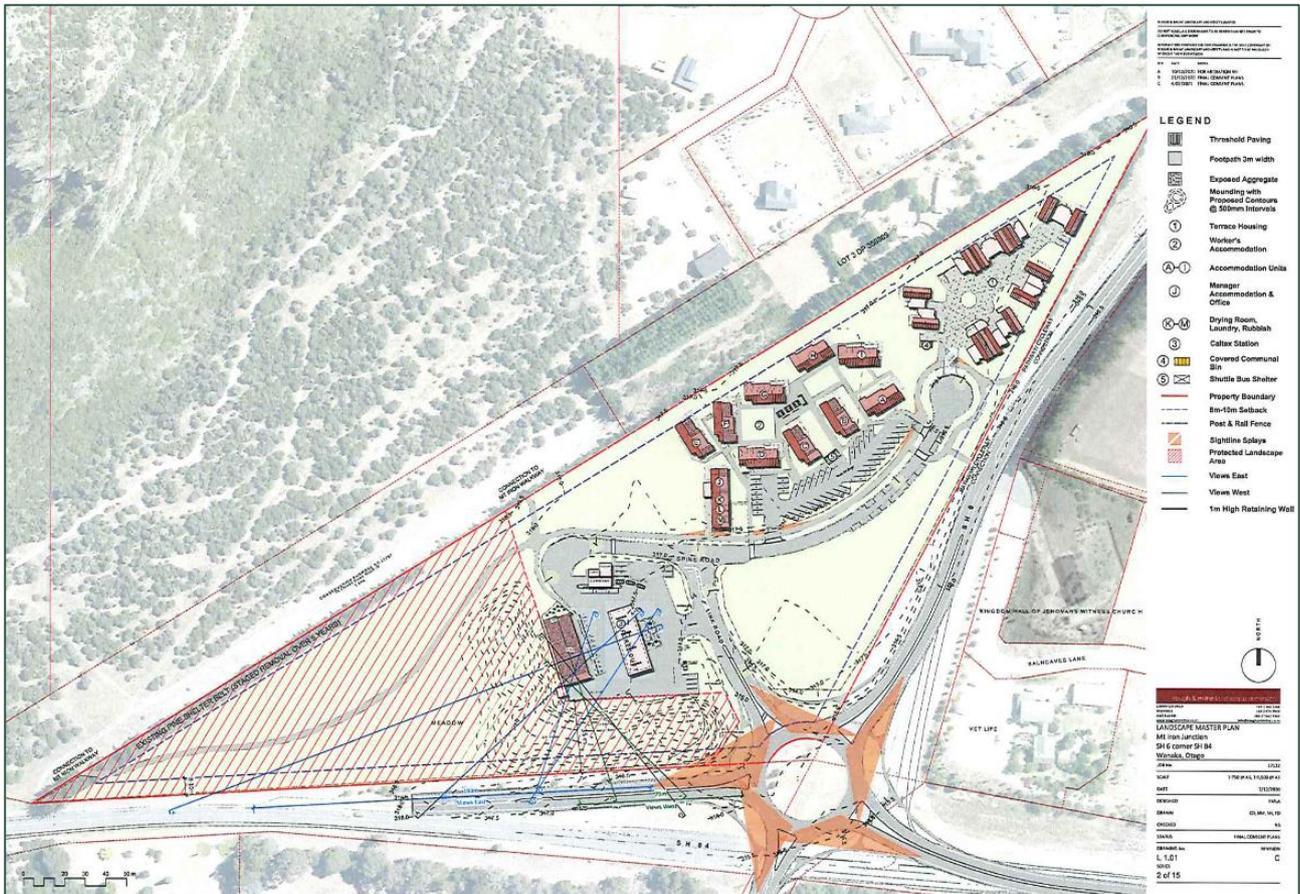


Figure 2: Master Plan for the Mt Iron Junction site authorised under RM181471

Under this consent, a restrictive covenant was required as a condition to be registered on the western portion of the site as a Protected Landscape Area. This was imposed to maintain a sense of rural openness and open character as mitigation of the intensive building development and commercial area immediately to the east of this area. This was proposed to restrict development or activities being undertaken on this area. This area was proposed to be maintained as an open area, retaining rural landscape and rural amenity characteristics in the form of an open meadow with scattered trees and was to enable the site to maintain rural characteristics and rural landscape values when considered in the context of the ODP and PDP objectives and policies.

For completeness, it is noted that the proposal that was granted by the Environment Court was a significant revision of the original application that was initially lodged with and declined by the QLDC. The original proposal that was lodged with QLDC was similar in nature to the current proposed application including:

- Commercial activities
 - Service station inclusive of an associated retail, laundromat, and signage
 - A 90 child early childcare centre with a GFA of 365m²
 - A commercial precinct comprising five separate buildings
 - Commercial premises attached to service station

- Commercial recreational activities
 - Mini golf facility comprising a GFA of 90m²
- Residential activities
 - 17 terrace housing units made up of 11 three bedroom and 6 two-bedroom units
 - A 9 unit workers accommodation facility
- Visitor accommodation
 - Motel with managers accommodation
- Transport infrastructure
 - Internal vehicle access, circulation and parking
 - Pedestrian and cycle connections
 - Construction of a 5-way roundabout
- Earthworks, landscaping and servicing

This proposed master plan for the site was declined for the following main reasons:

- The proposal was ultimately contrary to the objectives and policies as the proposal was urban development outside of the **UGB**.
- The effects gateway under s104D of the RMA was not able to be met. A key conclusion that was reached was that the landscape, visual and character/amenity effects of the service station and the urban activities behind it would be adverse and not able to be appropriately managed or mitigated through conditions or design solutions.

Through the appeal process and mediation with the Environment Court, this initial scale proposed was significantly reduced to address the key adverse effects that were raised during the process to reach an outcome where these effects could be considered appropriate.

In addition to the significant reduction in the scale of the development, additional mitigation measures were also proposed to address key landscape effect issues. The mediated conditions generally focused on managing the effects through the following methods:

- Reduction of the built form across the site
- Increased setbacks between the state highway and built form
- A protected landscape area over the western portion of the site
- A substantial increase in the amount of landscaping and planting across the site
- Changes to the overall planting palette to reduce exotic species and increase native planting
- Introduction of an informal planting layout along the boundary of the Mount Iron Reserve.

With these changes the proposal was approved on the basis that the mediated mitigation and management measures would provide a balance between enabling activity on the site and ensuring the landscape and surrounding character were protected.

For completeness, part of this resource consent has been given effect to by the subsequent subdivision consent described below.

It is proposed to vary the conditions of this resource consent so that consent would only approve and include conditions relevant to the service station component. Other development components would be the subject of the current application.

2.5.2 RM230506 - Subdivision

This consent authorised a subdivision to create three new lots (Lots 1, 2 and 6) to contain the land use activities consented under RM181471 with additional lots providing for the vesting of roads and reserves as shown in **Figure 93**:

- Lot 1 comprised the area to be occupied by the approved service station
- Lot 2 was to contain the consented workers accommodation units, with the remainder of the site proposed to be landscaped
- Lot 3 comprises the internal road network to be vested in QLDC
- Lot 4 is the additional land required for the operation of the roundabout that be vested in the Crown as highway
- Lot 5 is a walkway vested in QLDC linking the cul-de-sac head at the south-western extent of Mountain Road to the Mount Iron Reserve
- Lot 6 is a balance lot with no development proposed that is amalgamated with Lot 2.

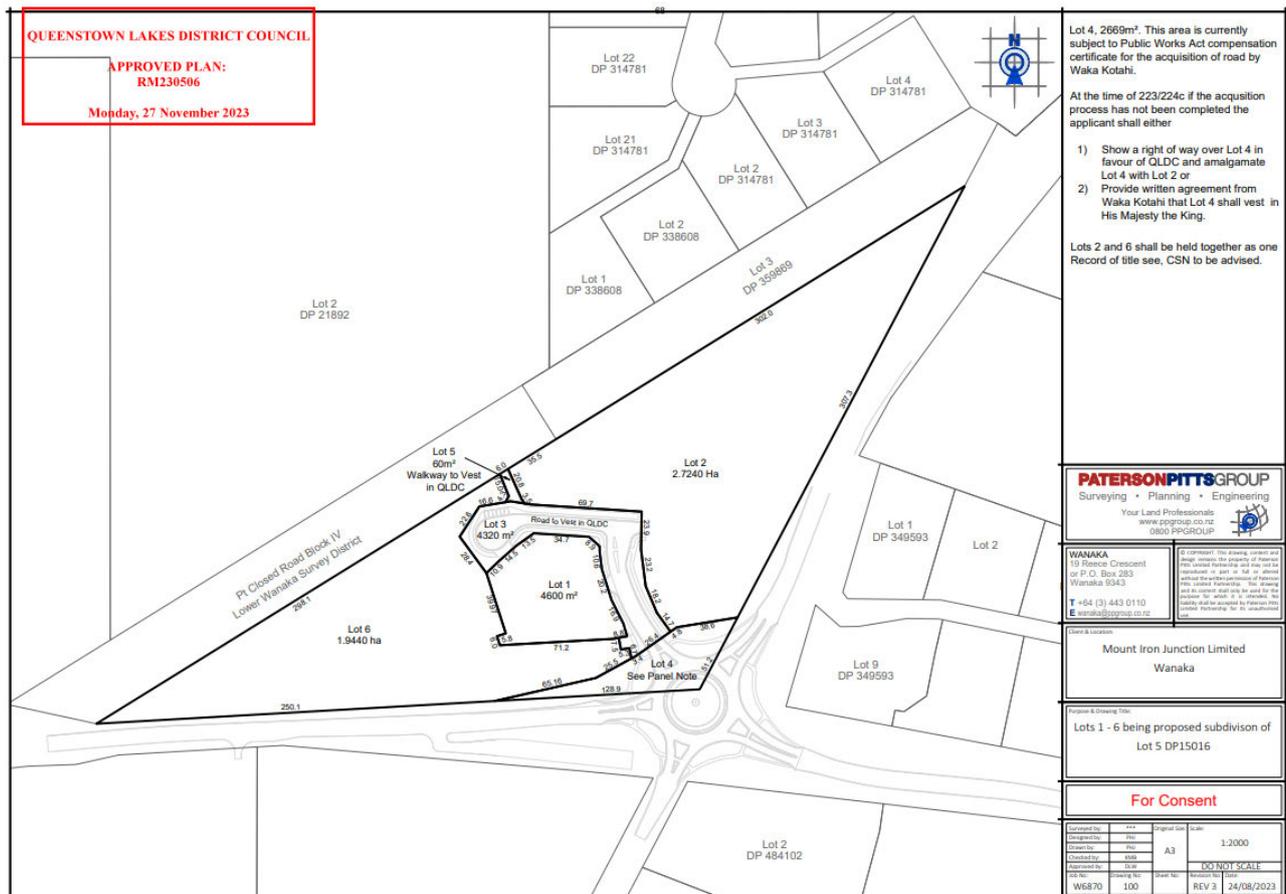


Figure 3: Subdivision scheme plan approved under RM230506

This subdivision has now been completed and titles for all of these sites have now been issued (**see Appendix A**) and Lots 2 and 6 are the subject of this application, along with Lot 3 DP 359869 – 37 Albert Town – Lake Hawea Road which was acquired by the applicant after RM181471 was applied for.

2.6 Consultation

The FTAA Section 29 requires that the specified parties in section 11 be consulted prior to lodging the substantive application. Clause 6 of Schedule 5 requires identification of persons who may be affected by the activity and any responses to the views of any persons that have been consulted. This is required by the FTAA to include the local authorities, administering agencies, iwi authorities and relevant settlement entities. As part of the development of this substantive application the following parties have been consulted:

- QLDC
- ORC
- New Zealand Transport Agency Waka Kotahi (**NZTA**)
- Te Rūnanga o Ngāi Tahu
- The owners of the service station site that is surrounded by the application site

The consultation undertaken with the above agencies as well as other potential affected parties is documented within the application.

Clause 7(a) of Schedule 5 of the FTAA 2024 also requires an assessment of any effect on the people in the neighbourhood and, if relevant, the wider community, including any social, economic or cultural effects. This assessment is provided below in Section 2.6.

2.6.1 Queenstown Lakes District Council

There have been several streams of discussions with QLDC about this proposal. These discussions build on the previous resource consents (RM181471 and RM230506) issued for the site. In the early stages of the development of the masterplan period there was email communication with QLDC's Property and Infrastructure Team about the capacity of the trunk water and wastewater lines that run parallel with the northwestern boundary inside the site. This communication indicated that the site was within the area that could be serviced by these mains, that there was capacity within these mains to supply water and wastewater connections to the site, that the development density was within the capacity of the lines to handle the demand generated by the development and that these mains could be relocated to within the proposed road corridors rather than running parallel with and close to the site boundary. See specific comments in the Infrastructure Assessment Report (**Appendix J**).

More recently, once the masterplan was developed there has been specific consultation (16 December 2025) with QLDC's engineers. This consultation discussed active transport connections from the site through the Mount Iron Reserve and upgrade the current informal tracks in this area to connect into the existing walking and cycle path at the base of Mount Iron (see masterplan in **Appendix B1**). The potential for additional activity transport connection to be located along SH84 to connect to the pedestrian and cycle underpass at Sir Tim Wallis Drive as this separates commuters

from recreational cyclists and walkers and provides a route that this not subject to closure due to fire risk on Mount Iron. The discussion also raised the potential for a public bus network and the need for the development to connect into that network (see the internal and external Integrated Transport Assessments (**Appendices K** (internal) and **K1** (external)) for further discussion). The discussion included some technical considerations of the design of the stormwater soakpits to ensure these comply with QLDC standards and the number of soakpits was reduced as much as realistically possible in order to reduce future maintenance costs (see Infrastructure Assessment (**Appendix J**) for further discussion). The provision of space for waste collection was also discussed and how this was provided for each of the development areas (standard QLDC weekly three bin collections for the residential units along the western boundary – with each unit having dedicated concealed bin storage areas, or five communally owned rubbish collection points for a contractor to collect waste and recycling weekly as organised by the residents societies for units with common access and parking. There was also some discussion to confirm the road design standards and whether an Integrated Transport Assessment was being undertaken to support the application and confirmation that that assessment was being prepared (see Transport Assessment (**Appendices K** and **K1**)).

Shortly after that meeting there was a meeting with QLDC’s Planning, Monitoring and Parks teams. This was a comprehensive introduction to the project. Feedback from QLDC was anticipated on specific points of concern. However, due to the proximity of this meeting to Christmas and staff away subsequently this has not occurred.

As a result of this meeting and the preceding engineering meeting the applicant has modified the stormwater design to reduce the number of soakpits and has amended the scheme plan to provide for the playground to vest in Council as reserve and has modified the central reserve to account for this reserve having both stormwater disposal and recreation functions. The modified engineering plans are included in **Appendix F** and the updated scheme plans are contained in **Appendix E**. The applicant will continue to engage with QLDC post lodgement and to continue maintain the working relationship with QLDC that has been appreciated to date on this project.

2.6.2 Otago Regional Council

Consultation with the ORC has been undertaken to enable the ORC’s input into the application and the identification of any potential concerns within the scope of the ORC’s role primarily public transport connections, natural hazards, earthworks, environmental management of the site during construction and ongoing stormwater disposal.

The scheme plans, earthworks plans, infrastructure plans, geotechnical assessment and the Environmental Management Plan were circulated to the ORC to provide comment and feedback on as part of the consultation required under the FTAA.

Public Transport

The pre-lodgement meeting with ORC staff discussed that there is currently no public transport provided in Wānaka but that a public transport system is anticipated in future. This site is adjacent to the likely route of any future public transport network (SH6 and SH84) and that this development

should enable connections to the public transport network. The transportation assessment (**Appendices K and K1**) describes these connections.

Natural Hazards

Input was received from the ORC's Natural Hazards team. This input agreed with the Geotech report that the site was sufficiently far from the base of Mount Iron to be subject to a rockfall hazard, that the site is not subject to a significant liquefaction hazard, that potential issues with surface runoff and flooding can be managed through the engineering design and that the Cardrona – Hawea Fault has a lesser level of activity (>20,000 years to ≤ 125,000 years) than the previously calculated recurrence interval of 30,000 years but that the site is within the Fault Awareness Area for the Cardrona – Hawea Fault.

Environmental Management

The draft Environmental Management Plan was also reviewed by ORC staff and initial feedback included some design suggestions for the sediment basin in the north-eastern corner of the site adjacent to the QLDC Albert Town Wastewater Pump Station include a contingency submersible pump to avoid overland flows from the emergency spillway do not affect the wastewater pump station. The information requested has since been incorporated into the final version of the Environmental Management Plan (**Appendix L**). Correspondence after the provision of the amended Environmental Management Plan confirmed that this issue had been satisfactorily addressed.

Consents Required from ORC

Pre-application discussions with the ORC also identified the resource consent is required for a 10 year period for residential earthworks that will exceed 2,500m² in area and so require a Restricted Discretionary Activity resource consent under Rule 14.5.2.1 of the Regional Plan: Water.

FTAA – Section 30(3)(b) Notice

The ORC has also issued the section 30(3)(b) notice under the FTAA. This is included in **Appendix I** and confirms that there are no existing resource consents that authorise the same or similar activities on the site.

2.6.3 New Zealand Transport Agency Waka Kotahi

Initial consultation with NZTA was undertaken from 5 November 2025 between Helen Dempster (Principal Planner at NZTA), Patersons and Carriageway Consultancy via e-mail.

A preliminary transport assessment was prepared by Carriageway Consultancy and was circulated with NZTA on 27 November 2025. This preliminary assessment provided background information around the development consented on the site to date and discussed the anticipated traffic volumes from this and also provided updated information on the existing transportation environment experienced around the roundabout currently. As part of the previous (RM181471) development it was

agreed between the applicant and NZTA that a roundabout would need to be constructed at the intersection of the two state highways prior to development being undertaken on site. A key issue raised in this preliminary assessment was that previous modelling undertaken by NZTA had underestimated when the roundabout would reach capacity, whereas in practice the roundabout is already close to reaching this capacity due to ambient levels of development in Wanaka, Albert Town, Luggate and Hawea, this is prior to any traffic generating development being undertaken on the site. As such, this assessment was circulated with NZTA to demonstrate how the proposed development would impact this roundabout compared to what was previously consented and the current situation experienced.

NZTA confirmed via email on 7 January 2026 that they were comfortable with the accuracy and the level of detail of analysis presented in the preliminary transport assessment. The e-mail acknowledged that there are wider congestion issues around the roundabout, caused by growth around the wider area and that development on the Mt Iron Junction site would not be entirely responsible for the capacity improvements of this roundabout. NZTA noted that these improvements would still need to be undertaken at some stage in the future and some sort of contribution would be required to mitigate the issues around capacity. This contribution could be in the form of providing NZTA with land to enable capacity upgrades/improvements to the roundabout and providing a future pedestrian underpass in this locale. It was also discussed that additional mitigation in the form of active travel connections would also assist in mitigating capacity issues of the roundabout.

Clarity was also sought around the future of the existing designation on the site (PDP reference #184) NZTA have over the site which was established to undertake the construction of the roundabout. NZTA noted that they would not want any development or permanent structures located within this designation in case further expansion of the roundabout is required. Discussions with NZTA around this designation and its continued appropriateness is ongoing.

These preliminary comments from NZTA have been taken into account and no further land contribution is proposed thorough this application as the site connects well to the active transport networks and likely future bus routes when public transport becomes available in Wanaka and in more detail in the Transport Assessment (**Appendices K and K1**).

2.6.4 Te Rūnanga o Ngāi Tahu

The applicant has a process agreement with Papatipu Rūnanga of Te Runanga o Ngāi Tahu (see **Appendix M**) on behalf of the seven southern rūnanga in order to consult with these groups in accordance with the requirements of the FTAA. This process was initiated by iwi to ensure an efficient and streamlined approach for consultation with iwi throughout the fast track process. Under this process the applicant has corresponded with the key contact person on behalf of Te Runanga o Ngāi Tahu to discuss this proposal.

The following consultation has occurred to date:

- 19/5/2025 First contact from with introduction
- 19/5/2025 Reply from MIJ to make a date to meet.
- 30/07/2025 Email to arrange a catch up

- 04/08/2025 Sent a copy of the scheme plan
- 13/08/2025 emailed to confirm the plan had been received and suggested a meeting onsite.
- 18/08/2025 reply and plan to meet at 11am the next day
- 19/08/2025 Text from contact to cancel meeting due to bereavement.
- 01/09/2025 Emailed contact to reschedule a time to meet.
- 12/09/2025 Process agreement received from iwi
- 17/09/2025 Emailed the process document signed by Mt Iron Junction.
- 1/10/2025 Process Agreement received by MIJ signed by all 7 chairs of the Papatipu Rūnanga
- 2/10/2025 Emailed and suggested a meeting on week of the 16th
- 16/10/2025 Email from contact to suggest meeting on the 24 October
- 24/10/2025 Met in person in Christchurch and shared the plans
- 31/10/2025 Emailed contact with a list off all the reports we have available for him to review.
- 07/11/2025 Emailed contact to check the email had been received
- 13/11/2025 Emailed contact with the link to the urban design attachment
- 10/12/2025 Emailed contact with the link to the MIJ drop box folder which has all the MIJ plans and documents.
- 10/10/2025 Reply from contact
- 10/12/2025 Emailed contact to inform him that MIJ is meeting QLDC and include the iwi consultation letter

The iwi consultation letter (also in **Appendix M**) was sent to Te Rūnanga o Ngāi Tahu on 15 December 2025 and confirmed the understanding that Aukaha is currently undertaking a cultural impact assessment for the project on behalf of Te Rūnanga o Ngāi Tahu. The applicant understands that Te Rūnanga o Ngāi Tahu reserves their position on the project until the cultural impact assessment process is complete. This cultural impact assessment has not yet been received. The letter sought approval from Te Rūnanga o Ngāi Tahu for the application to be lodged accepted as complete and within scope with the purpose of the FTAA. As at the date of lodgement there had been no response to this letter.

There are no Treaty settlements that apply to the area and in light of this no related consultation is required.

2.6.5 Adjacent Property Owners and Occupiers

Schedule 5 clause 5(1)(d) requires the full name and address of every person who is an owner or occupier of the site and land adjacent to the site. These names and addresses are included in **Appendix N**. The extent of adjacent property owners are shown in **Figure 4** below.

Affected party approval has been provided by the owner of 7 Junction Road, Wānaka [REDACTED] [REDACTED] as the owners of the service station site. A copy of this approval is attached as **Appendix O**.

Under section 53(2)(i), it is noted that if occupiers of the adjacent site are not able to be identified after a reasonable inquiry then the requirement to invite these people for comment ultimately becomes redundant.

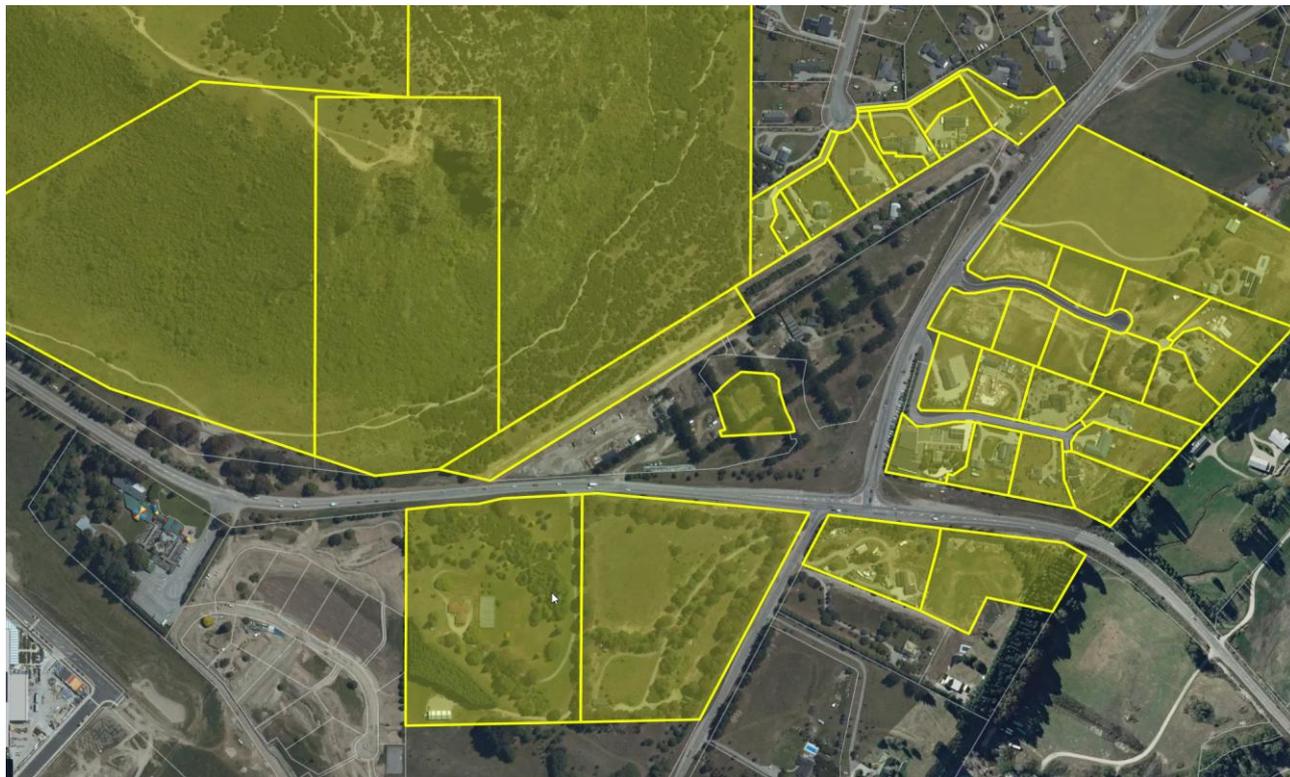


Figure 4: Map showing the location of adjacent properties

3. Proposal Description

The proposal seeks to obtain approvals under the FTAA to authorise a mixture of housing and commercial development on the site which will include the following four key components:

1. Medium to high density residential housing with 250 housing units proposed in six different typologies
2. Childcare Centre
3. Café and Market
4. Parks and recreation facilities

The proposal also seeks to cancel conditions on the underlying QLDC resource consent (RM181471) with the exception of those conditions that relate to the approved service station. Consent is also sought to cancel consent notice 13059375.9 from the Records of Title to Lots 2 and 6 DP 605028.

The masterplan for the development is included in **Figure 5: Master plan overview** (below), larger scale versions of the masterplan are included in the urban design and landscape graphic attachments (**Appendices B - B1** and **D2** respectively).



Figure 5: Master plan overview

The scale of the development and the land development and construction of the residential units means that implementation of the project is likely to be staged. An indicative staging plan is included in the scheme plan set in **Appendix E**. This preliminary staging plan has been developed based on efficiencies for the existing and proposed roading and underground infrastructure. Detailed design may modify the timing and extent of intended stages.

As part of the project the **QLCHT** and the applicant have entered into a Heads of Agreement, committing Mount Iron Junction Limited to deliver land that is capable of being developed to a density of 5% of the total number of dwellings created under the Project. This equates to 13 dwellings on the site that will assist with providing affordable housing for the Wānaka area. The agreement with the Trust is in **Appendix P**.

In order to ensure that the development achieves its purpose of providing affordable housing for Wanaka residents it is proposed to restrict short term holiday rentals by a condition of the subdivision consent that provides a consent notice to be registered on the title to 80% of the units within the development preventing those units being used Residential Visitor Accommodation use. This condition is included in the draft conditions of consent (**Appendix Q**) as Condition 53(e) of Part B – Subdivision Consent.

3.1 Land-Use

3.1.1 Residential Development Framework

The project has been designed to provide a regionally significant volume of medium and high-density residential housing on the site. The primary objective of the proposal is to deliver a significant number of housing units with a diverse range of housing typologies to help satisfy the demand for affordable medium and high density housing in Wānaka that has not been fully provided by standard development methods.

The proposed development is to construct 250 residential units in six different building typologies. The housing typologies have been designed to provide a range of reasonably dense, smaller (20 x 1 bedroom units, 160 x 2 bedroom units and 70 x 3 bedroom units) residential accommodation options; designed primarily to be occupied by the owner or used for long-term rental. These units have been designed to support the supply of more medium and high density housing to buy or rent to address Wanaka's housing affordability issue by increasing the supply of houses, to assist in meeting current and future housing needs for the variety of attached unit types, including 1 and 2 bedroom units, in a greenfields location that is in proximity to employment, shops, services and recreation facilities and with easy connection to the roading and active transport networks.

The following sections discuss the intended design outcomes for various components of the masterplan.

3.1.2 Medium Density Residential Design Outcomes

For the proposed Units and Lots 1 – 62, 300 – 333, 400 – 436 and 500 -534, it is anticipated that the design outcome for these sites will be similar to the Medium Density Residential Zone (**MDRZ**) outcomes anticipated by the PDP. Should the site be rezoned following a new District Plan or changed under the proposed replacement to resource management legislation, the provisions of the MDRZ are able to be readily applied to the majority of the site to guide any future development or redevelopment on the site. It is anticipated that the development performance standards from the MDRZ zone will apply to these sites to provide a similar outcome as a series of conditions as part of the approval of this proposal. Figure 9 and 10 below provides an illustration of how the houses within these sections are likely to be laid out and demonstrate how the building will interact with the surrounding streetscape and wider environment.



Figure 6: Proposed layout of medium density houses and interface with adjacent roads



Figure 7: Interface of medium density housing and the adjacent Mount Iron Reserve

3.1.3 High Density Residential Design Outcomes

There are two areas of high density residential use within the development. Two x three storey apartment buildings are proposed, one on Lot 102 and another on Lot 103. These apartment buildings utilise the same design. The intended outcome for these sites is to provide high density residential units in the form of a walk-up apartment block (i.e. apartment building with no elevator). The design outcomes for these sites will be similar to the outcomes sought from the PDP High Density Residential

Zone. The apartments are a different type of more affordable housing option and one that is not common yet in Wānaka.

3.1.4 Commercial Activities

The project has been carefully designed in scale and activity mix to not compete with or undermine other existing centres around Wānaka. The childcare, retail market (280m² GFA maximum) and café (160m² GFA maximum) have been designed to provide convenience retail for residents within the development to minimise the need to travel to Albert Town or Three Parks and to act as a focal point for the Mt Iron Junction neighbourhood. These will operate in conjunction with the consented service station (not part of this development).

Childcare Centre

Childcare facilities in the Wānaka area are experiencing significant demand with limited availability of spaces in the existing centres for new children. The proposal seeks to include the development of an early childcare centre to support the residential activity on the site. This is centrally located within the site for accessibility within the development and has good accessibility from the surrounding areas. The proposed daycare centre (400m²) is located on Lot 100 in the centre of the site and has been designed to cater for 65 children from infants to pre-school. The childcare centre has a north facing fenced outdoor area surrounded by a 1.8m high close boarded fence and a carpark on the south-western side of the building. The childcare centre is proposed to operate from 07:30am - 8:00pm, Monday to Friday. The draft conditions of consent (**Appendix Q**) are proposed to manage the effects of the childcare centre by limiting child numbers and hours of operation. Architectural and landscape plans for the childcare centre are included in **Appendices B1** and **C1 – 3** respectively.

Retail Market and Cafe

The retail market building is proposed to contain a small-scale boutique type fresh fruit, vegetable and meat market to enable residents to meet their daily needs without the need to make offsite vehicle trips; as well as those in nearby environs that currently lack such services, such as Albert Town and further north to Hāwea. This activity has the same location advantages within the site and connections to the transport network as the childcare centre. Access to the café and market is to come from the existing section of Junction Road opposite the service station to a carpark to the south-west of the building. Pedestrian access to the building is at the centre of the building with loading occurring on the southern side of the building. Architectural and landscape plans for the market and café are also included in **Appendices B1** and **C1 – 3**. Draft conditions of consent (**Appendix Q**) are proposed to manage the effects of the market and café.

3.1.5 Landscaping Design and Implementation

The landscape plans for the Mt Iron Junction Housing Scheme are attached as **Appendix B1**. These plans have been prepared to create an attractive and visually appealing neighbourhood and provide green space and on-site amenity. The plans also show the landscaping proposed for the reserves

within the development. This includes the provision of open grassed areas, seating areas, BBQ areas, shelter/pergola, a playground with equipment and a pickleball court.

The master plan for the site illustrates how landscaping along the proposed streets will be provided, as shown in the three varying typologies proposed for the development. The three types of street typologies are proposed across the development to ensure safe and efficient movement of people (on foot and cycles) and vehicles, while also enabling a high level of on-site amenity for residents. The proposed landscaping and street typologies are shown in **Appendix B1**. Landscaping of the streets will be completed at each stage of the development. Conditions of consent (**Appendix Q**) have been included that require the delivery of this landscaping area prior to vesting these areas with QLDC.

DCM Urban have prepared a plant palette for the anticipated species and vegetation intended for the development of the site. These plans have been prepared to show the proposed planting in the following areas:

- New streets
- Reserve areas
- Internal lots
- Along the state highway boundary for the site
- Stormwater management areas around soakage pits

The plant palette shows, the type of vegetation including native species indigenous to the area and carefully selected exotic species that are characteristic of the wider district to provide a coherent scenic setting consistent with the planted berms and road corridors of the area. Overall, the intent of these plant species is to demonstrate that the landscaping concept will be visually appealing and appropriate for the local context and will enhance this entrance to Wānaka.

The implementation of landscaped areas across the development is proposed to be undertaken at various stages of the development.

Detailed design of street tree planting in roads and reserve plantings is to be provided in detailed landscape plans, certified by QLDC and then completed prior to the vesting of that asset in QLDC at each stage of the subdivision.

All landscape planting on Lots 1 – 4, 62, 200 and 202 along State Highways 6 and 84 as shown on the Detailed Planting Plan – State Highway Boundary Treatment is to be completed prior to issue of the 224(c) for the relevant subdivision stage that creates these lots as individual lots. This ensures the mitigation/amenity planting along the highway boundaries is completed as soon as possible once civil and construction works are completed on these lots.

Landscape planting for each development area (typically this would be a stage) in accordance with the approved Master Plan and Detailed Planting Plans is to be completed prior to the occupation of buildings within that development area. A Landscape Management Plan specifying planting methodology, irrigation, mulching and weed and pest control is to be provided to and certified by QLDC prior to landscape planting in each development area. This is secured through proposed land use conditions of consent (**Appendix Q**).

The landscaping associated with the childcare centre, the market and café is to be the subject of detailed planting plans approved by QLDC through post-consent secondary approval processes. Planting shown on these plans is to be undertaken once civil and building works on these sites are completed and prior to the occupation of the buildings. These outcomes are secured by draft conditions (**Appendix Q**) within Part A of the Land Use Consent. The landscape planting on Lots 101 (market and café), 102 and 103 (both the apartment sites) along State Highway 6 is also secured by a proposed consent notice for these titles that requires this planting to be completed prior to the occupation of buildings on those lots.

Maintenance of the landscaping on the reserves and street trees is the subject of a condition of consent that requires a maintenance agreement between QLDC and the developer for a three year period. After this period maintenance of the plantings would be undertaken by QLDC.

Maintenance of landscaping on Lot 200 – 202 is to be undertaken by the incorporated societies (or similar entity) that administers these shared areas. This is secured by conditions of the subdivision consent.

Maintenance of landscaping on other sites is to be undertaken by the lot owner with a land use consent condition that requires if any plant or tree should die or become diseased it is to be replaced within the next available planting season.

3.1.6 Housing Typologies

The 250 residential units are made of up six different building typologies. The housing typologies have been designed to provide a range of reasonably dense, smaller (20 x 1 bedroom units, 160 x 2 bedroom units and 70 x 3 bedroom units) residential accommodation options, focussed at the affordable end of the market and designed primarily to be occupied by the owner or used for long-term rental. These typologies are described in the sections below, with reference to the drawings in the architectural plan set contained in **Appendix C1 – C3**. The location of the unit types is shown on the Overall Masterplan contained on sheets 9 - 11 of the Landscape Graphic Attachment (**Appendix D2**).

3.1.7 Typology A

Typology A units are single storey residential units with a gross floor area (GFA) of 101m², with two-bedrooms, two bathrooms, a single garage and an external onsite carpark (as shown in Figure 8 below). Type A units are located in five blocks of four or six units along the western boundary of the site west of Mountain Road West and Junction Road. There are 26 Typology A units proposed within the development.

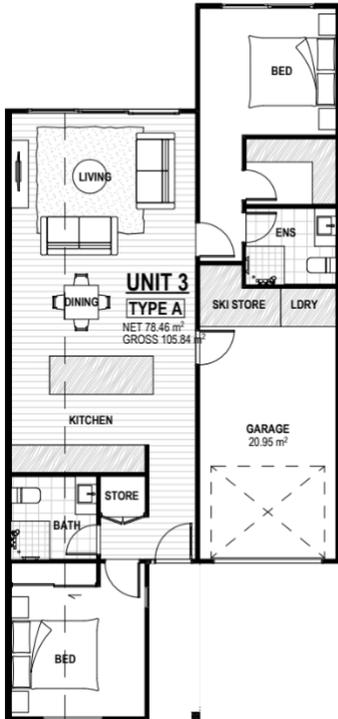


Figure 8: Floor layout of Typology A units

There are two different facade cladding options (T1 horizontal and vertical weatherboards and corrugate, and T2 - brick and horizontal weatherboard), both types have corrugated roofing. These units are approximately 5m from ground level to the top of the gable. Each of these units has an outdoor living area of approximately 20m² to the west of the units.

3.1.8 Typology B

Typology B consists of 36 units located along the north-western boundary of the site. These are two storey units with a GFA of 137m², with three bedrooms, three bathrooms and a single garage recessed behind the façade as shown in Figure 9 below. Kitchen, dining and living, one bedroom and one bathroom are located on the ground floor, with two bedrooms and two bathrooms on the first floor. The two storey components of these units have gabled roofs to approximately 7.7m, separated by single storey garage sections. These are attached units in blocks of six units. These units are clad in horizontal and vertical weatherboards with corrugate roofs.

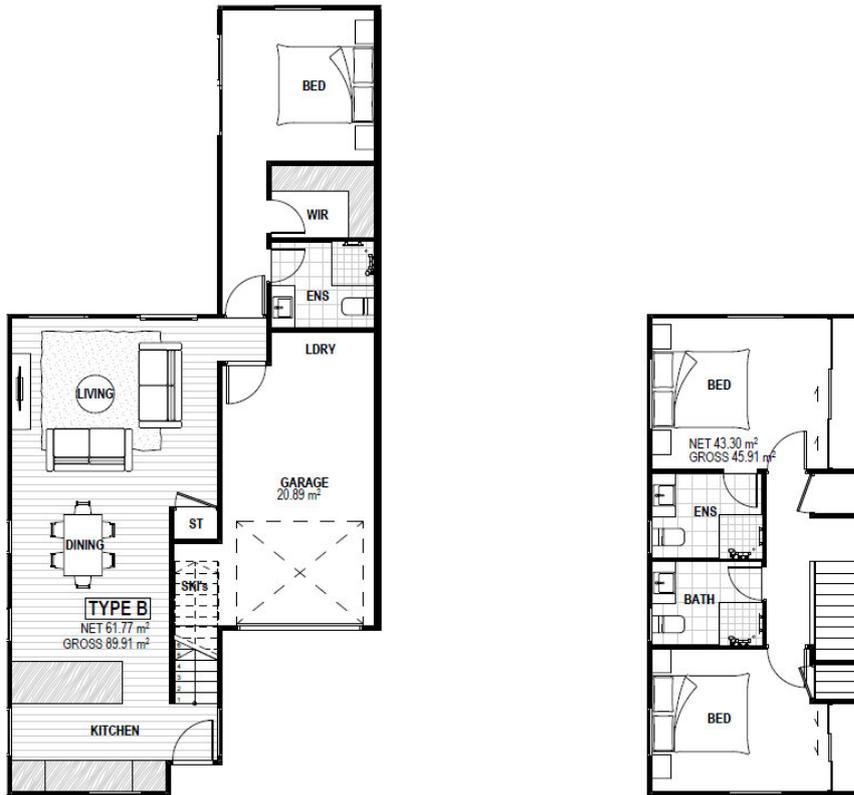


Figure 9: Floor layout of Typology B units

3.1.9 Typology C

Typology C consists of 34 units. Typically these units have garages that front onto one of the proposed roads and have a rear boundary onto a shared parking area. These are two storey units with a GFA of 130m² with three bedrooms, two bathroom and a single garage protruding slightly forward of the façade (as shown in Figure 10 below). Garage, kitchen, dining and living are located on the ground floor, with the two bedrooms and two bathrooms on the first floor. These are attached units in six blocks of four, six or seven units. These units are approximately 7.6 – 8.1m above ground level depending on roof type and have a saw-tooth roof shape in corrugate. There are three cladding variations (T4 – T6). T4 has a ground floor clad in horizontal weatherboard, with brick veneer to the first

floor level. T5 maintains the brick at first floor level with vertical weatherboards at ground floor level. T6 has corrugate cladding to first floor and horizontal weatherboards to the ground floor.

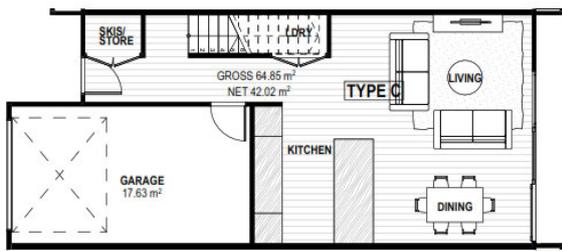


Figure 10: Floor layout of Typology C units

3.1.10 Typology D

Typology D consists of 62 attached two storey units with a GFA of 83m². Typically these units are on the south-eastern or north-western sides of proposed roads and have south-eastern facing kitchens and northerly facing courtyard areas. This housing typology contains kitchen, dining and living at ground floor, with two bedrooms and two bathrooms at first floor level (as shown in Figure 11 below). There are three cladding types (T9 – T11). T9 and T10 have vertical weatherboards to the ground floor and horizontal weatherboards to the first floor. T11 has horizontal weatherboards on the ground floor and brick on the first floor.



Figure 11: Floor layout of Typology D units

The Typology D units have no garage but are built around a central parking area with each unit being allocated one carpark in the adjacent shared carpark.

3.1.11 Typology E and E1

Typology E and E1 units are three storey buildings, each unit consists of two dual keyed units in a single ownership. There are a total of 20 Type E units, 10 ground floor single bedroom units each with 17m² outdoor living space. On top of these are 10 E1 type units each with kitchen dining living and cantilevered decks on the first floor and two bedrooms and two bathrooms located on the second level. The floor plan is shown in Figure 12 (below). The Typology E units have no garage but are located adjacent to a central parking area and each has at least a single allocated carpark space. There are two blocks of Type E units, a block of eight buildings (T8) units at the south-western end of Mountain Road and an adjacent block of two buildings (T7) units).

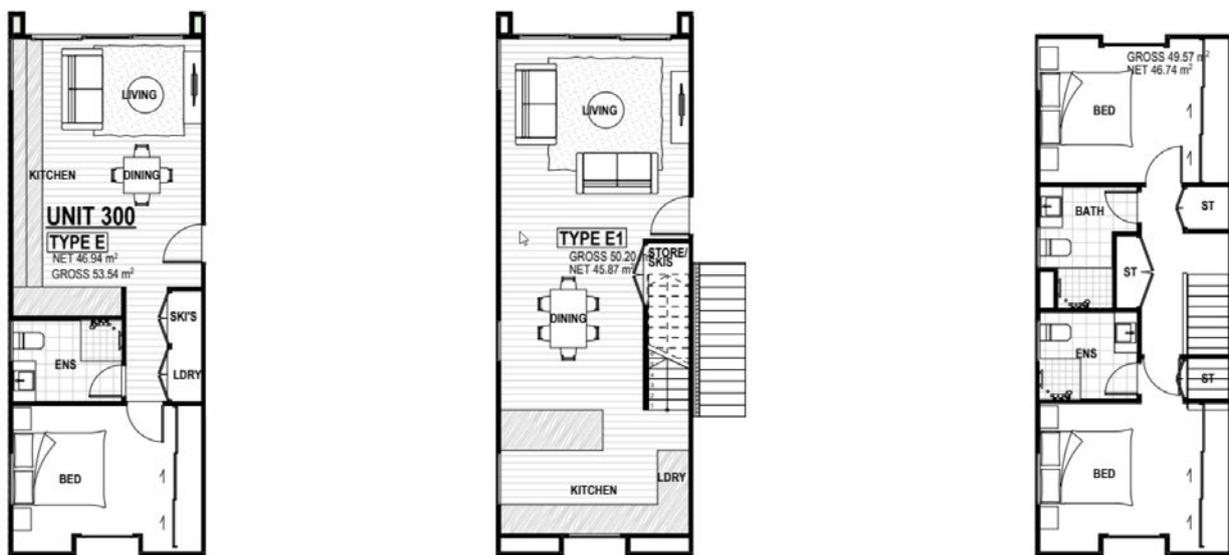
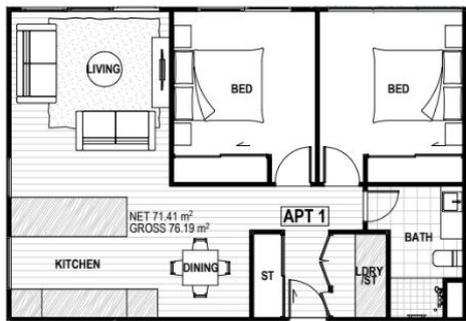


Figure 12: Floor layout of typology E and E1 units

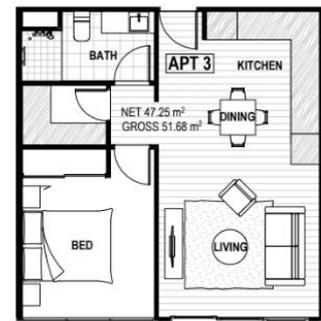
3.1.12 Apartments

Two apartment buildings are proposed along the eastern boundary of the site. Each building is three storeys (10m) and contains 36 walk up units, 10 on the ground floor along with bike parking and 13 units on the first and second floors respectively. The apartments are a mixture of one- and two-bedroom units with GFAs between 52m² and 76m². Each unit has a private balcony. Typical floor layouts are shown in Figure 13: Floor layout of the four apartment unit types 13.

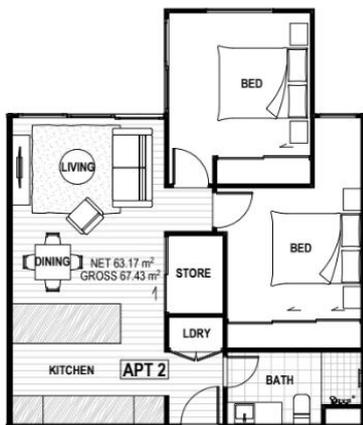
The ground and first floors are clad in brick veneer with the top level clad in horizontal weatherboards. The external corners of the building have been rounded for variety and design interest.



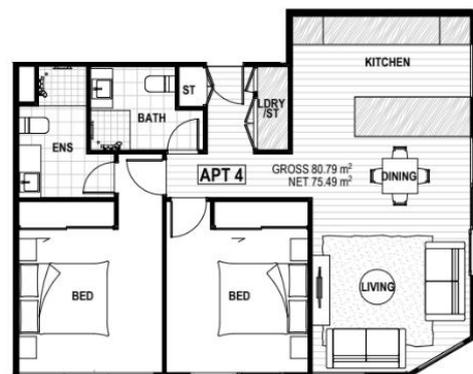
APT 1



APT 2



APT 3



APT 4

Figure 13: Floor layout of the four apartment unit types

3.1.13 On-Street and Off-Street Parking

There is currently no public transport available in Wānaka. The primary mode of transportation is by private vehicle, with other trips around town taken by bike or walking. This has meant that the overall design of the site has been undertaken to ensure there is sufficient parking space for the residential units across the site and that these parking spaces are able to accommodate the number of private vehicles manoeuvring around the site safely and efficiently. Further assessment of this is provided in section 6.4 of the transport assessment in **Appendix K**. The provision of active transport connections to and from the site is discussed in subsequent paragraphs and in section 6.2 of the transport assessment.

The architectural plans (**Appendix C1**) (Sheet A1.2) shows how carparks have been provided within the development. Table 1 below shows the types of units and the available carparking per unit type. Two onsite carparks are provided for 96 units (typologies A – B), one is provided in the attached garages and the other is an external parking space between the garage and the road. Units of typologies C - D each have a single allocated carpark in the jointly owned access lot (**JOAL**) that serves that unit (several have two allocated and owned carparks). These carparks are individual lots and each of these lots is to be amalgamated with the lot containing the units. The dual-keyed units (typology E - Lots 300 – 309) each have two allocated and owned carparks within the nearby JOAL (Lot 200). Each unit within the

two apartment buildings will be provided with an allocated carpark within Lot 102 or 103 respectively. The apartments also some unallocated parking for use by guests. Each of the private parking areas has an unallocated accessible space. All of the parking areas, spaces and manoeuvring areas have been designed to comply (as much as possible) with Council's design standards.

Table 1: Overview of parking provided with the residential unit typology proposed on site

Unit type	Bedrooms	GFA	Parking	Total number of unit type
A	2	101m ²	Garage + one onsite car park	26
B	3	135.8m ²	Garage + one onsite car park	36
C	3	130.4m ²	Garage + one onsite car park	34
D	2	83.2m ²	One allocated car park	62
E	2	100.7m ²	One allocated car park	10
E1	1	50.4 m ²	One allocated car park	10
Apt 1	2	76.2m ²	One allocated car park	16
Apt 2	2	67.4m ²	One allocated car park	42
Apt 3	1	51.6m ²	One allocated car park	10
Apt 4	2	81.3m ²	One allocated car park	4

The market and café building is to have a 23 space carpark plus one accessible space. Access and exit to/from this carpark is to come from Junction Road. There is a loading area at the eastern end of the building and heavy vehicles will exit the site through the adjacent Lot 102.

The carpark for the childcare centre is to be located on the southern side of the building and is to provide 15 carpark spaces plus one accessible space.

A 35 space plus one accessible space public carpark is to be located on the boundary with the Mount Iron reserve. This is to provide public carparks at an access point to Mount Iron. It is also to be available on a non-allocated basis to residents. This carpark is adjacent to the walkway between Mountain Road West and connects with the informal walking/cycle tracks that are to be upgraded through this development.

Where space is available carparking has been provided in the roads. This is a combination of parallel parking in recessed parking bays on Mountain and Junction Roads, angle and 90° parking on Road 1 and angled parking on the two lanes adjacent to the central reserve. This parking will available to local residents or visitors on an unallocated basis.

Paragraph 6.4.9 of the internal transport assessment (**Appendix K**) concludes that the site will be self sufficient for carparking and that carparks are not over provided.

3.1.14 Parks and Recreation Facilities

A sealed 3 metre wide shared pedestrian and cycle link is proposed on the eastern side of Junction Road. This link was a feature of the previous masterplan for the site and has been designed to provide pedestrians and cyclists with links from the northwest through the site instead of along the adjacent highways and to connect into Mount Iron Reserve.

In addition, and as shown on the masterplan (**Appendix B1**), the development will upgrade the existing informal pedestrian and cycle tracks to provide recreational and commuters to access the track at the base of Mount Iron that connects into the network of tracks within Wanaka.

Two recreation reserves are proposed within the development. Lot 801 is located to the southwest of the service station and is to contain a playground that is to be constructed as part of the development. Lot 803 – 805 is to be a centrally located reserve with a pickleball court and BBQ area, as well as a central grassed area. This reserve also has a stormwater function in large rainfall events. Both reserves are to be constructed and landscaped as part of the development.

3.1.15 Refuse Collection

Refuse collection is provided for within the development. This collection is to be a combination of the Council weekly waste and recycling collection and private waste and recycling collection from the residential communal areas and commercial sites.

The Type 1 – 3 units (Lots 1 – 62) along the northwestern boundary each have storage for the three wheelie bins of the weekly QLDC refuse and recycling collection. The storage for these bins is in a covered shed on each of these sites. There is also space on the berm for the bins on collection day that is clear of the vehicle crossings.

All other residential units including the two apartment blocks will have central communal waste and recycling storage and a contracted waste and recycling collection organised by the incorporated societies/management entities. The location of these waste areas is shown on Sheet A1.2 of the architectural drawings (**Appendix C1**). It is proposed that these waste areas will be a shed each containing several 1,200L wheelie bins. Residents will place their rubbish and recycling in these bins. The bins will then be collected weekly by a private refuse contractor. The design of the waste sheds is shown on Sheet A1.64 of the architectural drawings (**Appendix C2**).

The commercial sites will each have private commercial waste and recycling collections.

The waste and recycling collection methods for each of the sites within the development are discussed in Table 2 below.

Table 2: Refuse collection types

Collection type	Location	Units/Lots
Council weekly	Roadside adjacent to individual unit	1 - 62
Communal	Lot 200 (2 locations)	300 - 333
Communal	Lot 201	400 - 436
Communal	Lot 202	500 - 534
Apartment - Communal	Lot 102	Apartments – Block 1
Apartment - Communal	Lot 103	Apartments – Block 2
Childcare – Private Commercial	Lot 100	Childcare
Retail/café – Private Commercial	Lot 101 – to east of building	Retail/cafe

The internal roading network has been designed to accommodate refuse trucks (see para 7.5.5.11 p36 of the Transportation Assessment (**Appendix K**)) for further details.

3.2 Subdivision

3.2.1 Subdivision Staging, Layout and Design

The proposal includes the subdivision of the site into development blocks for staging purposes (indicatively shown on Sheet 003 in the scheme plan set) (**Appendix E**) and **Figure 14** below) and then the re-subdivision of these blocks into lots containing the residential units or for commercial use. The sequencing of the stages has been determined by infrastructure dependencies but the timing for each stage will be confirmed at the time of Engineering Approval. Conditions of consent have been included that address the staging of the subdivision for this development (refer to the draft conditions in **Appendix Q**).

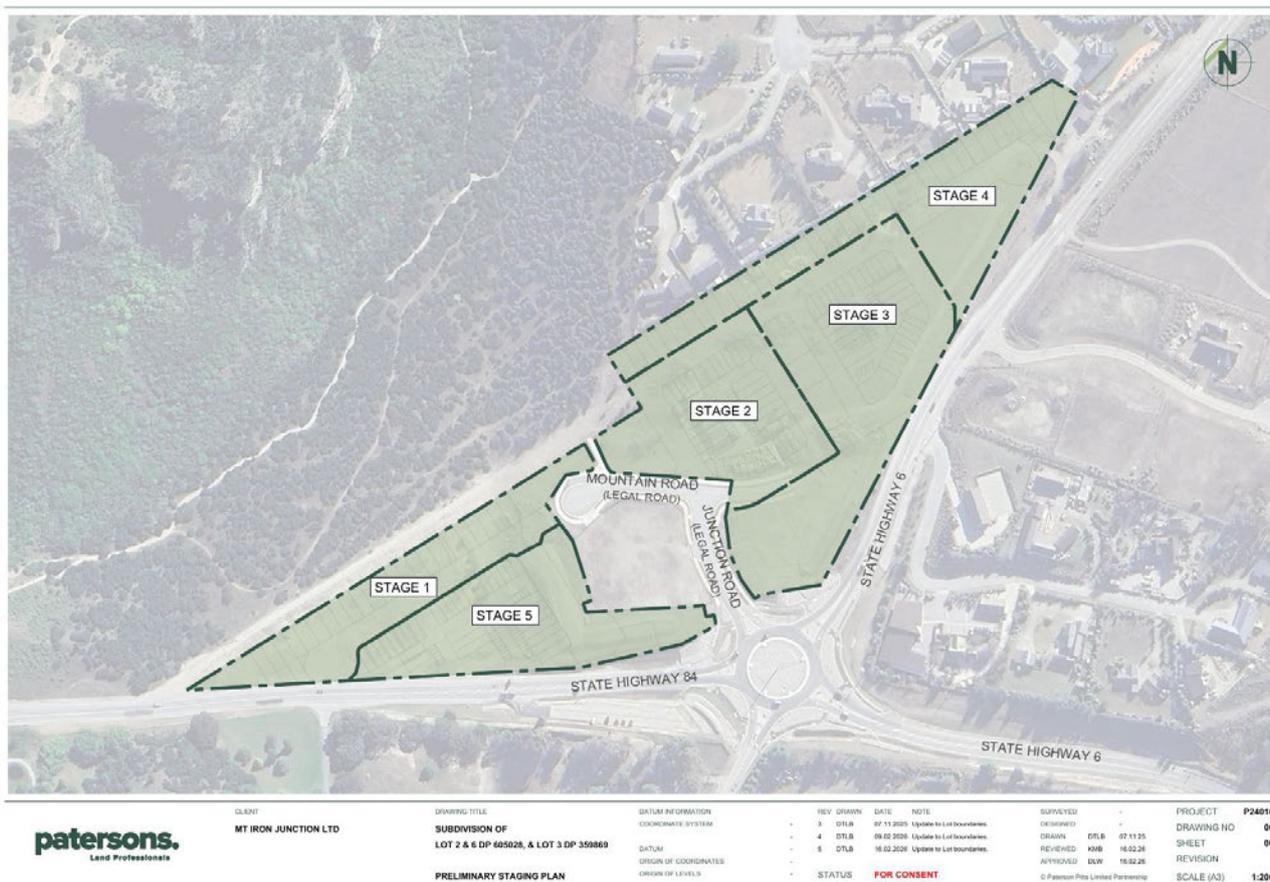


Figure 14: Preliminary staging plan

The preliminary stages are described below. Note this staging is subject to confirmation and amendment through the detailed engineering design and approval stages.

- **Stage 1** is the southwards extension of Mountain Road, the creation of 24 lots and the construction of units on those sites. This stage also includes the Mount Iron carpark. Stage 1 is in this location as it is able to be serviced from existing infrastructure.
- **Stage 2** is intended to be the creation of Lot 100 (the childcare centre), Lots 400 – 436, the central JOAL (Lot 201) and associated roading.
- **Stage 3** consists of the central reserve (Lots 803 – 805), Lots 500 – 534, the central JOAL (Lot 202) and associated roading along with Lot 101 (retail and café) and Lot 102 (Apartment Block 1).
- **Stage 4** is to consist of Lots 25 – 62 along the northwestern boundary, the creation of Lot 103 (Apartment Block 2) as well as roads and infrastructure reserves to vest. Prior to or as part of this stage the water and wastewater trunk mains along the northwestern boundary will be realigned to within Junction Road.
- **Stage 5** is intended to be the creation of Lots 300 – 333, the central JOAL (Lot 200) and Road 1.

The delivery of these houses can be undertaken swiftly upon approval of this application. The build out across the site is expected to be undertaken in stages. Earthworks and civil infrastructure construction is expected to commence in early 2027 with the first lots titled in 2028. The project is estimated to be delivered in its entirety over a five-year period (subject to market conditions).

In the case of the apartment lots (Lots 102 and 103) there will be a separate and subsequent subdivision application to subdivide the apartments into separate unit titles. For simplicity that unit title subdivision process will occur outside this FTAA process. The construction of the infrastructure required to service the development and each of the lots will be installed and vested through the subdivision process.

Based on the attached scheme plan, the following system for lot allocation of the proposed lots across the site is proposed. This is shown in Table 3 below:

Table 3: Lot allocation and references

Lot number	Description	Approximate size of lot
1 – 62	Residential units	155 – 220m ²
100 – 103	Unit title or development lots. These are proposed lots for the following activities: <ul style="list-style-type: none"> • Early Childcare Centre (Lot 100) • Café and Market (Lot 101) • Two x apartment buildings (Lots 102 and 103) 	Size varies
200 - 202	Jointly Owned Access Lots: <ul style="list-style-type: none"> • Lot 200 – serves Lots 300 - 333 • Lot 201 – serves Lots 400 – 436 • Lot 202 – serves Lots 500 – 534 	Size varies
203	To be retained by Mt Iron Junction Ltd	970m ²
300 – 333	Residential Lots Western Development	65 – 155m ²
350 - 384	Residential Lots Western Development – Car parks	12 – 13m ² each carpark lot
400 – 436	Residential Lots Central Development	65 – 150m ²
450 – 474	Residential Lots Central Development – Car parks	12m ² each carpark lot
500 – 534	Residential Lots Eastern Development	65 – 150m ²
550 – 574	Residential Lots Eastern Development – Car Parks	12 – 17m ² each carpark lot
800 – 805	Reserves to vest in Queenstown-Lakes District Council Lot 800 – pedestrian access to Mount Iron from Mountain Road West Lot 801 – playground reserve Lot 802 – stormwater disposal reserve	Size varies

	Lots 803 – 805 – central reserve, including Lot 803 pickleball court, Lot 804 central stormwater reserve and Lot 805 recreation Lot 806 - stormwater disposal reserve Lot 807 – wastewater pump station reserve	
900 – 902	Roads to vest in Queenstown-Lakes District Council	Size varies

It would be normal for each residential lot in the Rural zone to also include a residential building platform. No building platforms are proposed for any of the residential sites as this application includes a land use component to authorise the construction of specific buildings on each site and the small size of the lots means that the building platform would for the most part follow the lot boundaries.

3.2.2 Engineering Design for Roothing, Infrastructure and Utilities

The infrastructure report (**Appendix J**) and the engineering drawings (**Appendix F**) details the roading, infrastructure and utilities that will be provided across the site for the proposal.

The Infrastructure Report outlines the overall design of the development, covering key aspects such as earthworks, roading, water supply, wastewater, and stormwater (including onsite stormwater disposal), along with supporting calculations. The report confirms that the proposed infrastructure and roading network will be sufficient to adequately service the development. The proposed infrastructure has been designed in accordance with the Queenstown-Lakes Subdivision Code of Practice standards. All infrastructure is proposed to vest in QLDC with the exception of the JOALs that are to remain in the joint ownership of the lots served by that access.

The draft conditions of consent require engineering approvals from QLDC for the specific design of the infrastructure. As part of the engineering review and acceptance process detailed engineering design, calculations and plans will be provided to QLDC for review once they have been prepared to ensure compliance with the Queenstown-Lakes Subdivision Code of Practice standards.

Service providers have confirmed that there is sufficient capacity within the respective power supply and telecommunication networks to service the development. Each residential or commercial lot will be serviced in accordance with the utility company’s standards as part of the subdivision phase. Power reticulation will be provided for all the proposed lots by an extension of the existing reticulation in the surrounding road network and provided underground. Telecommunication network will be provided to all proposed lots by an extension of the existing reticulation in the proposed road network. The extension and upgrades of the telecommunications network will be undertaken by Chorus.

3.2.3 Management Structure for Common Property

A residents’ society (or societies) or other management entity is proposed in the draft conditions of consent (**Appendix Q**) to provide a management structure for the operation and maintenance of the JOALs and shared services such as rubbish and recycling collection. Common property for the apartments will be administered by the bodies corporate established as part of the future unit title subdivision of the apartment buildings.

3.3 Earthworks

The development earthworks require consents from both the QLDC and the ORC. Earthworks plans, including proposed finished contours and cut and fill depths, have been prepared and are included within the engineering drawings in **Appendix F**. Table 4 below summarises the earthworks shown in these plans. In order to obtain grades for stormwater drainage and roading and create sites for the construction of the units it is proposed to earthwork the entire site. The earthworks will be undertaken through the subdivision and land development infrastructure works processes anticipated through the subdivision consent:

Table 4: Proposed earthworks volumes

Earthwork activity	Volumes/Area
Cut to offsite dump topsoil and existing topsoil stockpiles	8,250m ³
Cut to stockpile topsoil	7,000m ³
Dump offsite topsoil screening waste	1,400m ³
Respread topsoil	5,600m ³
Certified fill	10,500m ³
Roading metals	3,900m ³
Total earthworks	36,650m ³ (excluding any double handling and assuming topsoil depth averages 200mm)
Maximum depth of cut	0.9m
Maximum height of fill	0.9m
Maximum exposed (m ²)	Entire site – a total of 5.98ha.

An Environmental Management Plan (**EMP**) including an Erosion and Sediment Control Plan (**ESCP**) has been developed for the proposed works, by a suitably qualified person, and is included in **Appendix L** and Figure 15 below. The purpose of the EMP is to manage the earthworks component of the project to minimise short term construction effects such as noise, dust, hours of operation and reduce erosion and sedimentation during the works period.

The EMP and ESCP have been developed in accordance with the QLDC EMP guidelines, the Erosion and Sediment Control Guidelines for Land Disturbing Activities in the Auckland Region 2016 (Auckland Council Guideline Document GD2016/005), and the ORC Guide for Residential Earthworks in Otago.

Sheets ESCP-001 to ESCP-010 of Appendix 1 to the EMP show the proposed layout of the overall erosion and sediment control plan, and schematics of erosion and sediment control measures. The EMP outlines Erosion and Sediment control principles. In summary, the EMP includes the following proposed methods for the site:

- ▶ Clean water diversion

- ▶ Stormwater inlet protection
- ▶ Dirty water diversion channels to control and direct sediment-laden stormwater. The dirty water diversion channels include trafficable swales to allow dirty water overland flows to cross haul roads.
- ▶ Appropriately sized sediment basins to capture and retain sediment-laden water from the contributing catchments, allowing it to soak away.
- ▶ Stabilised access
- ▶ Standard silt fence and silt socks (mesh or fabric tubes filled with sand) to intercept runoff from the earthworks areas.
- ▶ Management of stockpiles.
- ▶ Dust suppression measures to avoid dust moving beyond the boundaries of the site
- ▶ Progressive stabilisation of the site to ensure that the extent and duration of exposed soil is minimised. Stabilisation methods include: hydroseeding/hydromulching, hay mulching, aggregate, and temporary soil binders.
- ▶ Adverse weather event inspections, weekly monitoring and maintenance requirements.

The EMP details sequencing of the works includes preliminary works and site establishment to install sediment control measures, to ensure disturbed land is minimised to the extent necessary, and the site is stabilised in the most efficient manner. The works area will be progressively stabilised with aggregate or topsoil and revegetated to reduce the erosive potential of the surface. Erosion and sediment control devices will only be removed once stabilisation has occurred across the entire site (generally defined as 80% vegetative cover).

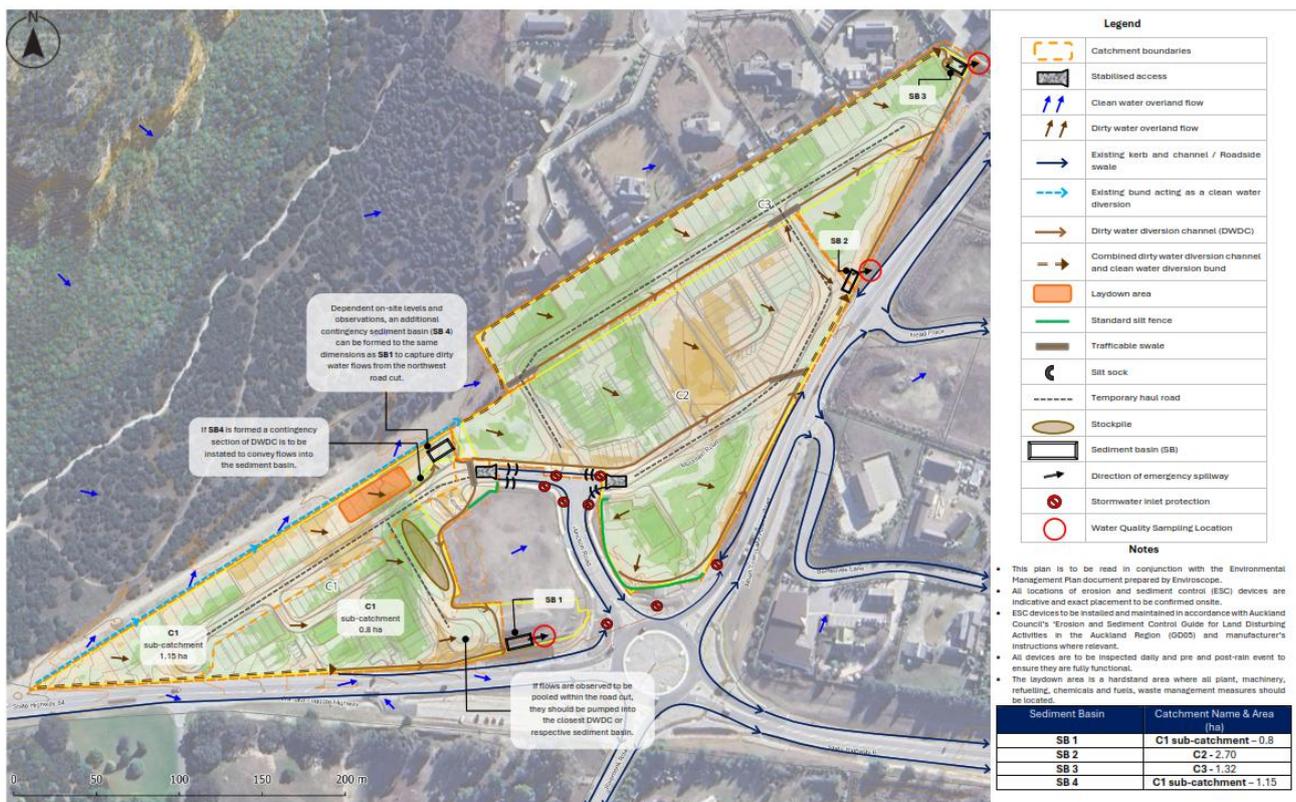


Figure 15: Erosion and Sediment Control Plan

3.4 Vary Conditions of RM181471

Resource consent was granted by the Environment Court on 19 April 2021 for a development by the same Applicant (Decision No. [2021] NZEnvC 53; QLDC Reference RM181471) (see **Appendix H**). The following activities were approved under this resource consent:

- A service station including associated signage, retail store, car wash and laundromat;
- Nine workers accommodation units with a total of 54 bedrooms;
- Terrace housing residential units comprising of 13 two or three bedroom units;
- Associated earthworks, roading, servicing and infrastructure and landscaping; and
- A Protected Landscape Area on the southwestern side of the site.

As the current application is for a comprehensive residential (with some commercial) development across the entire site it is proposed to vary the conditions of the RM181471 approval so that approval would only cover only the service station on what has now become Lot 1 DP 605028.

Part C of the draft conditions in **Appendix Q** details the conditions that are proposed to be varied. As part of the variation it is proposed to include a landscape plan that is specific to the service station site only and does not include any landscaping on the MIJ site. This plan is included in **Appendix W**. This plan includes the same landscaping as previously approved for the service station site.

4. Approvals Sought

4.1 Overview of Approvals Sought

As noted in Sections 1, 3 and 4 of this substantive application, approvals are being sought under the RMA 1991 for the following types of consents:

- ▶ Resource consents for following activities:
 - Land use consent
 - Subdivision consent
 - Change/cancel conditions of resource consent RM181471
 - Cancel a consent notice
 - Discharge permit

No approvals under other legislation or permits are required as part of this application.

A comprehensive planning assessment of the proposal against the relevant provisions in the district and regional plans is appended to the application (**Appendices R, Sand T** respectively), along with the matters of control or discretion as relevant.

4.2 Queenstown-Lakes District Council

Queenstown-Lakes District Council has two district plans in effect, the Operative District Plan and the PDP. The Rural zone is essentially treated as operative, and the operative plan provisions are deemed inoperative.

Under the PDP, the site is subject to the following zoning and overlays:

- ▶ Rural Zone
- ▶ Landscape classification – Rural Character Landscape
- ▶ Partially subject to Designation 84 – State Highway

Approval is sought under section 42(4)(a) of the FTAA for land use and subdivision consents that would otherwise be applied for under the RMA. A summary of the PDP rule triggers are identified below.

4.2.1 Section 21 - Rural Zone

- Discretionary Activity under Rule 21.4.9 for the use of land and buildings for residential activity.
- Discretionary Activity under Rule 21.4.11 for the construction of buildings, roading, access, lighting landscaping and earthworks.
- Discretionary Activity under Rule 21.4.23 for a restaurant (the café) in the Rural zone.
- Non-Complying Activity under Rule 21.4.37 for the café, market and childcare centre in the Rural Zone.
- Non-Complying Activity under Rule 21.4.37 as the residential units are not contained within a building platform as no buildings platforms are proposed as land use consent is sought for all buildings.
- Restricted Discretionary Activity under Rule 21.5.1 for future buildings to infringe the existing northwest internal 15m boundary setback, and to infringe proposed boundary setbacks.
- Restricted Discretionary Activity under Rule 21.5.2 for future buildings adjacent to infringe the 20m road setback from SH84 and SH6, and from the proposed internal roading network.
- Restricted Discretionary Activity under Rule 21.7.1 for structures including fencing and rubbish sheds to be located within 10m of existing and proposed roads.
- Restricted Discretionary Activity under Rule 21.7.2 for buildings to infringe the Rural colour palette.
- Restricted Discretionary Activity under Rule 21.7.3 for buildings to exceed the 500m² maximum ground floor area:
 - the café and market building to be 557m²
 - apartment building Block 22 will be 1,264m²
 - apartment building Block 33 will be 1,264m²
- Restricted Discretionary Activity under Rule 21.7.4 for buildings to exceed the maximum building height of 8m
 - Residential units of Typology C (T5) are approximately 8.1m above ground level
 - Residential units of Typology E (T7 and 8) are approximately 9m above ground level
 - The two apartment buildings are proposed at 10m from ground level
- Restricted Discretionary Activity under Rule 21.9.4 for retail sales from the café and market building which has a ground floor area of 557m² and so exceeds the 25m² within the 30m road setback.

4.2.2 Part Five: District-wide Matters

► Chapter 25 - Earthworks

- Restricted Discretionary Activity under Rule 25.4.11.2 for earthworks of 5.98ha, exceeding a contiguous area of greater 10,000m²

Note as the application is for a subdivision the earthworks volume, cut, fill and cleanfill transportation volume are exempt under Chapter 25. These infringements are noted below:

- Rule 25.4.2 for earthworks of approximately 36,650m³ and so exceed the maximum permitted volume of earthworks of 1,000m³.
- Rule 25.5.21 for the total volume of imported cleanfill and roading metal to total approximately 8,635m³.

► Chapter 27 - Subdivision

- Discretionary Activity under Rule 27.5.12 for fee simple subdivision within the Rural zone.
- Non-Complying Activity under Rule 27.7.36 for subdivision in the Rural zone that does not include building platforms on every residential lot as required by Rule 27.7.34. None of the residential lots are proposed to have building platforms.
- Non-Complying Activity under Rule 27.7.36 for subdivision in the Rural zone where resultant lots do not meet the 15m x 15m shape factor as required by Rule 27.7.35. Specific building designs for each allotment are proposed.

Note: a further subdivision consent will be required as a Discretionary Activity under Rule 27.5.17 for the unit title subdivision of the apartment buildings in Blocks 22 and 33. This will be applied for as a future, separate consent.

► Chapter 29 – Transport

- Restricted discretionary activity under Rule 29.4.11 for exceeding the high traffic generating activity thresholds in Table 29.5 being:
 - a residential development that is a as it exceeds the threshold of 50 residential units as 250 residential units are proposed; and
 - as a mixed use development and change in use where greater than 50 additional trips are generated during commuter peak hour.
- Restricted discretionary activity under Rule 29.4.12 for residential and commercial parking in the Rural zone.
- Restricted discretionary activity under Rule 29.5.2 in respect to the size of required parking spaces and layout for carpark spaces 350 – 354, 355 – 367, 380 – 384, 450 – 474, 550 – 564, spaces 1 – 36 in Carpark 7A and spaces 1 – 36 in Carpark 8A. The Class 2 dimensions have stall widths between 2.6m and 2.7m with a proportionately longer aisle width for manoeuvring, different to that listed.
- Restricted discretionary activity under Rule 29.5.4 for a reduced number of mobility parking spaces in Carpark 3 (Daycare), and Carpark 4 (retail and café) where one mobility park is provided instead of two.
- Restricted discretionary activity under Rule 29.5.7 for some residential parking space designs (Carparks 5 and 6) to be different to that listed.
- Restricted discretionary activity under Rule 29.5.8 for reduced queuing length in Carparks 1, 4, 7 and 8.

- Restricted discretionary activity under Rule 29.5.13 for some access and road designs to slightly deviate from the Queenstown-Lakes Code of Practice specifications at Roads 2 and 3, and the Junction Road extension, and Roads 1, 2 and 3 that include angled parking.
- Restricted discretionary activity under Rule 29.5.15 for the design of the combined vehicle crossings (up to 7.5m) to exceed maximum residential vehicle crossing width of 6m. Direct crossings to residences are shared with adjoining units and are between 7-7.5m wide. Commercial crossings are 9m wide.
- Restricted discretionary activity under Rule 29.5.17 for reduced sight distances from vehicle access in a 40km speed environment at RoW 5, Lot 58, Lots 416-417, Lots 430-436, Carpark 4 and Carpark 8.
- Restricted discretionary activity under Rule 29.5.21 for reduced Minimum distances of Vehicle Crossings from Intersections that are internal to the development at Lots 21-24 and Carpark 2 (Road 1), Lot 417 (Junction Road / Mountain Road (southwest), Carpark 7 (Mountain Road East / Road 2 (north), Lots 31 - 36 (Mountain Road East / Road 2 (north), Lots 35 - 41 (Mountain Road East / Road 3 (north), and Lots 45 - 50 (Junction Road / Mountain Road (northeast).

► Chapter 36 – Noise

- Non-complying activity under Rule 36.5.1, as daytime noise associated would exceed the 50dB limit at 1 Balneaves Lane (a church) and 2 Balneaves Lane / 20 Albert Town-Lake Hawea Road (a veterinary clinic) which receive noise levels of up to 52 – 55 dB respectively. Internal to the development the loading bay of the café and market is predicted to result in 66 dB LAeq at the upper facades of the apartments to be built on Lot 102.

4.2.3 Variation to Resource Consent RM181471

Approval is sought under section 42(4)(b) for the cancellation of a resource consent condition that would otherwise be applied for under the RMA 1991. This is considered a **discretionary** activity pursuant to section 127 of the RMA and Schedule 5, clause 23 of the FTAA imports the provisions of the RMA that require an application to cancel a resource consent condition to only assess the extent of effects which are different to those already granted. The proposal seeks to vary the conditions of RM181471 to the extent included in Part C of the draft conditions of consent (**Appendix Q**)

4.2.4 Consent Notice Cancellation

This project is for a specific land use and subdivision development and will result in the existing consent notice registered on the title to Lots 2 and 6 DP 605028 becoming redundant and it is proposed to replace the existing consent notice with new specific ongoing consent notice conditions as discussed within the draft conditions (**Appendix Q**).

Approval is therefore sought under section 42(4)(a) of the FTAA to cancel consent notice 1305935.9 from the records of title to Lots 2 and 6 Deposited Plan 605028 that would otherwise be sought under section 221(3) of the RMA.

Consent Notice 1305935.9 (**Appendix A**) for Lots 2 and Lot 6:

- All boundary fences along or adjoining any areas of reserve shall be no greater than 1.2 metres in height and shall be no less than 50% visually permeable.*

- b. “Good Ground” in accordance with NZS3604 has not been confirmed for these lots due to the presence of weaker bearing soils and variability of soils underlying the entire site plus buried topsoil and uncontrolled fill in the southwest corner of Lot 6. Building foundations, if any, shall require site specific geotechnical investigations and engineering designs to ensure suitable foundation bearing design solutions are achieved in consideration of the Geosolve Limited, Geotechnical Completion Report and Schedule 2A 237 Wanaka-Luggate Highway Road, Wanaka (Ref: 170839.01, dated 19 June 2024 and held on Council’s eDocs file under RM230506), including removal of unsuitable material beneath foundations where required.

4.3 Otago Regional Council

4.3.1 Regional Plan: Water for Otago (RPW)

Plan Change 8 to the Regional Plan: Water for Otago (RPW) was made operative on 3 September 2022 and introduced new rules for specific activities with the potential to contribute to water quality contamination. This included new consent requirements for earthworks associated with residential development. The proposed earthworks are associated with a residential subdivision and associated infrastructure and therefore fall within definition of residential development¹.

- Restricted discretionary consent under rule 14.5.2.1 for the use of land, and the associated discharge of sediment into water or onto or into land where it may enter water, for earthworks for residential development as the area of earth exposed will be more than 2,500m² in any consecutive 12-month period.

A 10-year timeframe is sought for the residential earthworks to allow for all the proposed subdivision stages to be completed (including additional contingency time).

4.3.2 Permitted Activities

Under Schedule 5, clause 5(5)(a), this application is required to note that if a permitted activity is part of the proposal to which the consent application relates, a description that demonstrates that the activity complies with the requirements, conditions, and permissions for the permitted activity is required. These activities have been identified and described below based on the activity proposed:

Commercial activities

While this consent does not authorise activities within the residential units, it is reasonable to assume home occupation activities are likely to occur within some of the units given the current working trends. Any home occupation activities within the site will not exceed 150m², not store goods or materials outside of the units, and all manufacturing, altering, repairing, dismantling or processing of any goods or articles will be carried out indoors. This activity is permitted under Rule 21.4.12 of the PDP.

¹ Means the preparation of land for, and construction of, development infrastructure and buildings (including additions and alterations) for residential activities and includes retirement villages. It excludes camping grounds, motor parks, hotels, motels, backpackers’ accommodation, bunkhouses, lodges and timeshares. The terms development infrastructure, residential activity, and retirement village are defined in the National Planning Standards.

Transportation

The creation of bicycle parking and shared path connections for the development to contribute to the active transport network for Wānaka is a permitted activity under Rule 29.4.5 of the PDP.

Parking for commercial activities on the site for the retail and childcare buildings with a size less than 1,000m² is permitted under Rule 29.4.3 of the PDP.

The construction of the new local roads for the development, and the operation, use, maintenance and repair of this once established is permitted under Rule 29.4.14.

The placement of public amenities within the new roads will be permitted under Rule 29.4.15.

Utilities

Under PDP Rule 30.5.1.1, buildings associated with a utility are a permitted activity provided that any building, cabinet or structure is less than 10m² in total footprint or 3m or less in height. Utility cabinets and transformers are anticipated within the development with their location to be confirmed through the detailed design processes. Notwithstanding, their size typically complies with these requirements and this PDP rule and can be relied upon.

Any water, wastewater and stormwater pump stations for the proposed development are considered permitted activities under Rule 30.5.1.9 of the PDP.

The installation of underground pipes and incidental structures for the supply and drainage of water and wastewater or for the conveyance of stormwater are permitted activities under PDP Rules 30.5.1.4 and 30.5.1.8.

Stormwater

The discharge of stormwater from any road not connected to a reticulated stormwater system to water or onto land is a permitted activity under Rule 12.B.1.9 of the RPW, providing the discharge does not cause flooding, erosion, land instability, sedimentation or property damage of any other person's property and where there is interception of any contaminant, after reasonable mixing will not give rise to the production of any conspicuous oil or grease films etc, will not cause any conspicuous change in the colour or visual clarity, will emit an objectionable odour, is not suitable for drinking water for farm animals or results in significant adverse effects on aquatic life. In this instance, stormwater from the roads is proposed to be directed to a series of soakage pits across the site and allowed to soak into the underlying ground.

Recreation

In the rural zone, Recreation and Recreation Activities are permitted activities under rule 21.4.25 of the PDP.

4.4 National Environmental Standards

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011 (**NESCS**) is potentially relevant to this substantive application as the proposal will involve a subdivision of the site and has earthworks proposed across the site.

A search of the ORC Listed Land Use Register confirms that the site is not identified as having any records of HAIL activities occurring on the site. Furthermore, there has been no known past land uses on the site that would have had the potential to contaminate the site. Recent operations on the site as a construction laydown facility was undertaken in accordance with NZTA's site management practices which require documentation of any spills or incidents that would result in ground contamination. As far as the applicant is aware, no spills or incidents were recorded on the site or documented by the contractor.

As such, it is considered that none of the provisions of the NESCS are triggered by this proposal and no further assessment is required.

4.5 Summary of Key Commitments/Conditions

Proposed consent conditions for the Project are included in **Appendix Q**. These conditions seek to strike a balance between mitigating and managing these impacts while ensuring the project can still deliver regionally significant benefits and securing the provision of affordable medium and high density housing and public recreation facilities.

5. Site and Surrounding Environment

The application site is located at 327 Wānaka–Luggate Highway, on the eastern edge of the Wānaka urban area within the Upper Clutha Basin. The site is located at the intersection of State Highway 6 (SH6), State Highway 84 (SH84) and Riverbank Road, forming a key eastern gateway into Wānaka for traffic travelling from Luggate, Cromwell and Hāwea.

The site comprises approximately 5.99 hectares and is triangular in shape. The site does not include Lot 1 DP 605028 or Junction or Mountain Roads. The site is currently zoned Rural Zone under the Queenstown Lakes District Plan and is located outside, but immediately adjoining, the Wānaka UGB, which follows the north-western edge of the site. While the site retains a rural zoning, it sits within an environment that is increasingly urban in character and function, reflecting its location on the urban fringe of Wānaka. A plan showing the zoning of the site and the surrounding context is included in Figure 16 below.

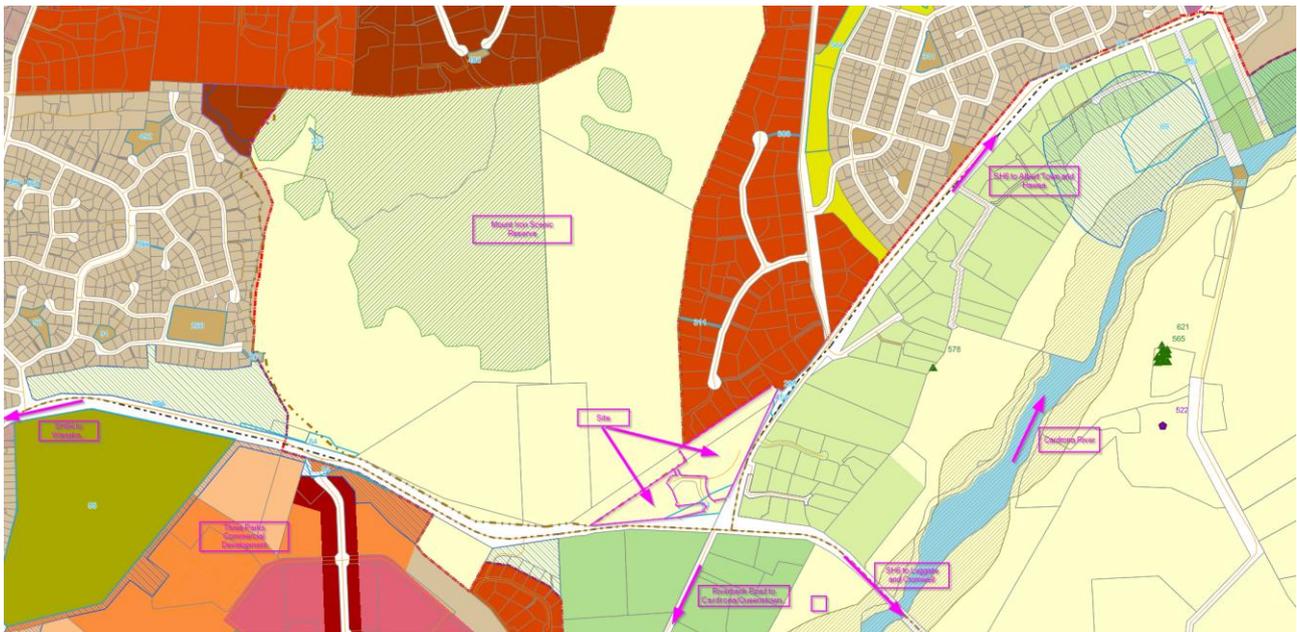


Figure 16: Site and surroundings – zoning plan

5.1 Surrounding Environment

The site is bounded by a combination of major transport infrastructure, public open space and urban development. To the north and northwest, the site adjoins the Mount Iron Reserve, a publicly accessible recreation area administered by QLDC. Mount Iron is a prominent glacial landform and a well-known landmark within Wānaka, containing an established network of walking and cycling tracks that are heavily used by residents and visitors.

To the east, the site is bounded by SH6 (Albert Town – Lake Hawea). To the east of the highway is a mix of Rural Residential and Large Lot Residential development, including detached dwellings, a veterinary clinic and a place of worship on lot sizes generally ranging between 2,000m² to 4,000m². These properties are zoned for a mixture of urban and rural residential use and exhibit a landscaped and domesticated character more typical of suburban development than rural land.

To the south, the site is bounded by SH84, which connects from the roundabout to Wānaka Town Centre. To the east of the roundabout SH6 connects with Luggate and Cromwell and forms part of the regional state highway network. To the southwest and west, the surrounding environment transitions into the wider Three Parks area, which includes large-format retail, business and service activities, recreational facilities and emerging residential development. Three Parks functions as a major employment, retail and community hub for Wānaka and the Upper Clutha area. The nearest Rural zoned site is opposite the site’s western corner and contains Puzzling World.

The surrounding urban environment of Wānaka, particularly the Three Parks area, is expected to be changed following the recent introduction of the Urban Intensification Variation by QLDC that seeks to give effect to central government’s National Policy Statement on Urban Development (NPS-UD), specifically the directives around the intensification of the urban environment. At the 5 February 2026 meeting of Full Council, Elected Members formally adopted the recommendations of the Independent Hearing Panel, which ultimately means a more denser urban environment around the Three Parks area

of Wānaka that is adjacent to the subject site. This will allow up to three residential dwellings per site and a building height of between 16 – 24m being able to be undertaken on the site as a permitted activity.

Albert Town is located to the north and north-east of the site. Once a separate rural settlement, Albert Town has, over time, become integrated into the wider Wānaka urban area as residential development has expanded around the base of Mount Iron.

5.2 Physical Characteristics of the Site

The site is generally flat to gently undulating, with a slight overall fall toward the southeast in the direction of the Ōrau / Cardrona River, which is located approximately 330 metres east of the site. The site sits slightly elevated above the adjacent state highway roundabout and is otherwise at-grade with surrounding roads.

The site has been subject to significant modification. Historically used for rural and horticultural activities, the site has more recently functioned as a construction laydown area associated with the upgrade of the SH6/SH84 intersection and for the installation of the trunk water supply and wastewater mains along the western boundary of the site. As a result, the site has been extensively earthworked and cleared of shelterbelts and vegetation and is currently largely devoid of vegetation or ecological features. Existing development on the site is limited and comprises a house, a shed and ancillary structures.

Under the Manaaki Whenua / Landcare Research mapping, the sites soil is classified as Land Use Capability (LUC) 4 (Figure 17), and therefore not considered highly productive rural land under the National Policy Statement for Highly Productive Land 2022.

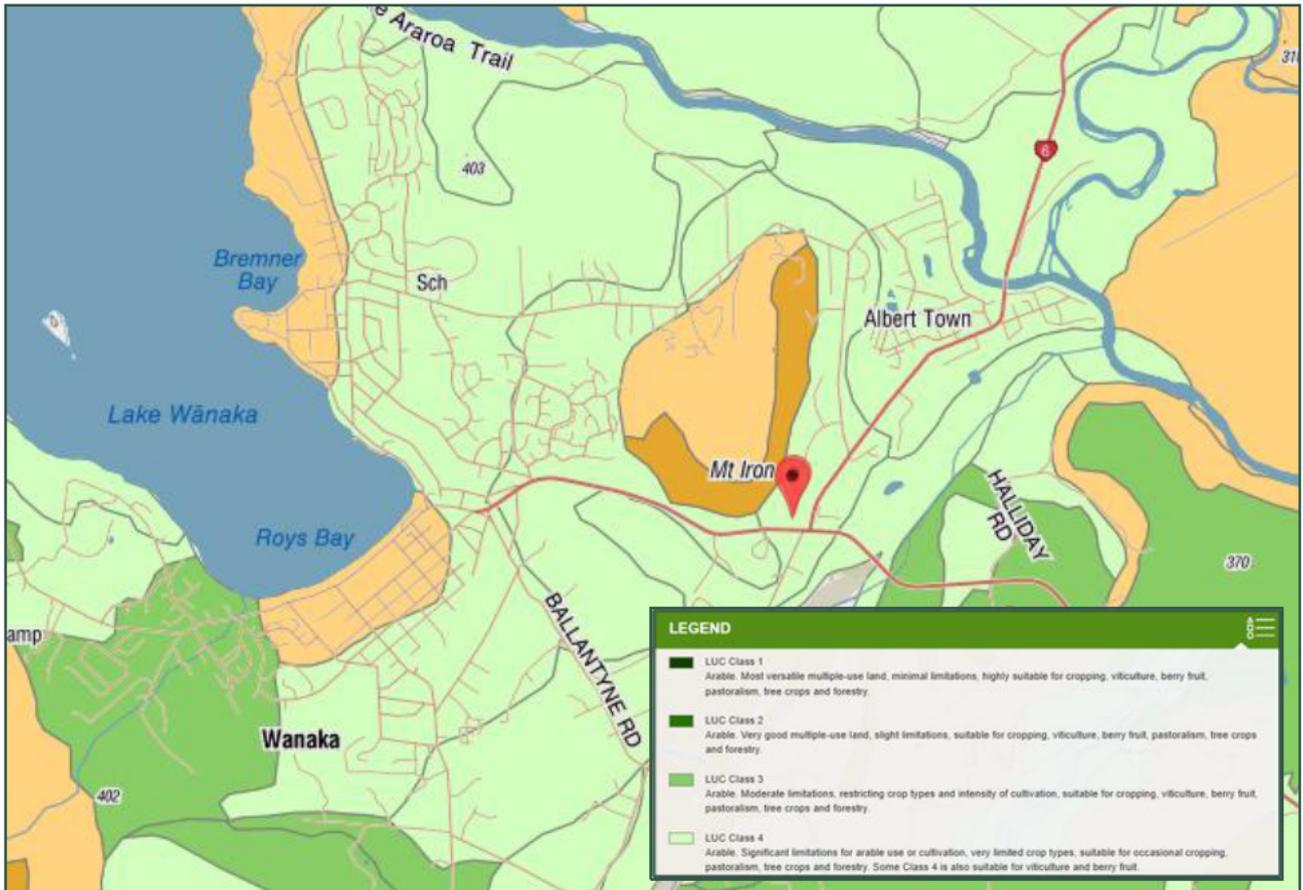


Figure 17: Land use capability mapping

5.3 Landscape and Receiving Environment

The surrounding landscape is strongly influenced by Mount Iron, which rises approximately 250 metres above the surrounding river terrace to a summit elevation of around 548 metres above sea level. Mount Iron is a highly recognisable natural feature within Wānaka and plays an important role in the visual experience of arrival into the township, particularly for users of SH6 and SH84.

Mount Iron is largely free of built development and retains a cover of regenerating indigenous vegetation predominantly kānuka and exposed rock outcrops, particularly on its steeper southern and eastern slopes. The reserve forms a clear and defined northern edge to the site and contributes significantly to the site’s wider landscape context.

Between Mount Iron and the Ōrau / Cardrona River lies a sequence of river terraces and escarpments that accommodate a mix of residential, rural lifestyle, commercial and transport infrastructure. This area exhibits a transitional landscape character, reflecting its location at the interface between urban Wānaka and the more rural Upper Clutha Basin. The site forms part of this transitional environment and is visually prominent to a large audience travelling along the adjacent state highways.

5.4 Ecological and Hydrological Context

The site is located within the Cardrona River catchment (Figure 18 below). The Ōrau / Cardrona River forms a significant natural corridor to the east of the site and provides ecological, recreational and cultural values within the wider Wānaka area. The river is partly braided and is generally contained by mature exotic vegetation along its margins.

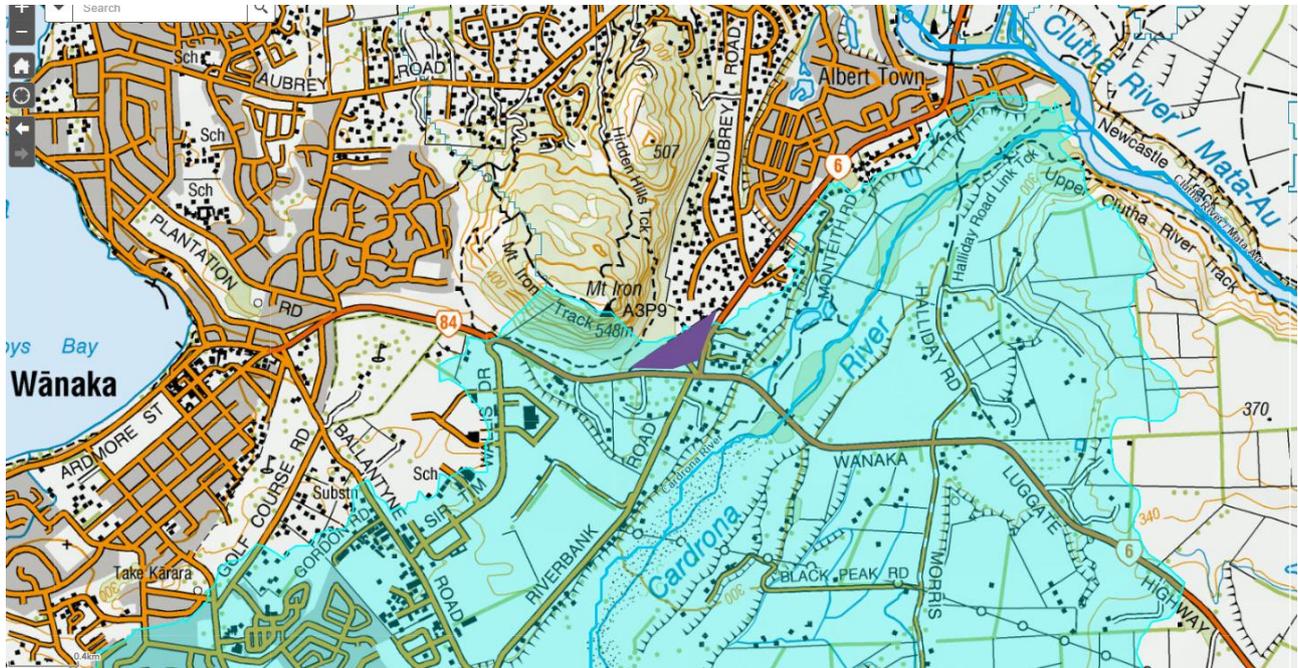


Figure 18: Site (shown in purple), Cardrona River catchment (light blue area) and surroundings

Ecological values within the site itself are low, reflecting its highly modified state and recent use as a construction laydown area. Higher ecological values are present within the adjacent Mount Iron Reserve and along the Cardrona River corridor. The predominant ecological characteristics that dominate Mount Iron are kanuka scrubland. The vegetation in the surrounding terrace flats area is primarily exotic grassland, established conifer shelterbelts, pockets of indigenous scrubland and a framework of exotic trees throughout following patterns associated with farming, rural living and semi-rural to urban fringe development.

5.5 Geological Context

The subsurface conditions present near-surface materials across the site comprised a mixture of topsoil, limited areas of uncontrolled fill, buried topsoil and loess, generally extending to a depth of approximately 0.5 metres. Beneath these materials, the site is underlain by glacial outwash gravels interbedded with outwash sands, consistent with the site's location within the Wānaka Basin and its glacial geomorphological history.

The Cardrona Fault is mapped in the vicinity of the south-eastern corner of the site. This fault is considered capable of generating earthquakes of up to approximately Magnitude 7.3, with an estimated recurrence interval in the order of 5,000 to 10,000 years.

The Alpine Fault, located approximately 70 kilometres to the west along the foothills of the Southern Alps, represents a more significant source of seismic hazard for the wider Wānaka area. Current understanding indicates a high probability of a Magnitude 8 or greater earthquake occurring on the Alpine Fault within the next 50 years, which would be expected to result in strong ground shaking within the vicinity of the site.

6. Effects of Proposal

Under Schedule 5, clause 5(4) of the FTAA, an application for resource consent must include an assessment of the activity’s effects on the environment that includes all the information required under clause 6 and covers the matters specified in clause 7.

Under clause 6(1), the assessment of the activity’s effects on the environment must include the following:

Table 5: FTAA clause 6(1), the assessment of the activity’s effects on the environment

Clause 6(1) of Schedule 5 FTAA 2024	Location of information
a. An assessment of actual or potential effects on the environment	Refer to Section 6 of this report.
b. If the activity includes the use of hazardous installations, an assessment of any risks to the environment that are likely to arise from such use	Not applicable – no hazardous installations are proposed as part of the development on the site
c. 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	Not applicable – Only stormwater is proposed to be discharged to ground.
d. 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 of the activity	Mitigation measures for any actual or potential impacts have been discussed for each effect and are either implemented through the proposed masterplan, building or landscape design or included as conditions of consent.
e. Identification of persons who may be affected by the activity and any response to the views of any persons consulted, including the views of iwi or hapu that have been consulted in relation to the proposal	Persons likely to be affected by the proposal have been identified in Section 2.6 of this report and Appendix N . The responses received have been summarised and attached to these sections.
f. If iwi or hapu elect not to respond when consulted, any reasons that have been specified for that decision	Section 2.6.4 (above) documents the consultation with iwi that has been undertaken for this project so far. Iwi have engaged to the extent that there is a consultation agreement in place (Appendix M) but have provided no substantive comments on the proposal to date.

<p>g. If the scale and significance of the activities effects are such that monitoring is required, a description of how the effects will be monitored and by whom, if the activity is approved</p>	<p>This is an application for a housing project with ancillary commercial component. This requires no ongoing monitoring as the effects associated with these components are well understood. Additionally, the application will primarily be given effect to through the subdivision conditions (see Appendix Q) and these are required to be completed and signed-off prior to the issue of the 224(c) certificate for each subdivision stage. Any ongoing conditions are proposed to be recorded on the relevant titles by consent notice conditions.</p>
<p>h. An assessment of any effects of the activity on the exercise of a protected customary right</p>	<p>Not applicable – the site does not have any protected customary rights.</p>

6.2 Environmental Effects

An assessment of environmental effects of the proposal is provided below. Clause 7 requires the following matters to be covered in this assessment which has been undertaken in the sections below:

Table 6: FTAA clause 7 matters to be assessed

Clause 7 of Schedule 5	Location of information
<p>a. Any effect on the people in the neighbourhood and, if relevant, the wider community, including any social, economic or cultural effects</p>	<p>The effects on people in the neighbourhood are discussed in Section 6.3 below.</p>
<p>b. Any physical effect on the locality, including landscape and visual effects</p>	<p>The landscape and visual effects of the proposal are assessed in Sections 6.3 and 6.4 below.</p>
<p>c. Any effect on ecosystems, including effects on plants or animals and physical disturbance of habitats in the vicinity</p>	<p>The effects on ecosystems on and around the site are assessed below in Section 6.6.2.</p>
<p>d. Any effect on natural and physical resources that have aesthetic, recreational, scientific, historical, spiritual or cultural value, or other specified value, for present or future generations</p>	<p>The effect of the proposal on natural and physical resources has been assessed in Section 6.6.</p>
<p>e. Any discharge of contaminants into the environment and options for the treatment and disposal of contaminants</p>	<p>Not applicable – there will be no discharge of contaminants in relation to the proposal.</p>
<p>f. Any unreasonable emission of noise</p>	<p>Noise effects associated with construction, operational noise, and reverse sensitivity are discussed in Section 6.8 below and in the acoustic assessment in Appendix U.</p>

g. Any risk to the neighbourhood, the wider community, or the environment through natural hazards or hazardous installations.	The effects of the proposal from natural hazards are discussed in Section 6.7 below.
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These issues are addressed more fully in subsequent paragraphs.

6.2.1 Local Amenity/Masterplan

The proposal includes a master plan approach for the development that seeks to provide a suitable level of amenity for residents within the development, neighbours, users of the Mount Iron Reserve and those passing through or by the site. The masterplan provides housing typologies most needed to address housing affordability in Wānaka. The masterplan for the site has been prepared that covers land use activities anticipated on the site, residential housing typologies, recreational areas and anticipated landscaping to provide the urban amenities necessary for a well- functioning urban development.

6.2.2 Residential Development Capacity

The proposal includes a variety of medium to high density housing typologies to assist in meeting the current and future housing demands of Wānaka. The provision of this variety of housing types will benefit the housing market by providing purpose-built accommodation options at affordable price points to suit community demand for various unit types (i.e. young workers, couples, young families, and seasonal works) to help reduce housing pressures. The development will also aid in the security of supply of such housing by ensuring competition in the supply of more housing.

The high-density residential use of the site will meet the intent of the National Policy Statement on Urban Development 2020 (**NPS-UD**) to provide for additional residential housing capacity and cater for specific aspects of the local housing market. A more detailed assessment of the NPS-UD is assessed as part of the objectives and policies assessment in **Appendix S**.

Overall the effects of provision of additional residential capacity within the site are considered to be positive and necessary to meet the current and identifiable future housing demands of the community. Further assessment on residential development capacity is provided in the economic assessment contained in **Appendix G**.

6.2.3 Additional Business Capacity

The masterplan for the site includes an early childcare centre. This will provide a new facility to address waitlists for existing early childcare providers in Wanaka. The central location of the facility within the site provides easily accessibility for residents to meet their childcare needs in proximity to home and so will reduce vehicle trip generation. The location of the childcare centre close to the arterial roading network provides for combination of vehicle trips such as picking up or dropping off children on the way to or home from work and trip efficiency and convenience in that the location of the centre does not add significant travel time to existing journeys.

This type of facility on this site is considered to be appropriate given its ease of access and close proximity to other urban centres such as Three Parks, Wānaka Town Centre and Albert Town. This means that the site can be accessed to allow for drop-off and pick-ups while commuting to and from

people's places of employment. This is also addressed in the transport assessment contained in **Appendices K and K1**.

The proposed local market and café will also provide convenience for residents in that some of residents' retail needs can be satisfied within a walkable radius (a maximum of approximately 320m from either end of the site) of all units within the development. All the business and commercial services within the site will be concentrated at the entrance to the development to provide easy accessibility from the state highway and to ensure maintenance of residential amenity within the development as all vehicle movements on the residential streets inside the development are for local access trips.

The inclusion of these facilities will have a positive effect on the supply of commercial land for the provision of local retail and services. The small scale of the commercial areas within the development, the limited number of commercial activities, the local scale of the activities, the increase in the number of residential units (and population) means that the effect on existing commercial areas is likely to be too small to have a noticeable effect on other commercial activities or areas.

6.3 Landscape Character and Visual Amenity Effects

This section assesses the actual and potential effects of the proposed Mt Iron Junction Housing Scheme on landscape character and visual amenity. The assessment relies on, and is informed by Landscape Assessment Report (**Appendix D1**), which evaluates the proposal using established landscape assessment methodology and site analysis.

The assessment addresses both the proposed land use and subdivision, having regard to the site's physical context, surrounding land uses, and the relevant planning and strategic framework applicable under the FTAA.

6.3.1 Receiving Environment and Landscape Context

While the site is zoned Rural under the PDP, the landscape evidence (**Appendix D1**) confirms that it does not exhibit rural character or rural landscape values. Instead, the site is located within a peri-urban receiving environment, shaped by existing and consented residential, commercial and transport infrastructure development at the eastern edge of Wānaka².

The site is bounded by State Highways 6 and 84, adjoins established and emerging residential areas at Albert Town and Three Parks, and is influenced by the consented service station and associated road network. In this context, the site functions as part of Wānaka's urban edge rather than as part of a broader rural landscape. The site itself is relatively small and flat and does not constitute a landscape in its own right; its character and amenity are derived from the surrounding development pattern and landform context.

² Landscape Assessment Report, Rough Milne Mitchell, 17 December 2025, pages 17, 41, 43 and 49

Mt Iron, identified as an Outstanding Natural Feature, lies immediately to the north and is a dominant natural landmark within the wider area. The Ōrau / Cardrona River corridor lies to the east and provides an important physical and perceptual boundary between the urban area and the Upper Clutha Basin.

The landscape assessment concludes that, outside the Mount Iron ONF and the river corridor, the receiving environment has moderate to high capacity to absorb change additional development³.

6.3.2 Landscape Character Effects

The proposal will result in a clear change from the site's current open and transitional appearance to an urban residential and mixed-use development. In this case, the development responds appropriately to the peri-urban character of the receiving environment and is structured to integrate with its most sensitive landscape attributes. Built form is distributed across a range of housing typologies and heights, avoiding monolithic development and enabling visual modulation across the site. Larger built elements are located adjacent to State Highway boundaries, consistent with the existing infrastructure-led development pattern, while lower scale development and open space are provided within the site.

From a landscape character perspective, the proposal has been designed to ensure that Mt Iron remains the dominant natural feature. The development will not compromise Mount Iron's physical form, associative values or perceptual qualities, including its prominence, legibility and landmark role as a gateway feature at the eastern entry to Wānaka. Views to Mount Iron's steep slopes and skyline will be retained, and the development will read as a subordinate foreground element rather than a competing landform.

Overall, the proposal will not result in adverse effects on rural or outstanding landscape values. Instead, it represents a logical and contained extension of the existing urban form into an area that already functions as a peri-urban interface. The resulting landscape character effects are assessed as low to low-moderate and are appropriate in scale and nature for this location.

6.3.3 Visual Amenity Effects

The proposal will be visible from parts of the surrounding road network and nearby residential areas, particularly from sections of State Highways 6 and 84 and from local roads approaching the site. This visibility is anticipated given the site's location at the eastern edge of Wānaka and its proximity to major transport corridors.

The landscape assessment confirms that the visual catchment is relatively contained and that the most noticeable visual effects are localised to short stretches of the surrounding road network and adjacent properties. From these viewpoints, the development will introduce built form into views that currently include open land. However, those views are already influenced by urban development, infrastructure and consented activities.

Importantly, while the proposal will change the visual experience of entering Wānaka from the east, it does not erode or obscure the defining visual reference in this landscape. Mt Iron will remain clearly

³ Ibid. page 49

visible and dominant, continuing to function as the primary landmark and point of orientation for road users and the wider community.

Visual amenity effects range from very low to moderate. These effects are consistent with an urban edge environment and are not of a scale or nature that would undermine overall amenity values. The development incorporates a comprehensive and site-specific landscape framework, including substantial boundary and roadside planting, internal open space and reserves, and landscaped streetscapes.

Landscape mitigation measures included in the masterplan and landscape plans are certain and are required to be installed prior to the 224 (c) certificate for each subdivision stage or are to be secured by consent notices to be completed prior to the occupation of buildings. This timing is to ensure that landscaping is installed once earthworks, infrastructure installation and building is completed for each stage, when the effect arises and prior to the occupation of the buildings and when compliance with the conditions can be checked and certified as complete by QLDC as part of the 224 (c) certificate for each subdivision stage. The proposal includes staged and secured landscape implementation, with early establishment of planting along State Highway interfaces and sensitive edges.

6.3.4 Gateway and Edge Effects

The site forms part of the eastern gateway to Wānaka. The proposal does not seek to preserve an undeveloped rural gateway that no longer exists in this location. Instead, it delivers a coherent, legible and landscaped urban edge, reflecting the established peri-urban character of the area while reinforcing Mt Iron as the dominant natural landmark.

The development introduces a structured and intentional transition between the highway environment and the urban area, replacing an ad hoc and transitional landscape with a well-designed neighbourhood that includes public open space, active frontages and substantial planting. In this respect, the proposal represents a managed evolution of the gateway environment rather than a degradation of it.

6.3.5 Visual Effects and Landscape Character Conclusion

When assessed against the receiving environment and as assessed by the landscape assessment, the proposal will result in no more than low to low-moderate adverse effects on landscape character and visual amenity. Those effects are localised, proportionate and appropriately avoided, remedied or mitigated through design, layout and secured landscape treatment.

The proposal:

- ▶ protects the values of Mount Iron as an Outstanding Natural Feature;
- ▶ respects the peri-urban character of the receiving environment;
- ▶ avoids adverse effects on rural or outstanding landscapes; and
- ▶ integrates visually and spatially with Wānaka's existing and emerging urban fabric.

On balance, landscape character and visual amenity effects do not weigh against the granting of consent. Instead, they support the conclusion that the proposal is appropriate for this site and consistent with the objectives of the FTAA.

6.4 Urban Form and Expansion/Design Effects

The project is a mixed medium and high-density residential development project on Rural Zoned land located outside but next to the defined Wanaka UGB. The UGB is identified on the QLDC mapping and is a tool that “*provides for and contains existing and future urban development within an urban area.*” The site is also outside of but next to the Mt Iron ONF recreation reserve and is otherwise surrounded by residential and rural residential land. In this context the site appears as a Rural Zone island, disconnected from rural productive land and is peri urban.

6.4.1 Site Context and Receiving Environment

The site is located at the edge of the existing urban area and is outside the Wānaka UGB. The site does not appear rural and does not adjoin any area of productive rural land instead adjoining land uses are highway, residential or reserve. Key features of the receiving environment include:

- ▶ The Mount Iron recreation reserve to the north, containing established walking and cycling tracks and functioning as a significant public open space asset.
- ▶ State highways forming the south-western and south-eastern boundaries, creating a clear urban edge and gateway condition.
- ▶ Surrounding lower-density residential environments beyond the highway corridors, including Rural Lifestyle, Rural Residential and Large Lot Residential land.

The site occupies a transitional location between transport infrastructure, recreational open space and existing residential environments, and is physically separated from most neighbouring dwellings by road corridors and reserve land. While the proposal is not consistent with the Rural zoning, its urban form effects can be appropriately assessed against recognised best-practice principles for residential and subdivision design. These include:

- ▶ Establishing a coherent urban structure rather than fragmented outward growth.
- ▶ Managing building scale, massing and visual dominance at urban edges.
- ▶ Providing high-quality residential amenity for future occupants.
- ▶ Avoiding adverse effects on neighbouring properties and public spaces.
- ▶ Delivering meaningful open space and recreation integration.
- ▶ Creating legible, walkable neighbourhoods with strong internal connectivity.
- ▶ Ensuring parking, servicing and non-residential activities do not dominate the public realm.

This assessment focuses on the actual and potential effects of the proposal on urban form, residential amenity and built environment quality informed by the Urban Design Assessment (**Appendix B**), visual simulations in the urban design and landscape graphic attachments (**Appendices B1 and Appendix D2** respectively).

6.4.2 Urban Structure and Neighbourhood Coherence

This project is structured as a mixed-density neighbourhood with supporting commercial activities rather than a single-use residential subdivision. The proposed development is supported by local-scale services, public open space, and a framework of roads and pedestrian and cycle connections.

The subdivision establishes a clear and legible public structure, reinforcing the development as an integrated urban form rather than an ad hoc extension of development. The inclusion of childcare, café and market activities contributes to neighbourhood functionality and supports daily needs within the site. In this way the proposal demonstrates a coherent urban structure that mitigates typical urban expansion effects associated with peripheral greenfield development.

6.4.3 Built Form Scale, Massing and Visual Effects

The proposal incorporates a range of housing typologies with building heights generally limited to two to three storeys. Taller elements are consolidated and integrated within the overall development form, rather than dispersed across the site. The layout and building heights have been designed to avoid visual dominance, maintain a sense of openness, and provide appropriate landscaping.

Building massing is articulated through varied roof forms, façade modulation and material changes, reducing perceived bulk and visual monotony. This approach supports a human-scaled environment and avoids large expanses of blank or dominant built form. The distribution of building heights and the articulation of façades also assists in managing privacy, outlook and access to daylight and sunlight for future residents, while limiting visual dominance when viewed from adjacent transport corridors and public open spaces.

Given the site's edge location and adjacency to state highways, the scale of development is considered appropriate and visually manageable in the receiving environment.

6.4.4 Residential Amenity and Built Form Effects

The proposal has been designed to provide a high level of internal residential amenity appropriate to medium and high density living. A diversity of housing typologies and unit sizes is provided, variation in orientation, outlook and living arrangements. Building layouts and separations are designed to manage privacy between dwellings while enabling passive surveillance of streets and open spaces. This supports both personal privacy and a sense of safety within the neighbourhood.

Private and semi-private outdoor living areas are incorporated across the development, including courtyards, balconies and shared spaces. These are complemented by a network of publicly accessible parks and reserves, ensuring that higher density living is balanced by convenient access to usable open space.

Building heights and massing are moderated and arranged to support access to daylight and sunlight, particularly to primary living spaces and outdoor areas for each unit. The overall design approach provides high quality, higher density residential environments.

In relation to external amenity, the development is largely separated from neighbouring residential properties by state highway corridors other than northern adjoining neighbours on Old Racecourse Road. Where the development interfaces with these properties and the Mount Iron reserve public open space, the built form is arranged to provide passive surveillance while avoiding excessive visual dominance or loss of privacy. The interspersing of Typology A and B units along this edge breaks up the built form, and landscape buffers, setbacks and planting assist in managing the relationship between the development and these private properties and public space, ensuring that recreational and

residential amenity is maintained by substantially limiting direct effects such as overlooking, shading and loss of privacy.

6.4.5 Open Space Provision and Recreation Integration

The development includes two reserves designed as community focal points that are accessible from all parts of the development and connected with surrounding streets and housing and adjacent development as much as possible given the absence of roading or pedestrian connectivity to the current site. These spaces support informal recreation, social interaction and passive surveillance.

A formal connection to the Mount Iron reserve is provided, including dedicated parking and track connections. This approach recognises the importance of Mount Iron as a district recreational asset and supports its use without relying solely on informal or unmanaged access. The level and quality of open space provision appropriately mitigates recreation-related effects of urban expansion.

6.4.6 Connectivity, Walkability, Cycle and Neighbourhood Legibility

The masterplan layout provides a clear street hierarchy and a network of pedestrian and cycle routes linking residential areas, open spaces and local facilities both from within the site and provides pedestrian and cycle connections across the site to its northeastern boundary. These connections are designed to be direct, legible and safe, supporting pedestrian and cycle movements within the neighbourhood and beyond. While private vehicle use is anticipated, the layout supports active transport and future adaptability. The overall structure promotes walkability and neighbourhood cohesion consistent with good urban design outcomes. The development has been designed to be cycle friendly with a central cycle and pedestrian path that connects into upgrade pedestrian and cycle track within the Mount Iron Reserve. Additionally, the terrace houses with garages and all the apartments are provided with covered areas for each unit for bike parking.

6.4.7 Parking and Streetscape Effects

Wānaka does not have a public transport system and while one may come in future it is likely that there will still be a significant proportion of residents within the development that have vehicles for work or recreational use. The development has therefore been designed to provide a level of carparking that is consistent with likely vehicle ownership rates. Under provision of carparking makes an area less desirable to live and over-provision results in wider streets and unused parking spaces. Within the development parking is provided through a combination of public carparking adjacent to the childcare centre, on-street, garages, uncovered on-site and communal carparking arrangements with an emphasis on minimising visual dominance where possible. Communal parking areas are generally internal to the site and are intended to be screened through building placement and landscaping to reduce the visual prominence of the parking areas. Parking on the roads is required by QLDC's roading standards and this has been softened where possible with street trees and recessed parallel parking bays.

This approach supports residential amenity by reducing noise, glare and visual dominance associated with parking, particularly in proximity to dwellings and communal open spaces. Servicing areas are integrated into the site layout to avoid adverse effects on residential areas and public spaces.

6.4.8 Urban Form Effects Conclusion

The proposal represents a comprehensively planned urban expansion that responds appropriately to its urban edge location. While the development is located outside the established UGB and within a Rural zone, the urban form expansion effects are considered acceptable as the development:

- ▶ Establishes a coherent neighbourhood structure incorporating housing, local services, public open space and vesting of roads and reserves.
- ▶ Manages building scale and massing to avoid excessive visual dominance and protect residential amenity.
- ▶ Provides a high level of internal amenity for future residents through careful layout, access to open space, privacy and sunlight.
- ▶ Avoids unreasonable effects on neighbouring properties and public spaces due to physical separation, design of the residential units adjacent to existing houses to be varied in form and not dominant and landscaping to be installed along the boundaries prior to occupation of the units.
- ▶ Integrates strongly with the Mount Iron recreation reserve and surrounding open space network.
- ▶ Delivers a walkable, legible subdivision layout consistent with good urban design practice.

Importantly, the proposal demonstrates that increased residential density is achieved while still providing a suitable level of internal residential amenity liveability and environmental quality.

6.5 Transportation Effects

6.5.1 Overview

Two Integrated Transport Assessment reports have been prepared for the proposal with one providing an assessment of the actual and potential effects that the development will have internally within the boundaries of the site and the other considering external effects on the existing transportation network. These are attached as **Appendix K and K1** of this report.

The site is bounded on either side of the site by State Highways 6 and 84. Under the Queenstown-Lakes District Plan, these roads are classified as arterial roads with the primary function of accommodating through traffic. Due to this, Junction Road will provide the only vehicular access into the site and is connected to the roundabout to connect the site to SH6, SH84 and Riverbank Road. The recent construction of the new five leg roundabout was designed to accommodate the amount of traffic expected to be generated from the site and growth in Albert Town, Hawea and Luggate. Modelling undertaken in the transport assessment (**Appendix K1**) notes that there is insufficient capacity in the roundabout and therefore that levels of service will drop as traffic flows increase due to ambient growth in traffic flows through the roundabout, particularly in the afternoon peak hours. This is a function of current levels of residential growth being higher than modelled when the roundabout was designed. This means that development on the site will have an effect on the level of service at the roundabout, but this effect is the same as would arise from the same volume of development elsewhere in the Hawea, Albert Town or Luggate areas that produces commuter movements through the roundabout in the afternoon peak.

- The roads proposed across the site are intended to function as local roads and meet the dimension requirements anticipated under the Queenstown-Lakes Subdivision Code of Practice, with the exceptions discussed in the internal traffic assessment (**Appendix K**).
- There is no public transport service operating in Wānaka so movement from the site is assumed to be primarily from private vehicle usage or active transport until such a time a scheduled bus service is provided. As such, a substantial amount of car parking has been provided on the site to ensure that the site is self-sufficient for parking. This carparking has been built into the master plan and engineering plans to manage these potential effects.
- The internal ITA (**Appendix K**) includes calculation about the parking requirements likely to be needed for the various typologies proposed across the development-based vehicle ownership in Wānaka from the most recent census. This includes additional parking spaces for guests. The internal ITA (paras 6.4.5 – 6.4.9) concludes that the number of carparks provided for residential units (and their visitors) is appropriate and that the number of carparks provided for the childcare centre matches likely demand and that the provision of 23 spaces for the retail café building will meet practical parking demand.

6.5.2 Onsite Parking Effects

The site will provide allocated parking spaces for residents on site which is provided for in two main ways, either by private garages or JOALs with allocated parking spaces for each unit. The development will provide 96 units that have garages plus a driveway to the garage that will have sufficient space for parking. The remaining 154 units have at least one parking space allocated to them which is provided within communal parking areas. These will be provided as part of the unit title subdivision, and this will ensure that parking spaces will be exclusively available for residents of those units.

When compared to the expected car ownership as drawn from the most recent census, this represents an overall shortfall in the number of allocated spaces. However providing additional spaces that are specifically allocated to particular units would lead to inefficiencies because some residents will not need those parking spaces but others will. There is also an issue with fractional spaces, as if (say) the data suggests that ten units need on average an extra 0.1 parking spaces over and above their allocated provision, providing each unit with one extra space would be excessive but not providing any extra spaces will not meet anticipated demand. To accommodate this, a proportion of residents parking is provided within communal areas that are reserved for residents' use only, but where the parking is not allocated and is 'first come, first served'. The amount of parking provided in these areas is based on the expected demand (so in the example above, one parking space would be available).

Given the location of the site, there is a potential that any overflow car parking would occur on the adjacent state highways which could contribute to an adverse road safety outcome. Consequently in addition to parking for residents, parking for visitors has been provided. This equates to a ratio of approximately 1 visitor parking space per 4 residential units, and is a greater amount than is indicated in guidelines (where a rate of 1 visitor parking space per 5 to 7 units is set out).

In practice, some drivers will park poorly which could result in a proportion of spaces being inaccessible, or parking spaces could be used for trailers and the like. An additional 5% has been added to the parking supply to allow for this.

The total parking supply at the site has been carefully considered based upon the expected demands and users, and it is concluded that the on-site parking proposed will be able to meet the demand for the activities proposed on the site and it is unlikely that significant off-site parking will be generated as a result of the approval of this proposal.

6.5.3 Effects from the Internal Rooding Layout

The development rooding network has been designed so that Junction Road is the only vehicle access point to the site. Internal roads are proposed to be constructed across the site to provide linkage and circulation within the site. These roads have been designed to be in general accordance with the QLDC subdivision code of practice.

All the commercial activities and access into the parking areas for these activities will be located around the intersection of Junction Road and Mountain Road East and West. These roads then extend out into the development to service the development into the two main areas of the site being the eastern and western residential precincts.

This variation of rooding types will naturally provide a slower speed environment to provide a safe rooding environment for people residing on the site. The internal road network allows for an appropriate operating speed through the winding design and using changes in forward visibility to vehicles to support travel through the site at a slower speed.

It is noted that the internal road network will also result in an alteration of the existing character of the area and will provide an urban character to the site. The design of the road layout is considered to be efficient in providing vehicle circulation around the site and sufficient access to the residential units and activities being undertaken on the site. The attached ITA (**Appendix K**) discusses the appropriateness of the proposed design and rooding layout and the capacity present to in the network to cater for the traffic demands and peak hours of the various activity areas.

6.5.4 Traffic Generation Effects

Given the site is currently vacant, the proposal will result in traffic being generated from introduction of residential and commercial activities such as the early childcare centre and the retail market and café area. The anticipated amount of traffic generated has been predicted and assessed in the ITA in **Appendix K1** and is summarised below.

Traffic generation from residential units

It is anticipated that the additional residential units on the site are likely to generate an additional vehicle trip generation of approximately 320 vehicles (two-way) in the morning and afternoon peak hours (Internal ITA para 6.1.3 p12).

Traffic generation from childcare centre

Traffic generated by childcare centres will be generated by two sources. One will be associated with staff movements to and from the site, and the other will be associated with dropping off and picking up children. It is noted that the two of these sources are unlikely to overlap as staff members typically arrive in advance of the children to prepare for the day and then depart after the children have been picked up. As such, the peak generation of this activity is ultimately dependent upon the number of children arriving and departing rather than staff travel.

The early childcare centre is anticipated to be licensed to have a maximum of 65 children on site. Assuming this number of children will be on the site as a maximum, it would be anticipated that the morning peak traffic generated will be approximately 50 vehicles entering and the same number exiting the site in the morning, and approximately 20 vehicles entering and exiting in the evening (external traffic assessment **Appendix K1** para 7.1.9 p30). The difference between morning and evening peak traffic is likely to be associated with some children only staying for part of the day, and also because children with older school aged siblings may be picked up immediately after school ends rather than at the end of a workday.

Given the proposed activity is a service in high demand in the Wānaka area, it is unlikely that trips associated with the new early childcare centre would be new movements on the wider transit network and the effects are more concentrated at the change in direction due to the location of a new early childcare centre. As such, trips on the transit network are more likely to be associated with parents and caregivers dropping off their child on the way to work or other schools as part of an existing trip and picking them up again on their way home.

Traffic generated from retail/cafe and market/commercial activities

It is anticipated that the amount of traffic generated with the commercial activities proposed on the site will primarily serve residents already located on the site, rather than attracting significant customers from other areas of Wānaka as a destination location for shopping and dining. However, it is not unreasonable to expect visitors from further afield periodically. It is noted that people are more likely to travel to commercial activities in the evening peak hour compared to the morning.

Separation of development from state highway corridors

As shown on the master plans for the planting and layout of the site, there will be a landscape strip around the perimeter of the development that will be planted with a mixture of indigenous and exotic plant species. While the primary intent of this planting along the boundary is used to soften and enhance the overall amenity of the proposed development, the planting will be setback and at a height to avoid any potential obstructions or significant shading on the state highway network.

The car parking area for the apartment buildings are positioned along the boundary shared with SH6. This area will have a combination of post and rail style fencing, hedging, planting and trees that will be set at a height that restricts views of cars and the hardstand area from the neighbouring State Highway, and to maintain a high-quality development edge.

As such, it is considered that any potential effects of the development at the boundary and the state highway corridor will be managed through the measures proposed with landscaping to ensure any adverse effects will be mitigated.

6.6 Earthwork and Ground Disturbance Effects

Earthworks across the site are necessary to prepare the site for development and will involve:

- Levelling and contouring the development lots and super lots ahead of development for the intended activity on the site;
- Formation of local roads to subgrade;
- Excavation and trenching for the installation of infrastructure; and
- Creation of overland flow paths for stormwater to drain to soakage pits.

The actual and potential effects from ground disturbing activities and discharge are soil erosion and sedimentation, nuisance and noise, landscape and visual amenity values, land instability and impacts on infrastructure, ecological and cultural effects.

6.6.1 Erosion and Sedimentation

In order to mitigate against the potential for erosion and sedimentation a comprehensive EMP and ESCP have been developed for the proposed earthworks (**Appendix L**). The EMP has been developed based on industry best practice, by suitably qualified and experienced consultants, and outlines the mitigation measures required to manage the environmental effects associated with the proposed earthworks, including:

- ▶ The EMP has been developed considering the specific nature of the site and soil conditions and begins with management and scheduling procedures to minimise sediment generation; and treatment approaches to prevent sediment discharge.
- ▶ Surface water and sediment will be controlled during earthworks. Clean water overland flows surrounding the earthworks will be collected by a clean water diversion channel. The separation of clean water flow will reduce pressure on the sediment retention devices, increasing their capacity and ability to manage sediment effectively when required.
- ▶ Progressive stabilisation of the site to ensure that the extent and duration of exposed soil is minimised to avoid erosion.
- ▶ Silt fencing will be used where required in appropriate down gradient locations to ensure there is no sediment transfer off site or to adjacent properties.
- ▶ Dust management procedures are also proposed to minimise the effect of dust on road users and neighbouring properties. The earthworks will be staged, roads swept regularly, and reduced truck speeds. Measures will also include dust suppression and activities will cease in high winds if control measures not sufficient.

The earthworks will be staged to align with the subdivision staging and development works necessary to complete any stage, which will minimise the area exposed at any one time. The EMP and ESCP are intended as live documents that can be updated as need be through certification from the relevant council, to ensure the live document remains relevant to each stage. Consent conditions are

proposed to secure the outcomes sought by the EMP. Based on the implementation of the EMP and ESCP the proposal can appropriately manage and minimise the adverse effects associated with erosion.

6.6.2 Ecological Values and Waterbody Ecosystems

Earthworks activities have the potential to negatively impact ecological values and ecosystems of waterbodies. The works do not involve discharge to water bodies, and there are no waterbodies within or near to the site, and as such will not directly affect ecosystems of waterbodies. The EMP and erosion and sediment control plan have been developed to include a water quality management approach in the event of significant rain with water quality sampling is proposed to be undertaken at a defined location to ensure the water leaving the site is of appropriate quality regarding the specified discharge to land parameters. Additionally, the EMP identifies control measures for the storage of chemicals and fuels to minimise environmental risks. Based on the implementation of the EMP and ESCP the proposal is considered to appropriately manage and minimise the potential for adverse effects to ecological values and waterbodies including from the discharge of earth sediment to land.

6.6.3 Noise and Vibration Effects

The closest sensitive receptors to the site include nearby residential dwellings, motorists on SH6 and SH84, and people in the Mt Iron Reserve. These locations have the potential to be affected by noise and vibration effects associated with plant and earthworks activity.

The EMP (**Appendix L**) includes noise and vibration management procedures, including permitted hours of operation. Construction activities are required to meet relevant limits as specified in Tables 2 and 3 of *NZS 6803:1999 Acoustics - Construction Noise*, and relevant vibration limits specified under Rule 36.5.10 of the Queenstown Lakes Proposed District Plan which requires that vibration from any activity must not exceed the guideline values given in *DIN 4150-3:1999 Effects of vibration on structures on any structures or buildings on any other site*.

The Geotechnical Report (**Appendix V**) confirms the site geology is underlain by surficial topsoil and loess, which overlies outwash gravel with rare thin outwash sand lenses, which extends to at least 4.5m beneath the surface of the proposed development, and isolated areas of uncontrolled fill. Hard rock was not encountered and is not expected meaning rock breaking machinery that generally causes more noticeable vibration is not expected and due to the site's flat topography piling (e.g. sheet piles) is not needed. The Acoustic Report (**Appendix U**) concludes that where no rock breaking is required (or similar), construction noise can achieve the long-term duration noise limits, which is the appropriate measure as the works, while temporary, cumulatively will span longer than 20 days. To secure appropriate noise and vibration mitigation, the works will be completed under a Construction Noise and Vibration Management Plan (**CNVMP**) that supports the measures outlined in section 7.3 of the EMP.

With the measures proposed to ensure compliance with the construction noise and vibration standards, and to mitigate nuisance effects, including prior notification of noisy or vibration inducing activities, and use of lower noise equipment where possible, the potential nuisance noise effects from earthworks are appropriately managed.

6.6.4 Land Instability

The Geotechnical assessment (**Appendix V**) confirms that land stability effects associated with the proposed earthworks are low. The site is generally flat and underlain at shallow depth by competent glacial outwash gravels, which provide stable conditions for earthworks and long-term development. Site investigations identified no existing slope instability, ground movement, or seepage, and groundwater was not encountered to depths of at least 6.7m below ground level. Earthworks will be undertaken safely in accordance with the report recommendations to remove topsoil, loess, and any isolated areas of uncontrolled fill and replaced with properly compacted engineered fill in accordance with NZS 4431, and recommended batter slopes for temporary and permanent cuts. With implementation of these measures and standard geotechnical inspection during construction, the potential for land instability arising from earthworks is appropriately avoided or mitigated.

6.6.5 Summary Earthwork and Ground Disturbance Effects

Based on the above and the proposed conditions (**Appendix Q**), it is considered that the earthworks effects associated with subdivision and development can be suitably avoided and mitigated through the proposed conditions of consent.

6.7 Natural Hazards and Climate Change Effects

The site is subject to several natural hazards which may be impacted by climate change. The following assessment is informed by the site-specific geotechnical investigation (**Appendix V**), together with relevant regional and district hazard management frameworks. The assessment adopts an effects-based approach, focusing on whether identified hazards would materially constrain development or give rise to unacceptable risk, and whether those risks can be appropriately avoided, remedied, or mitigated through design, construction, and operational measures.

6.7.1 Geotechnical Suitability and Land Stability

Geotechnical investigation of the site included site inspections and engineering geological mapping, excavation of test pits, in situ testing liquefaction assessment and stormwater soakage testing. The investigation confirms that the site is generally underlain by outwash gravels with localised sand lenses and historical fill and is naturally free draining. No evidence of existing land instability was identified confirming that the site is suitable for the development, subject to standard geotechnical design and construction controls.

6.7.2 Rockfall and Rock Roll Risk

Council hazard mapping identifies a rockfall/rock roll hazard arising from Mount Iron to the north-west of the site. GeoSolve undertook a site-specific assessment of this hazard, including engineering geological mapping and subsurface investigation. Key findings include:

- ▶ No evidence of historic rockfall or rockroll boulders within the proposed development footprint, including within test pits.
- ▶ Mapped historic rockroll rollout distances from Mountt Iron are typically in the order of 40–70 metres from the base of the slopes.

- ▶ The proposed development footprint is setback approximately 115-180 metres from the base of Mount Iron, increasing toward the north-east.

On this basis, GeoSolve concludes that the rockfall hazard envelope does not extend to the proposed development area and that rockfall does not present a risk to the development and that no further rockfall analysis is required.

6.7.3 Seismic Hazard and Fault Rupture

The site is located within a seismically active region. GeoSolve identifies the Alpine Fault, approximately 70 km from the site, as the dominant contributor to regional seismic hazard, with potential for strong ground shaking affecting the Wānaka area in the future.

The Cardrona Fault is mapped near the eastern/south-eastern boundary of the site. GeoSolve considers the likelihood of surface fault rupture affecting the site to be unlikely, noting the fault's long return period and positional uncertainty.

Seismic effects are appropriately addressed through engineering design in accordance with current standards. For detailed design purposes, the site is classified as Class D (deep soil site) under NZS 1170.5. With appropriate structural and foundation design, seismic risk does not preclude development of the site.

6.7.4 Liquefaction and Ground Deformation

Liquefaction potential was assessed using heavy dynamic probing and conservative groundwater assumptions. Groundwater was not encountered in test pits to 4.5m below ground level, and a piezometer installed to 6.7m was dipped dry. This depth was conservatively adopted for liquefaction analysis. For the ultimate limit state (1/500 AEP) design earthquake:

- ▶ A crust thickness of at least 8.7 m is predicted.
- ▶ Liquefaction-induced settlement is expected to be minor (0–10 mm).
- ▶ Surface manifestation of liquefaction is considered unlikely.
- ▶ Lateral spreading is not expected due to the site's flat topography and absence of nearby free faces.

Liquefaction-related effects are therefore assessed as low, which aligns with the QLDC natural hazard overlay category LIC 1 (nil to low risk), can be adequately managed through standard foundation preparation and geotechnical verification at construction stage.

6.7.5 Flooding, Groundwater and Stormwater Management

Regional groundwater is expected to be at depth below future foundation levels and so is not anticipated to be encountered during earthworks construction. Dewatering is therefore unlikely to be required.

The proposed development will incorporate site regrading and an integrated stormwater management system to safely convey and manage overland flows and reduce the potential for localised ponding within the development footprint (including ponding areas identified in QLDC Wanaka flooding maps).

Stormwater soakage testing confirms infiltration characteristics that support onsite stormwater disposal within the underlying gravels.

To appropriately manage and mitigate potential flooding and water flows the geotechnical recommendations are adopted to inform the detailed design for certification prior to construction including:

- ▶ Conservative soakage design parameters.
- ▶ Allowance for reduced infiltration performance over time.
- ▶ Additional field verification testing during construction to confirm performance and allow design refinement if required.

This conservative and adaptive approach provides resilience to more intense rainfall events over time and supports long-term climate change adaptation.

6.7.6 Wildfire Risk

The site adjoins the Mount Iron Recreation Reserve, which is formally identified by QLDC as a reserve with an extreme wildfire risk rating. This classification reflects vegetation, topography, and climatic factors and is common to several reserves adjoining existing urban areas. The proposal does not alter the underlying wildfire risk associated with Mount Iron and does not introduce a new hazard.

The development will incorporate standard design and servicing measures, including a setback of approximately 15m between the edge of Kanuka vegetation on Mount Iron including a proposed gravelled cycle and pedestrian path in the unvegetated area, emergency access, firefighting water supply, consistent with existing urban areas adjoining Mount Iron. With these measures in place, wildfire risk to the proposed development is assessed as acceptable and manageable.

6.7.7 Climate Change

The ORC Climate Change Risk Assessment (March 2021) identifies increased extreme rainfall, hotter and drier conditions, and increased pressure on infrastructure as key regional climate risks. The assessment is strategic in nature and not site-specific. For this site, the primary climate change pathways of relevance are:

- ▶ Increased rainfall intensity, addressed through conservative stormwater and soakage design.
- ▶ Increased wildfire risk, already reflected in QLDC's operational wildfire management framework.
- ▶ Higher temperatures, which are not expected to result in significant adverse effects on land stability or building performance.

Other regional hazards such as coastal inundation are not relevant given the site's inland location.

The proposed medium–high density development is better able to respond to and manage climate-related risks than dispersed rural residential development. Concentrating development in one location enables infrastructure and services to be provided and upgraded efficiently, supports more effective emergency access and response, and avoids the increased hazard exposure associated with isolated dwellings spread across a wider rural area.

The proposal will continue to rely predominantly on private vehicle travel and cycle connectivity for movements to and from the site until such time as a bus service becomes operational. This reflects the site's location on the outskirts of Wānaka urban area, the absence of existing public transport servicing, and the location of key destinations such as employment, secondary education and major retail activities beyond general walking distance. In this context, private vehicle travel is often the most practical and efficient mode of transport.

The development has been designed to manage, rather than eliminate, reliance on private vehicles. Internal pedestrian and cycle connections are provided throughout the site, linking residential areas with childcare, local food and beverage activities, recreation areas, and connections beyond the site. These connections are expected to reduce some short, local vehicle trips, particularly for daily activities within the development.

The compact form and scale of the proposed development increases residential density in a single location, which has the potential to support more efficient public transport provision over time, should services be extended in the future. While no public transport currently serves the site, the concentration of residents improves the long-term viability of bus-based commuting options compared with lower density or dispersed rural development patterns and given the site's location on the intersection of two highways it is likely that future bus routes and stops will be in walking proximity to the site.

Overall, while private vehicle use will remain a primary mode of transport, the proposal incorporates design measures that support walking, cycling and future transport adaptability, and represents a more efficient and resilient development pattern than dispersed rural residential development in the context of climate change.

6.7.8 Natural Hazards and Climate Change Conclusion

The site is subject to natural hazards and climate-related risks that are typical of the Wānaka environment and well understood. Detailed geotechnical investigation confirms that land stability, seismic, liquefaction, rockfall, flooding, and stormwater risks can be appropriately managed through design and construction.

Wildfire and climate change risks are actively managed through existing district and regional frameworks and are not materially exacerbated by the proposal.

Overall, with reliance on expert geotechnical advice, conservative engineering design, and established operational controls, natural hazards and climate change effects can be appropriately avoided, remedied, or mitigated. These matters do not present a barrier to the proposed land use and subdivision and do not outweigh the benefits of the development.

6.8 Noise Effects

The site context is defined by two key features that are central to the noise assessment. First, the site directly adjoins State Highways 6 and 84, which generate a dominant and ongoing source of traffic

noise in the area. Secondly, the surrounding land beyond the highways is characterised by a mix of Rural Residential, Rural Lifestyle and Large Lot Residential activities, with the Mount Iron Reserve located to the north. As a result, the receiving environment is not a low-noise rural setting. Existing ambient noise levels are already influenced by State Highway traffic, particularly along the southern and eastern boundaries of the site. This context is important when assessing both the effects of the proposal on neighbouring properties and the suitability of the site for new noise-sensitive residential activities.

The District Plan noise framework seeks to manage noise so that it does not unreasonably affect amenity values or the health and wellbeing of people. It also recognises the need to manage reverse sensitivity effects, particularly where new sensitive activities are introduced into environments influenced by existing infrastructure or activities.

The Acoustic Report (**Appendix U**) assesses potential noise effects against recognised standards, which provide a framework for determining whether noise levels are reasonable in context. Temporary construction noise is managed separately under established construction noise standards.

6.8.1 Operational Noise Effects on Surrounding Properties

The principal sources of operational noise associated with the proposal are expected to be:

- ▶ outdoor activity noise from the childcare centre;
- ▶ use of the pickleball courts;
- ▶ vehicle movements within car parks;
- ▶ mechanical plant associated with the café, market and residential buildings; and
- ▶ loading and delivery activities servicing the café and market.

The acoustic assessment confirms that, during daytime hours, operational noise levels from proposed activities at surrounding properties are generally predicted to comply with the applicable daytime noise limits. Two neighbouring sites to the south-west are predicted to experience small exceedances of the daytime limit during peak 15-minute periods. These exceedances are small in scale and are primarily attributable to delivery activity associated with the café and market. Importantly, the predicted noise levels at these locations remain comparable to, and in some cases lower than, existing ambient noise levels generated by State Highway traffic. When assessed in context, these short-duration exceedances are not expected to result in any material loss of amenity in themselves for those neighbours.

During night-time hours, predicted operational noise levels at all surrounding properties are well below the applicable limits. This reflects the low level of activity proposed at night and delivery management within daytime hours.

Overall, the acoustic evidence confirms that operational noise effects on neighbouring properties will be minor and acceptable, and consistent with the existing noise environment.

6.8.2 Noise Effects Within the Development

The assessment also considers noise effects within the site, particularly in relation to new residential units located near proposed non-residential activities.

Noise from the childcare outdoor play areas can be effectively mitigated through the provision of a continuous acoustic fence. With this mitigation in place as a condition of the land use consent, predicted noise levels at nearby residential boundaries and building façades are within a reasonable range for a mixed-use environment.

Pickleball court activity is predicted to be audible at some nearby residential lots, particularly those closest to the courts. However, the nature of this activity is intermittent and occurs during daytime and early evening hours only. When assessed using recognised noise assessment methods that account for duration and character, these effects are considered manageable and compatible with residential use.

The highest on-site noise levels are predicted at residential façades closest to the café and market loading area during delivery activities (Lot 101). While these levels exceed typical residential external noise guidelines, those façades are also exposed to similar levels of State Highway traffic noise. As a result, residential buildings in these locations will require enhanced acoustic design in any event to achieve appropriate internal noise environments.

With appropriate building design, activity management and acoustic treatment, internal and external residential amenity within the development can be maintained at an acceptable level.

6.8.3 Reverse Sensitivity and State Highway Noise

A key consideration for the proposal is the introduction of new residential units in close proximity to State Highways 6 and 84. Traffic noise from these routes is the dominant noise source affecting parts of the site.

The acoustic assessment demonstrates that, without mitigation, external traffic noise levels at some residential façades would exceed levels typically considered appropriate for residential use. This is a common issue for development located adjacent to major transport corridors and is appropriately addressed through building design rather than land use exclusion.

The proposal includes a clear and robust approach to managing reverse sensitivity by requiring residential buildings within defined distances of the state highways to be designed to achieve appropriate internal noise levels. This may require upgraded façade constructions and, where necessary, mechanical ventilation systems that allow windows to remain closed while maintaining thermal comfort and fresh air supply. This requirement is secured by proposed conditions of consent.

These measures ensure that future residents are protected from unreasonable traffic noise effects and that the operation and function of the state highways are not constrained by the development.

6.8.4 Construction Noise

As discussed earlier in section 6.6.3, construction noise will be temporary in nature and will be managed in accordance with recognised construction noise standards. Given the scale and duration of the works, construction activities can be undertaken in a manner that is consistent with best practicable options, including the management of particularly noisy activities and clear communication with affected neighbours.

A CNVMP will provide further detail on how construction noise will be controlled and how any issues will be addressed if they arise.

6.8.5 Mitigation Measures and Conditions

Noise effects can be effectively managed through a targeted and proportionate set of measures, including:

- ▶ limiting the operating hours of the childcare centre, café, market to daytime and early evening periods;
- ▶ managing delivery activities to avoid night-time disturbance;
- ▶ providing acoustic fencing around the childcare outdoor areas;
- ▶ providing an acoustic barrier between the market loading area and nearby residential lots;
- ▶ requiring residential buildings exposed to State Highway noise to achieve appropriate internal noise outcomes through acoustic design and ventilation; and
- ▶ implementing a construction noise management plan.

These measures are reflected in the consent conditions (**Appendix Q**) and are practical, readily - understood, and consistent with both the District Plan framework and standard practice for developments of this nature.

6.8.6 Noise Effects Conclusion

The noise effects of the proposed development have been comprehensively assessed by a suitably qualified acoustic specialist. The assessment demonstrates that:

- ▶ operational noise effects on neighbouring properties will be acceptable in the context of the existing state highway-influenced environment;
- ▶ internal residential amenity within the development can be maintained through appropriate design and management;
- ▶ reverse sensitivity effects in relation to state highway noise can be effectively addressed through building acoustic design; and
- ▶ construction noise effects will be temporary and manageable.

Overall, the proposal is capable of achieving appropriate noise outcomes that protect amenity and wellbeing for future and surrounding residents, and noise effects do not present a barrier to granting approval for the application.

6.9 Infrastructure and Servicing Effects

An overview of the proposed infrastructure and servicing for the development is included in the Infrastructure Report attached as **Appendix J**. Infrastructure and services for the development will be designed and constructed to comply with the QLDC Subdivision Code of Practice as far as practicable. It is noted that some services to the site have already been installed to enable the construction of the new service station that will be located on Lot 1 DP 605028. These service connections are currently proposed to remain unchanged as a result of the proposal and will not be affected by works to service the development.

6.9.1 Stormwater

The increase in impervious areas as a result of the development will result in an increase in the amount of stormwater run-off the site generates. At present, there is no existing reticulated stormwater network available in this area. As such, stormwater runoff for the proposal is required to be discharged to ground via soak pits. The geotechnical assessment notes that soakage testing has been undertaken on the site. The results from this investigation noted that soakage conditions on the site are suitable for onsite stormwater disposal.

Given that the proposed development on the site will result in a significant increase in hard stand material across the entirety of the site, and the underlying gravels on the site are highly permeable, soakage pits across the site for the development have been designed to accommodate up to a 100 year rainfall event for the region. The soakage pits will be located to capture stormwater from all impervious and pervious areas on the site once development is complete.

The development will provide tertiary flow paths across the site in the event that the soakage pits become blocked with debris or capacity of these soakage pits is exceeded for whatever reason.

As noted above, there are no waterbodies within or nearby the site where stormwater is likely to directly runoff into.

6.9.2 Wastewater

Based on the level of development proposed across the site, the existing wastewater infrastructure cannot adequately service the development. It is proposed to construct a new gravity wastewater network and realign the existing wastewater trunk main along with the construction of a new pump station to be designed and located at the northern end of the site. The draft subdivision conditions have designed to require the detailed design calculations and plans to be submitted to QLDC's engineering team for review and acceptance prior to commencement of any works required for both a new gravity wastewater main and pump station. Once this has been constructed, it is proposed that any of the new wastewater assets proposed to undertake this development (i.e. the gravity wastewater reticulation and pump station on the site) will be vested with QLDC.

6.9.3 Water Supply

There is currently existing reticulated water supply that has recently been installed along the northern boundary of the site. This is a QLDC owned DN450 trunk main that is located in the reserve and Lot 3 DP 359869 that run along the northwest boundary of the site. It is intended that a DN250 or DN125 watermain will be extended from this trunk main to service the proposed development on the site.

To accommodate an efficient layout and access to the water supply network, consultation has been undertaken with the infrastructure team at QLDC around the relocation of this water supply main line to have this placed within the new roads proposed for the development.

In regard to sufficient firefighting provisions to service the site, development for the site will provide new fire hydrants located within the road reserves of the new roads proposed. These will be spaced out across the site to comply with the requirements for firefighting under the Subdivision Code of

Practice and will be placed to ensure a fire appliance will have adequate access to these when required.

6.9.4 Electricity and Telecommunications

Aurora have confirmed that an electrical supply is able to be made available to service the development. A confirmation letter from Aurora is provided in the Infrastructure Report (**Appendix J**). Chorus have confirmed that telecommunications can be made available to the proposed development. A copy of this confirmation is also included within the Infrastructure Report.

6.9.5 Discharges of Stormwater Effects

There is no reticulated stormwater network available to the site and no stormwater attenuation is proposed as stormwater runoff will be to ground. A potential effect relating to unmanaged stormwater is primarily around potential ponding or flooding issues on the site if it was not managed appropriately. This discharge to ground will be managed carefully through the design of the subdivision to ensure any adverse effects are appropriately mitigated.

The subdivision will accommodate the discharge of stormwater to ground through the construction and placement of a series of soak pits situated across the site. The geotechnical report that has been undertaken for the site concludes that this approach for stormwater disposal is appropriate as there is high soakage rates present in the outwash gravels that underlie the site.

Soakage pits will be designed by a suitably qualified engineer to ensure they will have sufficient capacity to accommodate stormwater in the event of a 1% AEP storm before it is discharged to ground below. Once the earthworks have been prepared for the site, the topography of the site will be slightly sloped to allow for stormwater to freely drain from the allotments to the traditional kerb and channel that will be utilised to collect stormwater runoff from the roading surfaces and direct via mud tanks to a piped network. The piped network in the road corridors will be directed towards the various soakage pits installed around the site where appropriately sized soakage chambers to cater for the runoff from the roading network for a 100-year rain event will be located. This has been designed to mitigate potential effects with stormwater pooling on these sites and will ensure that stormwater is transported away from houses, particularly during heavy rainfall events. All 100-year overland flow paths within the site follow the roading network via the kerb and channel. This will sufficiently mitigate any potential adverse effects arising as the ground and underlying soils has been confirmed to have the high level of permeability that is able to absorb this stormwater for the site.

It is proposed that at each stage of the development, individual soakage tests will be undertaken to size the soakage system appropriately, and if adequate soakage cannot be achieved to cater for the 1% AEP event, the flows will be reticulated to an area on the site with free-draining gravels.

These components are addressed within the draft conditions of consent.

As such, it is considered that there any adverse effects arising from the discharge of stormwater to ground will be managed accordingly and will have a less than minor effect on the surrounding environment.

6.10 Cultural and Archaeological Effects

As documented previously (section 2.6.4) MIJ has engaged with iwi to the extent that there is a consultation agreement in place, but despite this agreement and the documented efforts of MIJ the consultation has not resulted in engagement from iwi in the identification of cultural effects or mitigation of any effects. It is understood that Aukaha is currently undertaking a cultural impact assessment for the project on behalf of Te Rūnanga o Ngāi Tahu. MIJ understands that Te Rūnanga o Ngāi Tahu reserves their position on the project until the cultural impact assessment process is complete. The letter sought approval from Te Rūnanga o Ngāi Tahu for the application to be lodged accepted as complete and within scope with the purpose of the FTAA. As at the date of lodgement there had been no response to this letter. While this report is being completed the applicant wishes to continue with the lodgement and processing of the fast-track application.

The site is not identified as having any specific or known cultural, historic or archaeological values. There are no registered archaeological sites on the site that are registered with the New Zealand Archaeological Association.

Earthworks and the associated discharges have the potential to impact Kāi Tahu values. The site does not have any known nearby Rūnanga sensitive receptors. The works will be undertaken in accordance with appropriate environmental management procedures to mitigate any potential effects on downstream waterways. The proposed works will be undertaken in accordance with Heritage New Zealand's Archaeological Discovery Protocol during the construction period should any significant find occur. This accidental discovery protocol is incorporated within the EMP.

Consideration of the principle of Ki Uta Ki Tai as encouraged by the relevant iwi management plan can be seen to achieve the following outcomes sought:

- *Retain connections and linkages between development areas and non-development areas to improve and retain the mauri of the immediate and wider landscape; to facilitate the movement of people and species between areas*
- *Biodiversity protection, enhancement and availability for continued generational use*
- *Sustainable wastewater and stormwater managements and disposal*

The development has been designed to retain the visual connection to Mount Iron which is the most significant topographical and geomorphological feature within close proximity to the site and enhance public use of Mount Iron by providing walking and cycle connections through the site to Mount Iron and the upgrade of existing informal tracks on Mount Iron to connect from the site to the main track at the base of Mount Iron. Additionally, a public carpark is provided at the entrance to the reserve from the site.

The site is currently almost bare and the development includes significant amenity and landscape planting. This planting will enhance biodiversity compared to the current site.

The development is considered in achieving those listed outcomes.

6.11 Effects of Varying Consent Conditions of RM181471 and Cancelling Consent Notice 13059375.9

The implementation of the masterplan as applied for would mean that the majority of RM181471 would not, and could not, be given effect to as the masterplan provides for different land uses in the same locations as development previously consented. If the fast track application is granted there would be no effect associated with the variation of the conditions of RM181471.

The service station is outside the application site and therefore outside the scope of the masterplan. It is therefore proposed to modify the conditions of RM181471 to removal all conditions of that consent, except those relating to the service station. These amended conditions are included in Part C of the draft conditions in **Appendix Q**.

Consent notice 13059375.9 registered on the title to Lots 2 and 6 DP 605028 is proposed to be cancelled through this application under RMA s221(3) (see section 4.2.4). This condition (also in **Appendix A**) reads:

- a. *All boundary fences along or adjoining any areas of reserve shall be no greater than 1.2 metres in height and shall be no less than 50% visually permeable.*
- b. *“Good Ground” in accordance with NZS3604 has not been confirmed for these lots due to the presence of weaker bearing soils and variability of soils underlying the entire site plus buried topsoil and uncontrolled fill in the southwest corner of Lot 6. Building foundations, if any, shall require site specific geotechnical investigations and engineering designs to ensure suitable foundation bearing design solutions are achieved in consideration of the Geosolve Limited, Geotechnical Completion Report and Schedule 2A 237 Wanaka-Luggate Highway Road, Wanaka (Ref: 170839.01, dated 19 June 2024 and held on Council’s eDocs file under RM230506), including removal of unsuitable material beneath foundations where required.*

It is proposed to cancel condition (a) as the landscape plan provides an open permeable, post and triple rail fence along the boundary between Lots 1 and 24 with the Mount Iron reserve with a hedge on the unit side of the fence to the same height. A similar 1.5m tall post and triple rail fence is proposed along the Lot 62 and Lot 807 (pump station reserve) in the very northern corner of the site. A proposed 1.8m timber batten fence for noise mitigation is proposed along the Lot 100 (the childcare centre) boundary with Mount Iron Reserve. These fencing/hedging types provide for a combination of privacy for the residential units but a sense of openness in the reserve. In the case of the childcare centre the proposed fence type is necessary for both noise mitigation and containing children. In both cases the proposed fencing has been designed to integrate the reserve and adjacent residential/childcare centre in an appropriate manner. Given this it is considered that this consent notice condition can be cancelled without creating any adverse effect.

It is proposed to cancel condition (b) as this condition will become redundant as a result of the earthworks that will be undertaken across the site to create level sites that are suitable to be built on and the associated certification of finished ground conditions in these sites.

6.12 Positive Effects

The project will result in a number of positive social, economic and cultural benefits for the region as it will provide for future growth and housing in the region. The positive effects discussed below outweigh potential adverse effects noted below that can only be avoided or mitigated to a certain extent while still giving effect to the relevant sections of the FTAA. The main economic benefits of the proposal are outlined in the economic report attached as **Appendix G** (para 5.1 pp 66 - 67).

In summary, eight key positive benefits for the regional economy and community benefits were identified and assessed in the economic assessment which are summarised below as follows:

“– Meeting current and future housing needs in terms of type, location and price, including helping to address (in the near future):

a shortfall of attached housing capacity (in both existing and greenfield areas) in the Wānaka urban area in the short term , and

a potential shortfall of greenfield attached housing capacity in the Wānaka urban area in the medium term under alternative demand scenarios , and

a shortfall of greenfield attached housing capacity in the Wānaka urban area and wider Wānaka Ward in the long term as reported in the Council HDCA 2025, and a potential shortfall of total attached housing capacity (greenfield and existing urban) in the Wānaka Ward and Wānaka urban area in the long term under alternative demand scenarios.

– The proposal will significantly increase the supply of 1 and 2 bedroom dwellings in the Wānaka Ward (by 180 dwelling units), diversifying the housing estate, which is heavily oriented to larger standalone dwellings and, to a lesser extent, high to premium value attached housing.

– Supporting the supply of relatively more affordable housing (to buy and rent) in a market facing the strongest increases in median house prices in the district (and region) and therefore creating significant housing stress which is impacting the ability of many local businesses to attract and retain staff.

– Enabling the QLCHT to deliver (at nil land cost) 13 additional affordable homes in the Wānaka urban area for low income resident households. This is a significant benefit Wānaka Housing and Economic Assessment for the Trust and recipient households (noting that 250 qualifying households are currently on the Trust’s waiting list for affordable housing in the Wānaka Ward). Enabling vulnerable working and retired households to stay in the district by providing affordable housing options better supports social cohesion and community wellbeing.

– Ensuring a boost in long term rental properties in the Wānaka Ward through, at a minimum, selling a component of the total dwelling yield as Build for Rental. This injection of additional rental properties in the short term (i.e., next 5 years) is anticipated to have a material competitive effect on the local rental market (reducing average rental prices), as well as increasing housing opportunities for the influx of seasonal workers in the study area.

– Contributing to a well-functioning urban environment by encouraging medium density development/intensification in a location with good accessibility to employment, shops and services,

schools, recreation and open space. – The development of the Site over the next 5 years (indicatively) is estimated to cost around \$121 million in current dollar terms will help sustain the district’s construction workforce/sector and generate an estimated NPV\$ 202074 million in total direct, indirect and induced value added and NPV\$ 202035 million in total household incomes (applying an 8% discount rate). Total direct, indirect and induced employment sustained by the development of the Site is estimated at 771 FTE years over the total development period, or an average of 1 42 FTEs per year if spread evenly over 5 years. These economic impacts will be felt mainly in the QLD, followed by the wider Otago Region.

– Creation of long term (ongoing) employment and GDP impacts associated with the operation of the day care, café and grocery store (unquantified).”

The following sections will discuss the positive effects of each of these key contributors which provide quantitative evidence that supports how the proposal will have regionally significant benefits once it is approved.

6.12.1 Increase of Housing Supply and Land for Residential Development

The key positive effect the proposal will have is that it will immediately enable a substantial increase in the number of houses for Wānaka and the wider region. The proposed master plan and assessments on residential capacity for the site indicate that the site has the potential to supply the market with an additional 250 residential units. This will help to respond to the growth the area has experienced and is anticipated that similar developments will follow to respond to the number of houses needed for the region. Additionally, this provides a clear direction to the market regarding both its ability to meet future demand pressures and its provision through an efficient site location and size

The delivery of these houses can be undertaken swiftly upon approval of this application. The build out across the site is expected to be undertaken in stages as outlined in Section 3.2.1 above, and is estimated to be delivered in its entirety over a five-year period (subject to market conditions). Undertaking the delivery of this many units in a short time period to increase residential units is expected to have a significant positive effect on the housing needs of Wānaka.

6.12.2 More Affordable Housing and Typologies

Once approved, the development will have the positive effect of diversifying the type of housing available to rent and own in Wānaka that provides a point of difference to the existing housing stock available in the community. Part of the reason for the high cost of housing in Wānaka and the wider region is due to the types of houses provided in the area. Housing type in Wānaka and the wider region has typically been large family homes with three or more bedrooms which has resulted in most of the housing stock in the area consisting of houses with large floor areas and associated outdoor space. Given the demand for housing, the size of these properties has contributed to higher costs for buying and renting in the region.

The proposal seeks to provide smaller residential units that meet the more diverse requirements of the community such as single people, couples, young families and seasonal workers looking for temporary long-term accommodation. The mixture of housing typologies provided in the master plan for this site will provide this critical housing type for Wānaka to create more flexibility in the housing market, more competition, decoupling land prices from housing costs, improving accessibility and

delivering more affordable housing as a result. As such, it is anticipated that the smaller unit size will make it more affordable to either buy or rent these units in the foreseeable future and offset the costs of living in the region. The size of the lots proposed through this application will encourage the supply of smaller, more compact dwellings to meet household needs and will mean total residential property prices are lower than in other areas with lower density residential zones to produce a desired decoupling effect for housing affordability.

In addition to this, the project is providing land to the QLCHT. The QLCHT Trust and MIJ have entered into a Heads of Agreement, committing MIJ to deliver land that is capable of being developed to a density of 5% of the total number of dwellings created under the Project. This provision of land equates to 13 dwellings on the site that will assist with providing affordable housing in Wānaka. Given the absence of public transportation available for the area, the ability for the QLCHT to provide these houses near schools, shops, employment and recreational areas will provide significant benefits for the QLCHT's property portfolio for Wānaka.

6.12.3 Decreased Marginal Infrastructure Costs

The proposal seeks to undertake development on the site through a master plan process with the intent of providing high density residential activity on the site. This has the benefit of knowing the necessary capacity and location for infrastructure and services so this can be provided for the site without continuous upgrades.

A potential positive effect that could arise from approving the master plan development on the site is that the development may increase demand for new services to be invested in Wānaka such as public transport services given an increase in demand and the concentration of residents in proximity to a likely bus route.

6.12.4 Increase in Local Employment

Undertaking development on the site for residential housing will benefit the local employment market during the construction period of the development and once the residential units are constructed and inhabited. As a result of the proposal, it is anticipated that more people will be attracted to the area, particularly those working in professional industries. The increase in population and diversity of skills being attracted to the region will result in a net increase in the number of FTE employees able to work within the Wānaka region due to the project generating increased demand for local businesses and services. This will be a net gain for the local economy and stimulate further growth and amenity improvements for the area.

The Ministry for the Environment has indicated that the generation of employment from a proposal is a metric that the panel is able to consider when weighing the economic significance of applications under the FTAA. As a result of the additional land being developed and houses constructed, local employment is also expected to increase in construction and land development fields. The economic assessment (**Appendix G**) notes the following contribution to the local employment sector will occur should the proposal be approved:

“The project is expected to be undertaken from the approval of this application and will generate employment over the next 4 to 6 years as a result. This will help to sustain the district’s construction sector and workforce and is expected to generate approximately an estimated \$86

million in total direct, indirect and induced value added, and once the houses are developed, people will be able to reside in these houses and contribute to other areas of employment in the Wānaka ward and the wider Queenstown-Lakes region. It is anticipated the development could attract up to 125 full time equivalent individuals to work in and around the area that will generate approximately \$41 million in total household incomes.”

As such, this increase to employment during and post construction once the residential units are constructed and occupied will have regionally significant benefits for Wānaka.

6.13 Approach to the Conditions

As prescribed under Schedule 5, clause 18 of the FTAA, a suite of conditions has been proposed as part of this proposal that have been prepared in accordance with Parts 6 (resource consents) and 10 (subdivision and reclamations) of the RMA. The draft conditions are attached as **Appendix Q**. These conditions have been drafted to either avoid, manage or mitigate adverse effects where it is appropriate to do so based on the proposed activity.

Similar conditions have been proposed based on previous consent applications, with some alterations to accommodate the changes with higher density residential development proposed. Previously the development sought a mixed-use development that offered a mixture of commercial activities such as retail and mini-golf, and a mixture of housing with the intended use as workers accommodation units and some stand-alone residential housing. As such, conditions on this underlying decision are not appropriate to carry over with the exception of those conditions relating to the service station.

Section 83 of the FTAA notes that conditions imposed under this Act must be no more onerous than necessary to address the reason for why the condition is being imposed in the first place. The conditions that have been recommended are based on a mixture of standard residential subdivision anticipated in the district and some of the conditions imposed on the site previously under the existing resource consents that have been approved on the site. As such, these draft conditions are considered to be suitable for the proposed development and no more onerous than necessary.

7. Relevant Statutory Assessments

The statutory documents relevant to this project and site under are the FTAA 2024 Schedule 5 clause 2 are:

- ▶ National Policy Statements:
 - NPS-Urban Development (NPS-UD)
 - NPS – Natural Hazards (NPS-NH)
 - NPS-Freshwater Management (NPS-FM)
- ▶ Regional Policy Statements:
 - Operative Otago Regional Policy Statement 2019 (RPS)
 - Proposed Otago Regional Policy Statement 2021 (PORPS)

- ▶ Regional and District Plans
 - Regional Plan: Water for Otago (RP: W)
 - Queenstown-Lakes Proposed District Plan (PDP)
- ▶ Iwi Management Plans
 - Kai Tahu Ki Otago Natural Resource Management Plan 2005
 - Te Tangi a Taurira – Ngāi Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008

The relevant objectives and policies from each statutory document are assessed in full in **Appendix S** in accordance with Schedule 5 clause 5(3). A summary assessment for each, and analysis on weighting is provided as below.

7.1 NPS on Urban Development

The NPS-UD provides national direction to ensure New Zealand’s urban environments are well-functioning and capable of meeting the current and future needs of communities. It recognises the national significance of urban development and requires planning frameworks to provide sufficient development capacity for housing and business land, while supporting social, economic, cultural and environmental wellbeing.

The NPS-UD directs local authorities to enable growth in a manner that responds to demand, improves housing choice and affordability, and integrates urban development with infrastructure planning. While primarily focused on existing urban environments, its objectives and policies emphasise the need for planning systems to be responsive to growth pressures and to facilitate well-functioning urban areas over the long term.

The site lies outside the Wānaka UGB and is not identified for urban growth in current RMA planning documents. Policy 6(a) requires particular regard to be had to the planned urban built form. That is acknowledged. Notwithstanding that context, the proposal supplies significant additional development capacity in a constrained housing market in the short- to medium- term and broadens housing typology diversity. With 250 dwellings and associated commercial activity, it contributes to a well-functioning urban environment consistent with Objectives 1, 2 and 4 and Policy 1.

Policy 8 requires decision-makers to be responsive to proposals that add significant development capacity, even where that capacity is unanticipated or out-of-sequence. The proposal represents such capacity and is capable of integration with established infrastructure networks, including confirmed potable water and wastewater servicing and active transport connections. Climate-responsive infrastructure design has been incorporated consistent with Objective 8.

When read as a whole, and having particular regard to Policies 6 and 8, the proposal aligns with the direction and intent of the NPS-UD.

7.2 NPS for Natural Hazards 2025

The NPS-NH seeks to reduce the risks associated with natural hazards by directing local authorities to take a risk-based approach to managing development. It emphasises the importance of avoiding

inappropriate development in areas exposed to significant natural hazard risk, while also recognising the need to enable appropriate use and development where risks can be appropriately managed.

Overall, the NPS-NH aims to support more resilient communities by improving consistency in how natural hazards are addressed across New Zealand, reducing exposure to hazard risk, and ensuring that development decisions are informed by an understanding of current and future natural hazard risks, including those influenced by climate change.

A site-specific geotechnical assessment, including test pits and subsurface investigation, identifies seismic shaking as the primary hazard affecting the site, with low liquefaction susceptibility, no mapped flood hazard and no rockfall exposure. The overall level of natural hazard risk is low to moderate and typical of the wider Wānaka environment.

The development adopts a proportionate response through appropriate foundation design, earthworks management and compliance with Building Code requirements. No very high natural hazard risk is identified that would require avoidance under Policy 3, and the proposal does not create or increase significant risk on other sites.

Climate change effects have been considered, and do not materially alter the hazard risk profile. When read as a whole, the proposal manages natural hazard risk using a risk-based and proportionate approach consistent with Objective 2.1 and Policies 1–6 of the NPS.

7.3 NPS for Freshwater Management 2020

The NPS-FM provides national direction for the management of freshwater resources. Its purpose is to ensure that freshwater is safeguarded in a way that gives effect to Te Mana o te Wai, recognising the fundamental importance of water and prioritising the health and well-being of freshwater bodies and ecosystems. The NPS-FM requires decision-makers to manage land use and development so that freshwater is protected from degradation and, where necessary, restored, while enabling communities to provide for their social, economic and cultural well-being within environmental limits.

The site does not contain any waterbodies and no direct discharge to surface water is proposed. The nearest waterbody, the Cardrona/Ōrau River, is located approximately 500 metres from the site. Stormwater will be treated, attenuated and discharged to ground through infiltration systems designed for significant rainfall events, including climate-adjusted scenarios. Wastewater will be reticulated to Council infrastructure. Construction sediment controls will be implemented to avoid off-site discharge.

The proposal does not compromise the health and well-being of waterbodies or freshwater ecosystems and does not affect drinking water supplies. Freshwater effects are managed at source and within the site, consistent with Te Mana o te Wai and Policies 1–5 of the NPS-FM. Engagement with mana whenua has occurred and relevant iwi management plans have been considered. The proposal is consistent with the objectives and policies of the NPS-FM 2020.

7.4 Otago Regional Policy Statement 2019

The operative Otago RPS 2019 became fully operative on 4 March 2024. It provides the overarching regional framework for the integrated and sustainable management of Otago's natural and physical resources, and the proposal has been assessed against its relevant objectives and policies.

The project promotes sustainable resource use and community wellbeing consistent with Objectives 1.1 and 1.2 and Policy 1.2.1, through integrated management of land use, infrastructure, soils, water and landscape values. While the site is zoned Rural, it no longer functions as productive rural land and is embedded within a modified peri-urban environment.

Kāi Tahu values and interests have been recognised in accordance with Objectives 2.1 and 2.2 and associated policies, including consultation with mana whenua and application of accidental discovery protocols. Natural hazard risk has been identified and assessed using best available information, and managed proportionately, consistent with Objective 4.1 and Policies 4.1.1–4.1.6. Climate change considerations have informed stormwater design and infrastructure resilience, aligning with Objective 4.2 and Policy 4.2.2.

The proposal avoids significant adverse effects on highly valued natural features and landscapes, including Mt Iron, consistent with Objective 3.2 and Policy 3.2.6, and manages soils and ecosystems appropriately under Objective 3.1. Infrastructure is integrated with land use and designed to function effectively during hazard events, consistent with Objective 4.3 and Policy 4.3.1, while public access to Mt Iron Reserve is maintained and enhanced in accordance with Objective 5.1 and Policy 5.1.1.

Overall, the proposal is consistent with the strategic direction and integrated resource management framework of the RPS 2019.

7.5 Proposed Otago Regional Policy Statement 2021

The PORPS 2021 is the emerging regional policy framework prepared to replace the RPS 2019. It identifies regionally significant resource management issues and sets objectives and policies intended to give effect to more recent national direction and strategic priorities for the Otago region.

Decisions on the PORPS 2021 have been released by the ORC. While some provisions have been settled, others remain subject to appeal before the Environment Court. Relevant to this project, the Urban Form and Development provisions remain subject to appeal and may be amended.

With respect to Urban Form and Development (UFD-O1, UFD-P1–P4), the proposal represents a consolidated and integrated urban extension adjoining the existing Wānaka urban environment. While outside the mapped urban growth boundary, the site is physically contained, infrastructure-ready, and already transitioning toward urban use under existing resource consent. The development provides significant medium- and high-density housing capacity, responds to identified housing shortfalls (UFD-P2, UFD-P10), and integrates effectively with transport and servicing infrastructure.

The proposal does not affect highly productive land and therefore does not conflict with the land and soil provisions (LF-LS-O11, LF-LS-P19). Earthworks and construction will be managed through erosion

and sediment controls consistent with LF-LS-P18, safeguarding soil resources and downstream freshwater values.

Freshwater management has been assessed against LF-WAI-O1, LF-WAI-P1–P3 and LF-FW-P15, with wastewater reticulated to the Council network and stormwater managed through engineered soakage systems designed to avoid adverse effects on receiving environments. No direct discharges to surface water are proposed. The proposal is therefore consistent with Te Mana o te Wai and integrated catchment management principles.

Natural hazard risk has been assessed in accordance with HAZ-NH-O1, HAZ-NH-P1–P3, and is considered acceptable. Seismic risk is addressed through Building Code compliance and geotechnical recommendations. The development does not exacerbate hazard risk, and lifeline utilities are designed to remain functional (HAZ-NH-P8).

In relation to outstanding natural features and landscapes (NFL-O1), no development occurs within the Mt Iron ONF. Landscape evidence confirms the feature remains dominant and protected from inappropriate subdivision, use and development.

Infrastructure provisions (EIT-INF-O4, EIT-INF-P17) are met through integration with existing networks and delivery of required upgrades, including wastewater infrastructure. Transport integration is addressed under EIT-TRAN-O7–O9 and EIT-TRAN-P18–P21, with safe access via the completed roundabout and confirmation that the proposal's traffic effects are incremental within an already constrained receiving environment.

Overall, the proposal aligns with the strategic intent of the PORPS by providing consolidated urban development, supported by infrastructure, avoiding highly productive land, protecting outstanding natural features, managing natural hazards appropriately, and safeguarding freshwater and soil resources.

7.6 ORC Regional Plan: Water

The RP:W is fully operative and the only relevant regional plan for this project. It was prepared to manage the use, development, and protection of Otago's freshwater resources and land use activities affecting water bodies, and associated beds and margins. The proposal has been assessed against Section 7 of the RP: W, in particular Objectives 7.A.1–7.A.3 and Policies 7.B.1–7.B.8, 7.D.1 and 7.D.10.

No permanent discharge of contaminants to surface water is proposed. Wastewater will be reticulated to the Council network. Stormwater will be discharged to ground via soakage in free-draining gravels, adopting a land-based discharge approach consistent with Policy 7.B.1(g) and assessed having regard to land assimilation capacity and groundwater effects under Policy 7.B.4.

Construction-related sediment effects will be managed through a site-specific Environmental Management Plan (EMP) and Erosion and Sediment Control Plan (ESCP) prepared in accordance with recognised best practice. These measures avoid or minimise sediment loss during earthworks, consistent with Policy 7.D.10, and incorporate monitoring and adaptive management mechanisms in line with Policies 7.B.8 and 7.D.1.

The proposal does not require the establishment of a mixing zone under Policy 7.B.6, as no direct discharge to water is proposed. With best practice erosion and sediment controls in place, and no ongoing contaminant discharge to waterbodies, the proposal maintains water quality and natural and human use values, including Kāi Tahu values, consistent with Objectives 7.A.1–7.A.3.

Accordingly, the proposal is consistent with the relevant objectives and policies of the Regional Plan: Water for Otago.

7.7 QLDC Proposed District Plan

The Queenstown Lakes PDP is the district plan prepared to replace the Operative District Plan. In respect of the subject site, there are no PDP provisions that remain subject to appeal. While the PDP has not been made fully operative, the provisions relevant to this proposal are beyond challenge and are treated as operative; accordingly, the assessment is undertaken against the relevant provisions of the PDP, with the Operative District Plan having no practical application to the site.

7.7.1 Strategic Direction - Chapters 3, 4 and 6

The proposal comprises a compact, master-planned urban development incorporating medium- and high-density housing typologies, located adjacent to, but outside, the mapped Wānaka UGB and within a Rural Character Landscape. It therefore creates spatial tension with the containment direction of Objective 4.2.1 and Policy 4.2.1.3, the Upper Clutha Basin directive in Policy 4.2.2.23, and the general avoidance direction for urban development in the Rural Zone under Policy 6.3.2.1.

Notwithstanding that tension, when assessed against the Strategic Direction framework in Chapter 3, including Objectives 3.2.2 and 3.2.2.1, the proposal does not defeat or frustrate the outcomes sought for strategically managed and integrated urban growth. The site is contiguous with the existing urban edge and forms part of a modified peri-urban gateway environment influenced by established residential, commercial and transport infrastructure. Development is consolidated within a defined site and does not result in detached, sporadic or sprawling expansion into intact rural landscapes, consistent with Objective 3.2.2.1(e).

The proposal also aligns with the urban form outcomes in Objectives 4.2.2A and 4.2.2B, delivering a compact and integrated neighbourhood structure supported by existing and upgraded infrastructure. The density and form are internalised within the site and integrate with established infrastructure networks, consistent with the direction for coordinated and efficient urban development.

In landscape terms, the site is mapped within a Rural Character Landscape and is adjacent to the Mt Iron Outstanding Natural Feature. Having regard to Objectives 3.2.5.5–3.2.5.7 and Policy 6.3.4, the landscape assessment confirms that rural character attributes on the site are limited in extent and transitional in nature, reflecting its peri-urban context. The site has moderate to high capacity to absorb the proposed development without materially undermining the character or visual amenity values of the wider Rural Character Landscape. Development occurs outside the Mt Iron ONF boundary and does not compromise its dominance or legibility.

The site is located within the broader Upper Clutha Basin context and confined by the Clutha/Mata-au and Cardrona/Ōrau River corridors (Policy 4.2.2.22). While outside the mapped UGB, the proposal does not extend development beyond these confining physical features or into isolated rural landscapes separated from the existing urban form.

Infrastructure servicing is confirmed and upgrades are incorporated within the development, supporting the infrastructure efficiency outcomes in Objective 3.2.1.9 and the integration outcomes in Objective 3.2.2.1(h). Natural hazard risks have been assessed and are capable of being appropriately managed, consistent with Objective 3.2.2.1(d) and Strategic Policy 3.3.13 relating to climate change adaptation.

No wāhi tūpuna are identified on or adjacent to the site, and engagement with iwi has occurred. The proposal does not give rise to adverse effects in a manner inconsistent with Policies 3.3.49 and 3.3.50.

When Chapters 3, 4 and 6 are read together, the District Plan seeks coordinated growth that avoids fragmented expansion, protects rural and landscape values, and achieves compact and well-functioning urban environments. While the proposal is not strictly consistent with the mapped Urban Growth Boundary under Objective 4.2.1, it does not defeat or frustrate the strategic intent of containment, protection of rural character, or maintenance of outstanding natural feature values.

7.7.2 Implementation Chapters 21, 25, 27, 28, 29 and 30

The proposal has been assessed against the relevant implementation chapters of the Proposed District Plan, being:

- Chapter 21 – Rural Zone
- Chapter 25 – Earthworks
- Chapter 27 – Subdivision and Development
- Chapter 28 – Natural Hazards
- Chapter 29 – Transport
- Chapter 30 – Energy and Utilities

Rural Zone – Chapter 21

While zoned Rural, the site does not function as productive rural land and does not contribute to the landscape or amenity outcomes anticipated by Objective 21.2.1. The proposal does not compromise the protective limbs of that objective, including the protection of Outstanding Natural Features or maintenance of rural character.

The site comprises LUC 4 soils and is not highly productive. In the context of Objective 21.2.2, the loss of rural production potential is limited and partly foreclosed by existing urban approvals (RM181471). Reverse sensitivity and land use conflict matters under Objective 21.2.4 are appropriately avoided and managed through design and site layout.

In this location, Chapter 21 attracts reduced weight relative to the higher-order strategic and urban provisions of the Plan.

Earthworks – Chapter 25

Earthworks are managed to ensure adverse effects on land stability, water quality and amenity are avoided or minimised, consistent with Objective 25.2.1 and associated policies. A site-specific EMP and ESCP provide best practice erosion and sediment controls. Effects are temporary, localised, and capable of being appropriately managed by conditions.

Subdivision and Development – Chapter 27

The subdivision achieves the purpose of Objective 27.2.1, providing for efficient land use and integrated infrastructure servicing. Infrastructure will be installed and vested in accordance with Council standards. The subdivision layout enables a consolidated, functional urban form with appropriate open space, reserves and access.

Natural Hazards – Chapter 28

Natural hazard risk has been assessed and determined to be low to moderate. The proposal satisfies Objective 28.2.1 by ensuring subdivision and development avoid or mitigate unacceptable risk. Building design, earthworks controls and Code compliance manage residual seismic risk. No flood hazard is identified.

Transport – Chapter 29

The development integrates safely and efficiently with the existing transport network, consistent with Objective 29.2.1. The Integrated Transport Assessment confirms the SH6/SH84 roundabout currently operates within capacity in the morning peak. Forecast evening peak constraints arise from cumulative regional growth rather than site-specific effects. The proposal's incremental contribution is modest and does not cause systemic network failure. Internal design supports safe access, emergency vehicle manoeuvrability, and active transport connections to surrounding urban areas.

Energy and Utilities – Chapter 30

The proposal supports the operation and upgrading of utilities consistent with Objective 30.2.6 and Policies 30.2.6.1–30.2.6.5. Water supply and wastewater infrastructure have capacity, with upgrades (including a pump station) proposed where required. Stormwater is managed through soakage and treatment systems.

Infrastructure is co-located where practicable, and the development does not compromise the safe and efficient operation of existing utilities.

Summary

Overall, across Chapters 21, 25, 27, 28, 29 and 30, the proposal:

- Does not undermine rural landscape values or highly productive land
- Manages earthworks and sediment appropriately
- Provides integrated subdivision and infrastructure servicing
- Avoids or mitigates natural hazard risk
- Integrates safely with the transport network
- Enables efficient and resilient utilities provision

Any adverse effects are localised and capable of being appropriately managed through design and conditions. Taken together, the proposal is consistent with the intent of the implementation chapters of the PDP and aligns with the higher-order strategic direction.

7.8 Iwi Management Plans

The proposal has been assessed against the relevant iwi management plans applying to the Clutha/Mata-au catchment, being:

- ▶ Kāi Tahu ki Otago Natural Resource Management Plan 2005, and
- ▶ Te Tangi a Taurira – Ngāi Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008.

Both plans emphasise the protection of freshwater resources, sustainable land use practices, sediment control during earthworks, use of reticulated wastewater infrastructure, and the protection of wāhi tapu and cultural heritage values.

The proposal incorporates erosion and sediment control measures consistent with best practice and detailed within the Environmental Management Plan and Erosion and Sediment Control Plan. Stormwater is proposed to be treated and discharged to ground through attenuation and infiltration systems, reducing the potential for adverse effects on downstream freshwater environments. The development connects to Council's reticulated wastewater network, with confirmed capacity and necessary upgrades incorporated, avoiding reliance on on-site disposal systems.

No recorded wāhi tapu sites are identified within or adjacent to the site. An Accidental Discovery Protocol will apply to all earthworks and is incorporated within the Environmental Management Plan and proposed consent conditions, ensuring that any previously unidentified archaeological or cultural material is appropriately managed.

Consultation with mana whenua has occurred as part of the application process. No specific issues or concerns have been raised to date in relation to the proposal. The applicant remains open to further engagement should matters arise during detailed design or implementation.

Overall, the proposal incorporates environmental management measures and cultural safeguards consistent with the relevant provisions of the Kāi Tahu ki Otago and Ngāi Tahu ki Murihiku iwi management plans.

7.9 Statutory Weighting of Planning Instruments

Under the FTAA, the decision-maker must consider relevant planning instruments, including national direction, the Regional Policy Statement (RPS and PORPS), the Regional Plan, the Queenstown Lakes Proposed District Plan, and any relevant iwi management plans. Those instruments inform the assessment but are not determinative. The Panel must undertake an overall evaluative judgment in light of the FTAA purpose and the statutory considerations it prescribes.

7.9.1 National Direction

The National Policy Statement on Urban Development (NPS-UD) carries significant weight. In particular:

- ▶ Objective 1 and Policy 1 require well-functioning urban environments that provide diverse housing choice and support climate resilience.
- ▶ Objective 2 supports competitive land and development markets to improve affordability.
- ▶ Policy 8 requires responsiveness to proposals that add significant development capacity, even if unanticipated or out-of-sequence.

The proposal provides 250 medium- and high-density dwellings in a constrained housing market and makes a material contribution to short- to medium-term housing supply. In that context, Policy 8 is directly engaged and attracts substantial weight.

7.9.2 Regional Policy Framework

The operative RPS 2019 and the PORPS 2021 support coordinated urban growth where:

- ▶ infrastructure capacity is available (e.g. Objective 4.5 and UFD-O1),
- ▶ highly productive land is not compromised (LF-LS-O11, LF-LS-P19),
- ▶ outstanding natural features and landscapes are protected (NFL-O1), and
- ▶ natural hazard risks are managed (HAZ-NH-O1 to P3).

The site is not highly productive land, is outside the Mt Iron ONF, and is serviced or capable of being serviced with appropriate upgrades. The regional framework therefore does not impose a prohibition on development in this location but requires effects-based management.

7.9.3 District Plan Avoidance Policies

The PDP contains clear strategic direction to avoid urban development outside the UGB (notably Chapter 4 Strategic Policies). Those provisions are directly engaged and must be given appropriate weight. The wording of those policies is deliberate and stronger than a mere discouragement of development. However:

- ▶ The site lies within the natural containment of the Cardrona/Ōrau and Clutha/Mata-au Rivers.
- ▶ The site is immediately adjacent to existing urban activities on its northwestern boundary.
- ▶ The western portion already benefits from Environment Court consent (RM181471) and that decision provides for urban activities.
- ▶ Infrastructure is available within the site and can be upgraded to service the proposal.
- ▶ The recently constructed roundabout and associated elements, particularly lighting and signage has changed the character of the landscape to more urban and the roundabout acts as an indicator of urban development.
- ▶ The proposal does not compromise outstanding natural features, highly productive land, or natural hazard safety.
- ▶ The NPS-UD requires responsiveness to significant development capacity.

In this statutory context, the PDP avoidance provisions remain important but are not determinative. They must be weighed alongside higher-order national direction, the regional policy framework, and the housing capacity evidence.

7.9.4 Overall Weighting

Taken together:

- ▶ National direction (particularly the NPS-UD) attracts substantial weight.
- ▶ The regional framework supports coordinated growth where key values are protected.
- ▶ The PDP avoidance policies attract significant weight but operate within a broader statutory and national context.
- ▶ The FTAA requires an overall assessment focused on enabling infrastructure and development of regional or national significance while managing adverse effects.

Accordingly, the proposal must be evaluated through a balanced and integrated assessment of all relevant instruments, rather than treating any single policy as decisive on its own. The application has demonstrated the effects of the project can be appropriately avoided and mitigated, is strategic and coordinated with infrastructure despite being outside the UGB, and is aligned to the purpose of the FTAA.

8. RMA Sections 5, 6 and 7 Assessment

Schedule 5, clause 1(g) requires an assessment of the activity against sections 5, 6 and 7 of the RMA. This has been provided below.

8.1 Section 5 of RMA

Section 5 of the RMA outlines the purpose of this legislation which is to promote the sustainable management of natural and physical resources. Sustainable management is defined in the RMA as follows:

means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—

- a. sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- b. safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- c. avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

This proposal will be undertaken in a way that sustains the natural and physical resources to meet the foreseeable needs of the future generations for Wānaka and the wider Queenstown-Lakes region. While the site is not currently identified as a future urban area, the location of the site for urban development is consistent with the geographical constraints of the area and is within the physical boundaries for urban growth between Lake Wānaka, Cardrona River and the Clutha River. Urban development on this site will provide an important urban linkage between existing urban environments in the area such as Three Parks and Albert Town. The proposal will enable an efficient use of land that is constrained by its current rural zoning and location between two main state highway networks and is unable to be used sustainably for rural use. As such, the use of the site for urban development is sought under this application to provide additional housing and types of housing for the community, affordable housing and the provision of small-scale commercial and community services for the daily needs of the residents that will occupy the site. The proposal is entirely consistent with the purpose and the use of the site for high density residential development will enable housing, employment, social and recreational needs for the present and future generations.

The proposal also safeguards the life-supporting capacity of air, water, soil and ecosystems as outlined in suite of assessments included in this application. Management plans, conditions of consent and monitoring regimes have been proposed in this application to ensure the works will safeguard the life-supporting capacity of these natural resources.

The identified potential adverse effects upon the environment associated with the proposal are all sought to be avoided, remedied or mitigated by the proposal as detailed in this application.

8.2 Section 6 of RMA

This section of the RMA seeks to recognise and provide for the matters of national importance in relation to managing the use, development and protection of natural and physical resources. From this section, the following matters of national importance are most applicable to this proposal:

the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:

the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:

the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:

the management of significant risks from natural hazards.

While the proposal is not located within an ONL or ONF, the site does adjoin Mount Iron Reserve which is an important natural feature and the area of the proposal is considered to be an important entrance into Wānaka. An assessment has been undertaken of the proposal against the landscape values of the Mount Iron Reserve and conditions have been prepared to either protect or enhance the landscape values of this area as far as practicable. This assessment is attached as **Appendix D1**.

The site has been cleared of the majority of its vegetation and the development of the site for high density residential units will not provide for substantial protection of indigenous vegetation of fauna. However, as shown in the proposed landscaping for the site there will be pockets of indigenous vegetation provided across the site that will be an improvement on the existing biodiversity present.

The application site is not an identified wāhi tupuna area nor has it been identified as having any specific significance in terms of being ancestral land or the location of specific activities. The known cultural and environmental values that iwi hold in relation to the development of land however have been taken into account in the design of the proposal and of specific importance has been the design of the stormwater systems to ensure that the mauri of the waterbodies is maintained. MIJ is seeking to partner with iwi to incorporate Ka Rūnaka narratives into design and place naming within the development and further collaboration in relation to water quality monitoring, plant supply and housing development will be discussed once building development on the site commences.

The potential risks to the development from natural hazards such as flooding, wildfire or rock fall has been robustly assessed and addressed in this application. As such, from this assessment it is clear that the potential hazard risks can be adequately avoided or mitigated.

8.3 Section 7 of RMA

Section 7 includes other matters that are also to be had particular regard to. The ones of relevance to this proposal are as follows:

(a) *kaitiakitanga:*

(b) *the efficient use and development of natural and physical resources*

(c) *the maintenance and enhancement of amenity values:*

(d) intrinsic values of ecosystems:

(f) maintenance and enhancement of the quality of the environment:

(i) the effects of climate change

Mana whenua have kaitiakitanga over the land, water and other natural resources to protect and preserve them for future generations. As outlined above, MIJ is proposing to continue to work with iwi representatives to ensure that environmental, cultural and social benefits can be achieved for the community.

The proposed location and density of development is considered to represent the efficient use and development of the land resource. It aligns with the general objectives and intent for the future of urban form that is sought by the Queenstown Lakes Spatial Plan and the future development of the medium and high density super lots will be of similar higher density to adjoining areas such as Three Parks to provide increased viability to the commercial land uses in these areas as well as providing housing supply with various typologies to cater for the projected population demands.

The maintenance and enhancement of amenity values for the development have been assessed above in section 6.4. Internally within the boundaries of the site, the proposal will provide a high-quality environment within which to live, work and play. The potential adverse effects upon visual amenity of adjoining properties is likely to unavoidable due to the density of the proposal and the location of development along the boundaries of the site against adjoining areas with rural residential zoning. This adverse effect is outweighed by the provision of a significant proportion of housing that is proposed on the site that will benefit the community and the wider Queenstown-Lakes region. The development will provide a high quality urban environment for the community that will have a high level of residential amenity for those residing on the site.

The effects of climate change have been taken into account in the modelling and assessment of the hazard risk as well as the effect the proposed changes in climate will have on the wastewater and the proposed stormwater discharges on the site.

Overall, the proposal is assessed as being aligned to the purpose and intentions of section 5, 6 and 7 of the RMA.

9. Conclusions

The proposed Mt Iron Junction Housing Scheme is a listed project that will deliver substantial regional housing benefits consistent with the purpose of the FTAA. The 250 proposed residential units will result in an increased housing supply of attached housing to assist with meeting identified shortfalls in the provision of this style of housing within Wanaka, provide a significant increase in the supply of 1 and 2 bedroom units which diversifies the housing estate and a more competitive housing market. These houses will be delivered in affordable price points to both rent or buy, including the provision of 13 sites for the **QLCHT**. These houses are anticipated to be delivered within 5 years and this will have a competitive benefit on the local rental market. The project will also have short and long term economic benefits arising during the construction period and ongoing as a result of the childcare, retail and café components.

The actual and potential environmental effects arising from the project can be appropriately avoided, remedied, or mitigated through targeted conditions consistent with section 83 of the FTAA. The development will result in a clear change to the appearance of the site; however, when assessed against the actual receiving environment, those changes are appropriate and acceptable as the site is located within a peri-urban landscape influenced by existing and consented residential, commercial and transport infrastructure development, rather than a rural landscape requiring protection. Landscape evidence within the application confirms that the site and its surrounds have moderate to high capacity to absorb additional development and that the proposal will not compromise the values of Mount Iron as an Outstanding Natural Feature, which will remain the dominant and defining landmark at the eastern gateway to Wānaka.

Visual amenity effects are localised and range from very low to moderate, with the most noticeable effects experienced from limited sections of the surrounding road network. These effects are consistent with an urban edge environment and are appropriately managed through the scale and layout of built form and a comprehensive, landscape design and planting framework that provides early and ongoing mitigation which is secured by conditions of consent. Overall, the proposal achieves a coherent and well-designed transition between the highway environment and Wānaka's urban area, and landscape character and visual amenity effects do not weigh against the granting of consent under the FTAA.

The proposal involves urban development on land zoned Rural and located outside the established Wānaka Urban Growth Boundary (**UGB**). The proposal represents urban expansion at the edge of the Wānaka urban area into a non-urban zone outside the UGB. However, the site is contiguous with the existing urban edge and forms part of a modified peri-urban gateway environment influenced by established residential, commercial and transport infrastructure. The development does not extend into isolated rural landscapes or create detached or leapfrog expansion. The development is at the existing urban edge and is confined by the highways and Mount Iron and so does not result in sporadic or sprawling urban expansion into intact rural landscapes. Growth is consolidated adjacent to the urban edge and does not give rise to fragmentation or cumulative degradation of rural character.

The development is planned as a coherent neighbourhood with a clear internal structure, defined public spaces, and supporting local services. The subdivision framework establishes a legible pattern of roads, reserves and connections, reinforcing the development as an integrated urban form and urban edge rather than a fragmented extension.

The master-planned layout adopts a compact urban form incorporating medium- and high-density housing typologies, neighbourhood-scale open space and small-scale commercial activity. Built form, density and material approach are consistent with established residential character in the Wānaka area with a compact urban typology appropriate to a peri-urban location contiguous with the existing urban edge and have a high design quality. Visual connections toward Mount Iron are retained through layout and spatial design, and development does not enclose or visually compete with the ONF. Development is internalised within a defined site rather than dispersed across the wider Rural Character Landscape. The proposal integrates with existing infrastructure networks and includes necessary servicing and transport extensions to serve the development. The infrastructure has been

designed in accordance with Queenstown Lakes District Council's engineering standards with some minor variances for site specific design reasons.

The built form is of a scale and intensity that reflects its edge-of-urban context and is moderated through varied housing typologies, building articulation, and landscape treatment. Taller elements are limited and integrated into a broader composition that avoids excessive visual dominance, particularly when viewed from surrounding transport corridors and public spaces.

Having regard to the scale and nature of the proposal, the site's location adjacent to major transport corridors and an established recreation reserve, and the comprehensive design approach adopted, the urban form expansion effects are considered to be appropriately managed.

The inclusion of landscape assessment and design as a central component of the proposal assists in managing the transition between rural land, transport infrastructure and urban development. The proposed planting, reserves and long-term maintenance framework provide confidence that the development will integrate into its surroundings over time and contribute positively to the gateway experience into Wānaka.

The provision of on-site parks, recreation facilities, and a formal connection to the Mount Iron reserve demonstrates a positive response to the site's recreational context and mitigates potential pressure on existing public assets as well as providing connectivity from the site through to Mount Iron and the commuter and recreation trails towards Wānaka. The inclusion of a childcare centre and small-scale local commercial activities further supports neighbourhood functionality and residential amenity as well as providing for these services within the development so as to reduce the number of vehicle trips.

The proposal achieves a high standard of urban design and subdivision outcomes, consistent with established best-practice principles for residential development. While the development departs from the operative zoning, the adverse effects associated with urban expansion are avoided or mitigated to a level that is considered acceptable in the circumstances.

Accordingly, it is concluded that the proposal represents an appropriate and well-managed form of urban development in this location that is consistent with national direction. As a result consent should be granted, subject to the proposed draft conditions of consent addressing detailed engineering design, landscaping, and implementation matters.

Overall, the adverse impacts identified above have been addressed through the design of the development and the proposed conditions to the extent the regional benefits from the development including the supply of affordable medium – high density housing are more than the adverse impacts associated with the development.

The design of the proposal and the mitigation measures proposed, including those conditions recommended in the draft conditions of consent avoid, remedy and mitigate the effects of the proposal to the extent that the regional benefits of the project outweigh the adverse impacts associated with the proposal and consequently that the project should be approved.



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