

Simplicity Living QLDC Objectives and Policies

Queenstown Lakes Proposed District Plan

Relevant objectives and policies are provided with comment on how these objectives and policies are being met included below each clustering of relevant objectives and policies.

Overall, it is considered that the proposed development is generally consistent with the relevant provisions of the Queenstown Lakes Proposed District Plan.

49.2 Te Pūtahi Ladies Mile - Objectives and Policies	
<i>Objective 49.2.1</i>	<i>Development complements and integrates with adjoining zoning and urban development at Te Pūtahi Ladies Mile and development south of State Highway 6.</i>
<i>Policy 49.2.1.1</i>	<i>Require that development is in accordance (or, for some items, in general accordance) with the Structure Plan to ensure the integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, green networks, and walkway / cycleway routes.</i>
Assessment	The proposed development has been designed to contribute to the intensification of residential development anticipated through the structure plan. The density of development is appropriate for the surrounding urban environment and is consistent with the zoning framework that anticipates comprehensive residential development within this area. The proposed transport infrastructure within the site integrates with the Collector A road as outlined in the structure plan and provides a well-connected and integrated neighbourhood for vehicles and alternative transport modes. The alternative transport modes including the pedestrian network align with the planned future connections, enabling efficient movement between neighbourhoods and supporting legibility and permeability across the wider Ladies Mile area. The provision of open spaces and landscaped corridors further supports integration with the planned green network and enhances the overall coherence of the urban structure Where elements of the proposal may seek consent to infringe zone standards or depart from the Structure Plan in specific locations, these are consistent with the intent and prioritisation framework of Policy 49.2.1.1. In particular, the relocation of the Local Centre zone has been undertaken to achieve a more efficient and integrated relationship with the proposed internal road layout, improving accessibility, legibility and functional integration within the development. These refinements are considered to better fulfil the objectives and policies of the Te Pūtahi Ladies Mile Zone.
<i>Objective 49.2.2</i>	<i>Development achieves a range of higher than suburban residential intensity and diversity of housing choice to promote affordable homes, a self-sustaining community, and efficient use of urban land.</i>

49.2 Te Pūtahi Ladies Mile - Objectives and Policies	
<i>Policy 49.2.2.1</i>	<i>Within the Medium and High Density Residential Precincts:</i> a. <i>Promote affordability and diversity of higher density than suburban housing by encouraging a range of residential typologies, unit sizes and bedroom numbers.</i> b. <i>Avoiding residential development that does not achieve the minimum residential density required in each Precinct, and avoiding low density housing typologies including single detached residential units.</i>
<i>Policy 49.2.2.3</i>	<i>Within the Medium Density Residential Precinct, require residential development to achieve a density, including by multi-storey townhouses, semi-detached, duplexes and similar typologies, that is distinct from the adjoining lower and medium densities available in the developments south of State Highway 6 and west of Lower Shotover Road (areas within the Low Density Precinct) and the higher density available in other areas within the Zone.</i>
<i>Policy 49.2.2.5</i>	<i>When considering resource consent applications for development that infringes the Zone standards in the residential precincts, prioritise the achievement of housing density, (at higher densities than suburban) choice, and affordability and then support this by prioritising key environmental and ecological outcomes, and then achievement of high-amenity, high-quality outcomes for and along streets, open spaces, and private ways having the function of a road.</i>
Assessment	The proposal delivers a residential outcome that is clearly higher than suburban density and provides meaningful housing diversity within the Medium Density Residential Precinct. A mix of 1- 3 bedroom units across multi-storey (3-8 storeys) townhouses and apartment buildings ensures a varied housing supply that responds to a wide range of household types, including singles, couples, small families, and key workers. This typology mix avoids low-density suburban forms and exceeds the minimum density expectations for the Precinct, achieving an intensity that is distinct from the lower-density areas of the district. Affordability is substantively advanced through the Simplicity Living build-to-rent model, which provides long-term, professionally managed rental housing with predictable costs and reduced per-unit land burden. This model supports the Zone's intent to promote affordable homes by enabling secure tenure, reducing individual ownership cost barriers, and delivering housing at scale. The efficient use of land through vertical built form further reinforces affordability by maximising yield and ensuring that density, choice, and long-term housing supply are prioritised. Where the proposal seeks consent for any standard infringements, the design approach aligns with the prioritisation framework in Policy 49.2.2.5. The development places clear emphasis on achieving higher-density housing, choice, and affordability as the primary outcomes, with environmental and ecological considerations integrated to support these core objectives. High-quality amenity is achieved through landscaped communal spaces, pedestrian-focused internal streets, and well-designed private and shared outdoor areas, ensuring a liveable and attractive residential environment without undermining density objectives.

49.2 Te Pūtahi Ladies Mile - Objectives and Policies	
	Overall, the proposal gives effect to the combined intent of Objective 49.2.2 and its supporting policies by delivering a high-density, diverse, and affordable residential community that reflects the planned Medium Density Residential Precinct character and contributes positively to the strategic outcomes sought for Ladies Mile.
<i>Objective 49.2.5</i>	<i>A range of compatible activities are provided for within the Zone.</i>
<i>Policy 49.2.5.1</i>	<i>Enable education activities throughout the Zone and ensure that any potential significant adverse effects of the education activities, including buildings, on neighbourhood amenity are minimised by:</i> <i>a. promoting a high standard of building and site design including the location of open space and setbacks;</i> <i>b. the efficient provision and design of vehicle access and carparking.</i>
<i>Policy 49.2.5.2</i>	<i>Limit commercial activities in the residential precincts to a scale that maintains the primacy of the Commercial Precinct for these activities, supports the social and economic well-being of the local community, and avoids or mitigates adverse effects on residential amenity.</i>
<i>Policy 49.2.5.3</i>	<i>Provide for community activities in the Zone where these support the health and safety and the social and economic well-being of the local community and adverse effects on the residential precincts are minimised.</i>
<i>Policy 49.2.5.4</i>	<i>Provide two small areas of Local Shopping Centre Zone that can contribute to the overall efficiency of the Zone without undermining the role of the Commercial Precinct as the principal retail and commercial focal point within the Zone. Require these to also be subject to the relevant parts of the Te Pūtahi Ladies Mile Zone policy framework to ensure integrated outcomes.</i>
<i>Policy 49.2.5.5</i>	<i>Avoid Visitor Accommodation in all residential precincts, and avoid Residential Visitor Accommodation in the Low and Medium Density residential precincts, consistent with the role of the Zone in providing for the needs of local residents.</i>
Assessment	The proposal aligns with the zone's intent to support a well-functioning, self-sustaining residential community. It is primarily residential, with limited ancillary activities that do not undermine the Medium Density Residential Precinct's focus. While education activities are not included, the proposal does not detract from this provision elsewhere within the TPLM and the proposed density contributes towards this viability. Open spaces, building setbacks, and pedestrian streets reflect high- quality design and access management, minimising adverse effects on neighbourhood amenity (Policy 49.2.5.1). The small commercial area proposed is small scale and will serve residents without compromising residential amenity or the primacy of the Commercial Precinct (Policy 49.2.5.2). This approach limits commercial activities in the residential precinct to an appropriate scale, consistent with the policy direction. Community features such as the shared outdoor spaces, communal facilities and the build to rent management model support social and economic wellbeing, providing stability for residents (Policy 49.2.5.3).

49.2 Te Pūtahi Ladies Mile - Objectives and Policies	
	Visitor accommodation and commercial activities that would undermine the role of the commercial precinct are avoided, reinforcing housing for locals and supporting long term occupation through the build to rent model (Policies 49.2.5.4, 49.2.5.5). Overall, the proposal supports compatible residential use, maintains commercial and community focal points, and promotes neighbourhood amenity and community well-being in Ladies Mile.
Objective 49.2.6	<i>Manage the generation of additional private vehicle trips along State Highway 6, and reduce, as far as practicable, car dependence and private vehicle trips along State Highway 6 generated by the adjoining residential areas at Ladies Mile by promoting travel mode shift, including by providing for a range of activities to serve residents of the Eastern Corridor and the wider Wakatipu Basin; integrating the Zone with the existing Eastern Corridor communities through roading and active travel links; providing for efficient and convenient public transport and active transport; and requiring at least medium residential densities north of State Highway 6 sufficient to support public transport and the commercial and social amenities within the Zone.</i>
Policy 49.2.6.1	<i>Provide for a range of activities to serve residents of the Zone and residents within adjoining Ladies Mile residential areas (including areas on the south side of State Highway 6 and Threepwood) that reduce the need for travel along State Highway 6, including:</i> <i>a. educational facilities including a development threshold relating to operation of a high school within the Zone;</i> <i>b. a variety of commercial activities to provide for the day-to-day needs of the Ladies Mile communities;</i> <i>c. recreational and open space areas; and</i> <i>d. other community facilities including sportsgrounds and buildings for community uses.</i>
Policy 49.2.6.2	<i>Require the integration of the Zone with the adjoining residential areas at Ladies Mile and State Highway 6 by:</i> <i>a. strategically locating intersections at key points on State Highway 6 and Lower Shotover Road;</i> <i>b. ensuring collector road widths and configurations are consistent with their efficient utilisation as bus routes; and</i> <i>c. providing for new road connections that enable access to bus services</i>
Policy 49.2.6.3	<i>Provide for efficient and effective public transport through:</i> <i>a. requiring a minimum residential density within the Medium Density Residential and High Density Residential Precincts in the Zone north of State Highway 6;</i> <i>b. ensuring collector road widths and configurations are consistent with their efficient utilisation as bus routes;</i> <i>c. limiting onsite carparking via maximum rates for office, retail, and education activities; and</i> <i>d. managing on-street parking.</i>

49.2 Te Pūtahi Ladies Mile - Objectives and Policies	
Policy 49.2.6.4	<i>Encourage the use of pedestrian and cycling modes by:</i> a. <i>requiring high-quality, well connected, integrated and legible walking and cycling routes within the Zone and linking them to existing routes outside the Zone on both sides of State Highway 6 and ensure that adjacent development positively contributes to the amenity of these routes; and</i> b. <i>requiring minimum cycle parking to be provided onsite for commercial, educational and residential activities.</i>
Policy 49.2.6.5	<i>Avoid the occupation of buildings where specified transport infrastructural works have not been completed.</i>
Policy 49.2.6.6	<i>Require Workplace and School Travel Plans that will demonstrate how private vehicle trips will be reduced and to promote greater reliance on public and active transport.</i>
Assessment	The proposal gives effect to Objective 49.2.6 by delivering a transport-efficient, well-integrated development that actively manages private vehicle trip generation along State Highway 6 and reduces car dependence through land-use mix, transport infrastructure, and mode-shift initiatives. A key mechanism for reducing SH6 travel demand is the provision of a range of activities within the wider Zone (Policy 49.2.6.1). At a subject site the community spaces, and extensive open spaces ensure residents' day-to-day needs can be met locally, with more commercial needs met through the wider TPLM offering, reducing the need for external trips. The development is strategically integrated with surrounding neighbourhoods (Policy 49.2.6.2) through the SH6/Stalker Road signalised intersection, upgrades to Lower Shotover Road, and a bus-capable collector road that provides efficient connections to public transport. New internal road links ensure convenient access to bus services and support seamless movement between the Zone and existing communities. Public transport efficiency is strengthened through minimum residential densities, bus-capable road design, and deliberate parking management (Policy 49.2.6.3). The use of centralised parking buildings, combined with no private vehicle storage within residential units, reduces habitual car use and encourages reliance on public and active transport. On-street parking is managed to maintain transport efficiency and safety. Active transport is prioritised through a high-quality, legible, and well-connected walking and cycling network (Policy 49.2.6.4). Shared paths (3- 4 m wide) link to SH6, Lower Shotover Road, Spence Road, and the Queenstown Trails network, while adjacent development enhances amenity and safety. Cycle parking is provided at a rate of one space per residential unit, supporting cycling as a viable everyday mode.

49.2 Te Pūtahi Ladies Mile - Objectives and Policies

	The proposal ensures critical transport infrastructure is delivered prior to occupation (Policy 49.2.6.5), including the SH6/Stalker Road intersection, bus stops, bus lane segments, and active travel links, ensuring safe and efficient operation from the outset. Finally, Workplace and School Travel Plans as recommended through the ITA (Policy 49.2.6.6) will promote public and active transport, set mode-shift targets, and reduce private vehicle trips through ongoing behavioural change initiatives. Overall, the proposal delivers a coherent and integrated transport response that aligns with the full suite of transport policies under Objective 49.2.6. It reduces private vehicle dependence, supports public and active transport, integrates with adjoining communities, and provides local amenities that minimise the need for SH6 travel, achieving the intended outcomes for the Te Pūtahi Ladies Mile Zone.
<i>Objective 49.2.7</i>	<i>A built environment that positively responds to streets and open spaces, provides a high level of residential and neighbourhood amenity, achieves high quality urban design and ecological outcomes, and incorporates indigenous biodiversity in design.</i>
<i>Policy 49.2.7.1</i>	<i>Building design integrates with public spaces and provides for a pedestrian priority environment including active frontages along streets and private ways having the function of a road, including by way of managing how and where on-site car parking spaces are provided along frontages.</i>
<i>Policy 49.2.7.2</i>	<i>Minimise opportunities for criminal or antisocial activity through incorporating Crime Prevention Through Environmental Design (CPTED) principles in the design of building layout, public and semi-public spaces, and landscaping.</i>
<i>Policy 49.2.7.3</i>	<i>Acknowledge and celebrate the area's cultural heritage, including incorporating indigenous vegetation, biodiversity, and reference to Manawhenua values, in the design of public and private spaces.</i>
<i>Policy 49.2.7.4</i>	<i>Ensure that the location and direction of lights does not cause significant glare to other sites, roads, and public places, and promote lighting design that mitigates adverse effects on views of the night sky.</i>
<i>Policy 49.2.7.5</i>	<i>Ensure that outdoor storage areas and any carparking areas are appropriately located or screened to limit adverse visual effects and to be consistent with the amenity values of the Zone or those of any adjacent zone.</i>
<i>Policy 49.2.7.6</i>	<i>Require all new buildings, relocated buildings and additions and alterations to existing buildings that contain an Activity Sensitive to Road Noise located adjacent to State Highway 6 to be designed to maintain internal residential amenity values and, in particular, provide protection to sleeping occupants from road noise.</i>
<i>Policy 49.2.7.7</i>	<i>Encourage accessibility through universal design of spaces, to enable ease of use by all potential users.</i>

49.2 Te Pūtahi Ladies Mile - Objectives and Policies	
<i>Policy 49.2.7.9</i>	<i>Require high-quality building and site design that promotes and supports neighbourhood amenity values and reflects the highly visible location close to State Highway 6.</i>
<i>Policy 49.2.7.10</i>	<i>In the Medium and High Density Residential Precincts and the Commercial Precinct, require that development achieves the following essential built form outcomes (and ensure that land subdivision sufficiently provides for these):</i> <i>a. high levels of visual interest and avoiding blank or unarticulated walls or facades;</i> <i>b. well-overlooked, and visually interesting streets and public open space edges, including by limiting garaging, parking or vehicle crossings along frontages;</i> <i>c. incorporating variation and modulation of building mass, facades, materials and roof forms;</i> <i>d. incorporating well-designed landscaped areas and frontages to add to the visual amenity values of the development for residents or visitors, neighbours, and the wider public.</i>
<i>Policy 49.2.7.11</i>	<i>Apply recession plane, building height, yard setback, and site coverage controls as the primary means of signalling appropriate levels of outlook, spaciousness, and daylight access, and encourage resource consent applications that can achieve better outcomes for these matters in the Zone.</i>
<i>Policy 49.2.7.12</i>	<i>Ensure built form achieves reasonable levels of privacy for occupants of the subject site and neighbouring residential sites and units, including through the use of building setbacks, offsetting windows from one another, screening, or other means.</i>
<i>Policy 49.2.7.13</i>	<i>Require a high level of landscape amenity which:</i> <i>a. uses indigenous planting to increase ecological and biodiversity values, preferring vegetation that naturally occurs and/or previously occurred in the area; and</i> <i>b. uses exotic planting to maintain local character where appropriate.</i>
Assessment	The large site enables a comprehensive masterplan approach which has enabled building bulk and scale, open space, internal streets, and the pedestrian / cycle network to be designed as an integrated network. This approach enables the intended residential density of the Te Pūtahi Ladies Mile Zone to be achieved while still providing a high level of residential and neighbourhood amenity, consistent with the intended outcomes of Objective 49.2.7 and the corresponding policies. Building mass and height has been arranged across the site in a deliberate manner, to ensure that the network of open spaces can absorb the higher built form and provide high levels of amenity to the residents, ensuring density is delivered without compromising amenity. The residential buildings and corresponding open spaces have been thoughtfully designed and connected to ensure residential units are provided with privacy, outlook, spaciousness, and daylight access. The modular design approach enables a variation in building height,

49.2 Te Pūtahi Ladies Mile - Objectives and Policies

façade articulation, materials, and modulation that contributes to visual interest and avoids monotony, thereby enhancing streetscape character and the wider visual amenity of the site.

A mix of native and deciduous planting is proposed throughout the streets and green spaces. This approach prioritises durability, seasonal variation and long-term manageability. These landscaped elements perform multiple functions by contributing to visual amenity, ecological connectivity, and water-sensitive urban design outcomes. Buildings near SH6 are set behind a landscaped setback and the Building Restriction Area, creating a high amenity edge and softening potential effects from the state highway. This arrangement supports internal residential amenity and mitigates road noise effects.

This integrated masterplan approach is reinforced by the urban design evidence, which describes the development as “creating an urban village with (private) streets and perimeter block buildings that reinforce the street spaces and create internal courtyards for shared private outdoor spaces”. This structure ensures active frontages, passive surveillance, and clear public/private transitions, supporting CPTED principles and a pedestrian-priority environment anticipated by Objective 49.2.7.

Parking is consolidated within two multi-storey parking buildings, reducing vehicle dominance and enabling streets and open spaces to be framed by active building edges. The Urban Design Statement notes that “*two parking garages are proposed to reduce the extent of at-grade parking and allow more landscaping across the site*”, ensuring visual screening and maintaining amenity values consistent with the Zone.

CPTED outcomes are strengthened through controlled permeability and passive surveillance. The Strategic UDA confirms that access management will be utilised to further support the perimeter built form, and enclosed communal spaces to help address any CPTED issues that may arise from too much permeability, ensuring safe and well-overlooked public spaces.

Cultural heritage and indigenous biodiversity are incorporated through native planting and opportunities for cultural expression, including stairwell glazing identified as a location for artwork reflecting Ngāi Tahu tikanga. The Urban Design Statement notes that “*the glazing to the staircases is a potential opportunity for artwork highlighting Ngāi Tahu tikanga for Te Pūtahi*”.

Lighting across streets, paths, and communal spaces is designed to meet QLDC standards, with the ITA confirming that the proposed parking will meet lighting expectations, ensuring safety and protecting night-sky views. Universal accessibility is embedded through shared paths, widened footpaths, and low-speed internal streets.”.

The highly visible SH6 interface is treated with articulated building forms, varied rooflines, and a strong landscape framework that aims to reduce perceived bulk, ensuring the development reflects its prominent location. Across the Medium Density Residential Precinct, essential

49.2 Te Pūtahi Ladies Mile - Objectives and Policies	
	built form outcomes are achieved through modulation, varied materials, and articulated facades. The Urban Design Statement confirms that “<i>varying roof forms and cladding materials are used... to avoid a monolithic ‘housing estate’ appearance</i>”, supporting neighbourhood amenity and visual interest. Overall, the proposal delivers a high-quality built environment that responds positively to streets and open spaces, incorporates cultural and ecological values, and achieves the amenity, design quality, and biodiversity outcomes anticipated by Objective 49.2.7 and its associated policies.
Objective 49.2.8	<i>Development that supports resilience to, and mitigation of, the current and future effects of climate change and contributes to an integrated approach to stormwater management.</i>
Policy 49.2.8.1	<i>Encourage site layout and building design that promotes environmental efficiencies and performance, including design that conserves energy, reduces waste and reduces emissions</i>
Policy 49.2.8.2	<i>Require a minimum level of permeable surface on a site for stormwater management and landscape amenity.</i>
Assessment	The proposal gives effect to Objective 49.2.8 by integrating land use, built form, open space and stormwater management in a way that reduces emissions, enhances resilience, and supports long-term environmental performance. The compact urban form reduces the footprint of impermeable surfaces and enables substantial areas of open space, green corridors, and heavily landscaped streets to function as part of an integrated stormwater system. This approach aligns with Policy 49.2.8.2, ensuring permeable surfaces are distributed across the site to support infiltration, reduce runoff, and contribute to landscape amenity. Environmental performance is strengthened through deliberate design choices that reduce reliance on private vehicles and support low-emission transport modes. The masterplan prioritises walkability and cycling, with internal streets designed for pedestrian comfort and shared movement, and direct connections to public transport. This shift away from individual car dependency supports reduced transport emissions and aligns with Policy 49.2.8.1, which encourages site layouts that reduce waste and emissions. The development incorporates solar energy generation across the parking building rooftops, contributing to renewable energy supply and reducing operational emissions. Solar panels are integrated into the modular building forms, taking advantage of consistent roof orientations and maximising solar gain. This supports energy conservation and enhances climate resilience by reducing reliance on non-renewable energy sources.

49.2 Te Pūtahi Ladies Mile - Objectives and Policies

Stormwater resilience is embedded through water-sensitive urban design. Landscaped corridors, permeable paving, rain gardens, and green spaces collectively manage runoff, improve infiltration, and reduce peak flows. These elements also contribute to ecological connectivity and microclimate regulation, reinforcing the integrated approach to stormwater management anticipated by Objective 49.2.8.

Overall, the proposal delivers a climate-responsive, low-emission urban environment that integrates renewable energy, active and public transport, compact built form, and permeable landscape networks, achieving the outcomes sought by Objective 49.2.8 and Policies 49.2.8.1 - 49.2.8.2.

Chapter 3 Strategic Direction

Interpretation and Application Matters:

Interpretation:

3.1B.1 *For the purpose of plan development, including plan changes, the Strategic Objectives and Strategic Policies in this Chapter provide direction for the development of the more detailed provisions contained elsewhere in the District Plan in relation to the Strategic Issues.*

3.1B.2 *For the purpose of plan implementation (including in the determination of resource consent applications and notices of requirement):*

- a. *the Strategic Objectives and Strategic Policies in this Chapter may provide guidance on what the related objectives and policies in other chapters of the Plan are seeking to achieve in relation to the Strategic Issues;*
- b. *the relevant objectives and policies of the plan (including Strategic Objectives and Strategic Policies in this Chapter) are to be considered together and no fixed hierarchy exists between them.*

3.1B.3 *In this plan, the notation 'SO' means 'Strategic Objective'. The notation 'SP' means 'Strategic Policy'.*

3.1B.4 *The following relationships apply as between Strategic Objectives and Strategic Policies of this Chapter:*

- a. *Where it is intended that a Strategic Objective elaborates on another Strategic Objective, that is specified in italicised text in brackets immediately following the Strategic Objective that is elaborated on. Unless otherwise specified, where a Strategic Objective enumerated to three digits (e.g. 3.2.1) ('Three Digit Strategic Objective') is followed by one or more Strategic Objectives enumerated to four digits (e.g. 3.2.1.1. 3.2.1.2) ('Four Digit Strategic Objective'), those Four Digit Strategic Objectives elaborate on that Three Digit Strategic Objective;*
- b. *Many Strategic Policies in Chapter 3 implement more than one Strategic Objective. This is reflected in how Strategic Policies are grouped. The relationship(s) intended between individual Strategic Policies and the relevant Strategic Objective(s) is specified in the italicised text in brackets following each such Strategic Policy.*

3.2 Strategic Objectives

Objective 3.2.1	<i>The development of a prosperous, resilient and equitable economy in the district.</i>
Policy 3.2.1.5	<i>Local service and employment functions served by commercial centres and industrial areas outside of the Queenstown and Wānaka town centres, Frankton and Three Parks, are sustained.</i>
Policy 3.2.1.6	<i>Diversification of the District's economic base and creation of employment opportunities through the development of innovative and sustainable enterprises.</i>
Policy 3.2.1.9	<i>Community needs are met by the efficient and effective operation, maintenance, upgrade and development of infrastructure in the District</i>

Chapter 3 Strategic Direction	
Assessment	The proposal only introduces a small area of commercial use, and is not considered to detract from the Queenstown town centre and will thus maintain the town centre as a hub for New Zealand's premier alpine visitor resort. The proposal will introduce affordable, high quality rental housing stock to the market. The additional rental housing stock will ease the lack of available and affordable housing supply. In this respect the proposal, along with the urbanisation of the remaining Ladies Mile land will contribute to a more equitable economy. It is considered that the proposal is supported by Objective 3.2.1 and the supporting policies. The proposal supports Policy 3.2.1.9 by delivering coordinated and efficient infrastructure that integrates with existing District-wide systems. Internal transport, water, wastewater, and stormwater networks are designed to connect directly into external infrastructure, with supporting technical assessments confirming the feasibility of these connections. The proposal includes transport upgrades and resilient three-waters infrastructure that will support the development and planned growth of Te Pūtahī Ladies Mile while ensuring efficient and reliable network performance. Overall, the proposal contributes to the efficient and effective operation, maintenance, upgrade, and development of essential infrastructure, ensuring community needs are met now and as the wider Te Pūtahī Ladies Mile area continues to evolve.
<i>Objective 3.2.2</i>	<i>Urban growth is managed in a strategic and integrated manner.</i>
<i>Policy 3.2.2.1</i>	<i>Urban development occurs in a logical manner so as to:</i> <i>a. promote a compact, well designed and integrated urban form;</i> <i>b. build on historical urban settlement patterns;</i> <i>c. achieve a built environment that provides desirable, healthy and safe places to live, work and play;</i> <i>d. minimise the natural hazard risk, taking into account the predicted effects of climate change;</i> <i>e. protect the District's rural landscapes from sporadic and sprawling urban development;</i> <i>f. ensure a mix of housing opportunities including access to housing that is more affordable for residents to live in;</i> <i>g. contain a high quality network of open spaces and community facilities; and</i> <i>h. be integrated with existing, and proposed infrastructure and appropriately manage effects on that infrastructure.</i>
Assessment	The proposal promotes a well-designed and integrated urban form that connects into existing and proposed infrastructure that ensures a mix of dwelling types and land uses. Te Pūtahī Ladies Mile has been strategically planned and comprises land specified for intense urban development through the Structure Plan. Given its location, and serviceability, it is strategically one of the most important areas for development in Queenstown.

Chapter 3 Strategic Direction

The proposal responds directly to this strategic direction by delivering a compact urban form that makes efficient use of land while maintaining appropriate levels of open space and residential amenity. Importantly, the development has been designed with regard to its role within the wider Ladies Mile structure, including anticipated future development. The layout enables logical connections, integration with surrounding land uses, and a cohesive urban form over time.

Building layout, density, and site design over the development have been configured to support a high-quality urban environment, avoiding fragmented or ad hoc development patterns.

The development has been designed to support a high level of residential amenity through a compact yet high-quality urban form that balances built development with the provision of open space. A healthy living environment is promoted through the integration of accessible open spaces, opportunities for outdoor activity, and an urban layout that supports walkability and future connectivity with surrounding development. Overall, the development will achieve a high quality environment. It is considered that the proposal is consistent with Policy 3.2.2.1(c).

The subject site is relatively free from constraints in relation to natural hazards. Stormwater can be adequately managed such that risk from inundation is very low. It has been shown that the risks from natural hazards can effectively be mitigated, and it is considered that the proposal is consistent with Policy 3.2.2.1(d).

Ladies Mile is within an area that has been developing over time and through the recent plan change, is now encouraged to be developed at a higher density. The proposal is in a logical location in terms of responding to existing development. Land features such as Slope Hill and Lake Hayes act as natural boundaries for development to avoid sprawl.

The proposal is consistent with Policy 3.2.2.1(f) by providing a mix of housing opportunities that respond to the need for more affordable and diverse housing options within the district. The Ladies Mile Structure Plan identifies the site for medium-density residential development, with a clear emphasis on achieving minimum density standards to support housing supply and affordability outcomes. In accordance with this direction, the proposal delivers a range of one- to three-bedroom residential units, providing housing choice for a variety of household types, including singles, couples, and small families. The medium-density typology enables more efficient use of land and infrastructure, which in turn supports improved housing affordability relative to lower-density development forms.

The development plan has adopted an open space strategy that reflects that of the Ladies Mile masterplan which has a key objective of providing for well-connected open spaces and community facilities. Pocket parks and landscaped open spaces are distributed throughout the site, provide opportunities for informal recreation, social interaction, and visual relief within the higher-density residential environment.

Chapter 3 Strategic Direction	
	The proposal is consistent with Policy 3.2.2.1(h) as it has been designed to integrate with existing and planned infrastructure within the Ladies Mile area and to appropriately manage effects on that infrastructure. The site is located within an area that has been specifically identified for higher-density urban development through recent plan changes, with infrastructure upgrades and expansion anticipated to support this growth.
<i>Objective 3.2.3</i>	<i>A quality built environment taking into account the character of individual communities.</i>
<i>Policy 3.2.3.1</i>	<i>The District's important historic heritage values are protected by ensuring development is sympathetic to those values.</i>
<i>Policy 3.2.3.2</i>	<i>Built form integrates well with its surrounding urban environment.</i>
Assessment	Similarly to the assessment above in 3.2.2, the proposal is consistent with Objective 3.2.3 as it delivers a high-quality built environment that responds appropriately to the emerging character of the Ladies Mile area. Ladies Mile has been identified as a location for higher-density residential development, and as such, its character is evolving from a largely undeveloped landscape to a more urban residential environment. The development has been designed to enable seamless integration with future surrounding development through consistent building scale, setbacks, and connectivity, including pedestrian and cycle links. This overall will create a well-connected neighbourhood. It is considered that the proposal is consistent with Objective 3.2.3 and 3.2.3.2.
<i>Objective 3.2.4</i>	<i>The distinctive natural environments and ecosystems of the District are protected.</i>
<i>Policy 3.2.4.1</i>	<i>Development and land uses that sustain or enhance the life-supporting capacity of air, water, soil and ecosystems, and maintain indigenous biodiversity.</i>
<i>Policy 3.2.4.4</i>	<i>The water quality and functions of the District's lakes, rivers and wetlands are maintained or enhanced.</i>
<i>Policy 3.2.4.5</i>	<i>Public access to the natural environment is maintained or enhanced.</i>
<i>Policy 3.2.4.7</i>	<i>The survival chances of rare, endangered, or vulnerable species of indigenous plant or animal communities are maintained or enhanced.</i>
Assessment	The Wakatipu Landscape study has found the Ladies Mile has a high capacity to absorb development within an area that is rapidly urbanising. The proposal responds to this finding by concentrating development within the flatter, less sensitive landform areas and limiting development on more prominent landscape features.

Chapter 3 Strategic Direction	
	Potential effects on water quality and soil resources will be appropriately managed through the design of infrastructure and servicing, including stormwater and earthworks controls that limit sediment discharge. Additionally, the retention and integration of green spaces further support ecological function by providing blue-green corridors that enable habitat connectivity and support natural ecosystems. Public access to the natural environment is enhanced through the vesting of the northern park, which will secure this space for public use and provide a permanent open space connection within the development. The park will contribute to the wider open space and green network by providing opportunities for informal recreation, outlook, and access to landscaped areas that reflect the natural character of the Ladies Mile setting. In this way, the proposal maintains and enhances public connection to the natural environment while supporting the planned urbanisation of the site. The Lizard Management Plan will be implemented throughout the construction and development phases to ensure that any direct effects on lizards are appropriately avoided, remedied, or mitigated. Through the identification, management, and relocation of any lizards encountered on site, the plan will ensure that affected individuals are protected and that potential adverse effects on lizard populations are minimised.
<i>Objective 3.2.5</i>	<i>The retention of the district's distinctive landscapes.</i>
<i>Policy 3.2.5.1</i>	<i>The District's Outstanding Natural Features and Outstanding Natural Landscapes and their landscape values and related landscape capacity are identified.</i>
<i>Policy 3.2.5.3</i>	<i>In locations other than the Rural Zone, the landscape values of Outstanding Natural Features and Outstanding Natural Landscapes are protected from inappropriate subdivision, use and development.</i>
Assessment	The proposal is consistent with Objective 3.2.5 and Policies 3.2.5.1 and 3.2.5.3. As identified through the District Plan framework, the site is located within an area of the Ladies Mile growth corridor that has capacity to absorb urban development. The proposal responds to that landscape context by concentrating development on the flatter, less visually sensitive parts of the site, while maintaining a landscaped interface to State Highway 6, providing substantial open space, and retaining visual connection to the Slope Hill landform. Overall, the proposal reflects the strategic direction of the Te Pūtahi Ladies Mile Zone by accommodating anticipated urban growth in a manner that is integrated with the surrounding landscape and does not undermine the identified landscape values of the wider district. The Te Pūtahi Ladies Mile Zone has already been through a plan change process that specifically earmarked this land for growth and confirmed that a comparatively high level of urban intensification is appropriate and anticipated. The District Plan identifies that the landscape capacity of this part of Ladies Mile can absorb urban development without compromising the values of neighbouring Outstanding Natural Features and Outstanding Natural Landscapes. The proposal has been cognisant of the values associated with Slope Hill and the broader landscape sensitivities and incorporates design responses to acknowledge and respect them. These include maintaining open space corridors, providing a strong landscape framework along SH6, modulating building height and form, and ensuring visual permeability toward Slope Hill.

Chapter 3 Strategic Direction	
	Through these measures, the development supports the retention of the district's distinctive landscapes while delivering the level of growth anticipated for the Zone. The proposal therefore aligns with the policy direction to protect ONF and ONL values from inappropriate subdivision, use, and development, while enabling planned and strategically directed urban expansion in a location identified as having capacity to absorb change.
<i>Objective 3.2.6</i>	<i>The District's residents and communities are able to provide for their social, cultural and economic wellbeing and their health and safety.</i>
<i>Policy 3.2.6.1</i>	<i>The accessibility needs of the District's residents and communities to places, services and facilities are met.</i>
<i>Policy 3.2.6.2</i>	<i>A diverse, resilient and well-functioning community where opportunities for arts, culture, recreation and events are integrated into the built and natural environment.</i>
<i>Policy 3.2.6.3</i>	<i>The contribution that community social, recreational and cultural facilities and activities make to identity and sense of place for residents of the District is recognised and provided for through appropriate location and sound design.</i>
Assessment	The proposed development is consistent with Objective 3.2.6 as it supports the planned expansion of residential capacity within Ladies Mile, thereby contributing to the social and economic wellbeing of the District. As one of the first developments within the Ladies Mile Zone, the proposal has been designed to establish a cohesive and functional community with a clear sense of place from the outset, supporting a safe, legible, and high-quality living environment. This approach supports community wellbeing by providing a safe, legible, and cohesive living environment from day one. The site is structured as a connected and walkable neighbourhood, with a compact urban form and integrated pedestrian and cycle connections that support internal accessibility and link to the wider transport network. This approach ensures residents can readily access open space, local amenities, and future services within the wider Ladies Mile area, consistent with the intent of Policy 3.2.6.1.
<i>Objective 3.2.7</i>	<i>The partnership between Council and Ngāi Tahu is nurtured.</i>
<i>Policy 3.2.7.1</i>	<i>Ngāi Tahu values, interests and customary resources, including taonga species and habitats, and wāhi tūpuna, are protected.</i>
<i>Policy 3.2.7.2</i>	<i>The expression of kaitiakitanga is enabled by providing for meaningful collaboration with Ngāi Tahu in resource management decision making and implementation.</i>
Assessment	Engagement undertaken by Simplicity Living demonstrates clear alignment with Objective 3.2.7 and Policies 3.2.7.1 - 3.2.7.2, with mana whenua values, interests, and kaitiakitanga meaningfully incorporated into the Project's development pathway. As outlined in the Consultation Report, Simplicity Living initiated early engagement with all seven rūnaka, provided comprehensive project information, and sought direction on the appropriate engagement process. This resulted in a formal Process Agreement, which establishes

Chapter 3 Strategic Direction	
	expectations for collaboration, information sharing, and cultural input. Engagement is ongoing and being undertaken in accordance with this agreement, reflecting a genuine commitment to nurturing the partnership with Ngāi Tahu. Mana whenua feedback has focused on matters of cultural significance, particularly wai and stormwater management, with rūnaka emphasising the importance of water quality and downstream receiving environments. Simplicity Living has proactively shared its stormwater approach to ensure mana whenua visibility and influence over technical decisions. This supports the protection of Ngāi Tahu values, taonga species, and cultural interests consistent with Policy 3.2.7.1. While no significant sites or areas of cultural sensitivity have been identified within the Project area, Simplicity Living will implement an Accidental Discovery Protocol during earthworks to ensure any unexpected cultural material is appropriately managed in accordance with tikanga and mana whenua expectations. This provides an additional safeguard for cultural values and wāhi tūpuna. Through the Process Agreement and ongoing dialogue, mana whenua have a meaningful role in shaping environmental management, cultural protocols, and project implementation. This enables the expression of kaitiakitanga, consistent with Policy 3.2.7.2, and ensures Ngāi Tahu values are recognised, protected, and embedded within the Project's development.
3.3 Strategic Policies	
<i>Climate change Policy 3.3.13</i>	<i>Encourage economic activity to adapt to and recognise opportunities and risks associated with climate change.</i>
Assessment	The proposal supports Policy 3.3.13 by incorporating design measures that recognise both the risks and opportunities associated with climate change and by enabling future-focused, low-emission patterns of development. Climate change has been addressed through the design of the development in a number of different ways: • maintaining green space through pocket parks and landscaping, including native vegetation to provide natural ecological corridor • the development has been designed to encourage modal shifts and reduce reliance on private motor vehicle use • EV chargers and solar panels on car park buildings for increased resilience and emissions reduction These measures collectively contribute to climate adaptation and mitigation. The retention of green spaces and native planting enhances ecological resilience, supports shading and cooling, and assists with stormwater infiltration during more frequent high-intensity rainfall events. The transport network is deliberately structured to support walking, cycling, and public transport, reducing emissions over time and enabling residents to adopt low-carbon travel behaviours as the wider Te Pūtahi Ladies Mile area develops.

Chapter 3 Strategic Direction	
	The inclusion of EV charging infrastructure and solar generation on parking buildings demonstrates a practical response to emerging climate-related opportunities, supporting the transition to electric mobility and reducing operational emissions. Together, these elements ensure the development is adaptable to future climate conditions and aligns with the policy direction to encourage economic activity that responds proactively to climate-related risks and opportunities.
<i>Urban development Policy 3.3.14</i>	<i>Apply Urban Growth Boundaries (UGBs) around the urban areas in the Wakatipu Basin (including Queenstown, Frankton, Jack's Point and Arrowtown), Wānaka and where required around other settlements.</i>
<i>Policy 3.3.15</i>	<i>Apply provisions that enable urban development within the UGBs and avoid urban development outside of the UGBs.</i>
Assessment	The Ladies Mile Plan change extended the Urban Growth Boundary to include the entirety of Ladies Mile. Given the location of the subject site within Ladies Mile, Policy 3.3.15 lends support to the principle of urban development on the site.
<i>Natural Environment Policy 3.3.20</i>	<i>Manage subdivision and / or development that may have adverse effects on the natural character and nature conservation values of the District's lakes, rivers, wetlands and their beds and margins so that their life-supporting capacity is safeguarded; and natural character is maintained or enhanced as far as practicable.</i>
Assessment	The proposal is consistent with Policy 3.3.20 because the site does not contain any significant natural areas and does not directly adjoin lakes, rivers, wetlands or their margins. As a result, the development does not generate direct effects on the District's natural character or nature conservation values associated with these sensitive environments. Subdivision and development have been designed to ensure any indirect effects are appropriately managed. Stormwater is treated and infiltrated on site through a resilient, climate responsive system that safeguards downstream water quality and supports the life supporting capacity of receiving environments. Landscaping across the site, including native vegetation within pocket parks and green corridors, maintains ecological function and contributes positively to natural character as far as practicable. Overall, the proposal manages potential effects on the District's natural environment in a manner consistent with Policy 3.3.20, ensuring that natural character and ecological values are maintained while enabling development in a location identified for urban growth.
<i>Protection of Regionally Significant Infrastructure Policy 3.3.24A</i>	<i>a. Provide for Regionally Significant Infrastructure that has a functional need or operational need to locate in the rural environment through a planning framework that:</i> <i>i. protects the landscape values of Outstanding Natural Features and Outstanding Natural Landscapes;</i> <i>ii. maintains the landscape character and maintains or enhances the visual amenity values of Rural Character Landscapes;</i> <i>iii. maintains or enhances the landscape character and visual amenity values of the Wakatipu Basin Rural Amenity Zone;</i>

Chapter 3 Strategic Direction	
	iv. <i>protects important historic heritage and the distinctive natural environments and ecosystems of the District; and</i> v. <i>avoids significant adverse effects on Wāhi Tūpuna within the District.</i>
Assessment	The proposal is consistent with Policy 3.3.24A. The development includes upgrades to State Highway 6 and connections to other regionally significant infrastructure, all of which are compatible with the existing network and respond to functional and operational requirements already identified through the Te Pūtahi Ladies Mile plan change process. These works occur within an established transport corridor and are designed to improve safety, efficiency and multimodal access without altering the landscape values of Outstanding Natural Features or Outstanding Natural Landscapes. The upgrades maintain the landscape character of the surrounding rural environment by remaining within the existing road footprint and by integrating landscaping and urban design treatments that respect the wider visual context. No works affect historic heritage, distinctive natural environments or ecosystems, and the proposal avoids significant adverse effects on Wāhi Tūpuna. The proposed water supply pipeline constitutes Regionally Significant Infrastructure and has a functional and operational need to traverse rural land to connect the development to the wider public water supply network. The proposed water infrastructure is consistent with QLDC's long-term infrastructure planning and will contribute to the delivery of strategic growth infrastructure identified by the Council. While a portion of the pipeline will be located within a rural environment, the infrastructure is largely underground in nature and any effects will be appropriately avoided, remedied, or mitigated. Overall, the proposal provides necessary improvements to regionally significant infrastructure in a manner that is compatible with the rural environment, maintains landscape and amenity values, and aligns with the policy direction for infrastructure with functional or operational needs in this location.
<i>Outstanding Natural Features and Landscapes and Rural Character Landscape Policy 3.3.30</i>	<i>Protect the landscape values of Outstanding Natural Features and Outstanding Natural Landscapes.</i>
<i>Policy 3.3.31</i>	<i>Avoid adverse effects on the landscape values of the District's Outstanding Natural Features and Outstanding Natural Landscapes from residential subdivision, use and development where there is little capacity to absorb change.</i>
Assessment	As per the assessment for Objective 3.2.5, Policy 3.2.5.1, and Policy 3.2.5.3. The only proposed works associated with the development within an ONF/L have been assessed through a separate consenting process and determined to be suitable. The development itself is located outside of any ONF. The proposed development and broader TPLM urban environment has been

Chapter 3 Strategic Direction	
	considered in terms of proximity to the district's ONF/Ls and associated effects considered able to be absorbed. Overall, the proposal is consistent with these policies.
<i>Cultural Environment Policy 3.3.49</i>	<i>Avoid significant adverse effects on wāhi tūpuna within the District.</i>
<i>Policy 3.3.50</i>	<i>Avoid remedy or mitigate other adverse effects on wāhi tūpuna within the District.</i>
<i>Policy 3.3.51</i>	<i>Manage wāhi tūpuna within the District, including taonga species and habitats, in a culturally appropriate manner through early consultation and involvement of relevant iwi or hapū.</i>
Assessment	The proposal is consistent with Policies 3.3.49 and 3.3.50. There are no known cultural values or identified wāhi tūpuna associated with the subject site, and the proposal is therefore not anticipated to give rise to significant adverse effects on wāhi tūpuna. The site has also been identified for urban development through the Te Pūtahi Ladies Mile planning framework, and the proposed development is consistent with that anticipated urban outcome. Notwithstanding this, the Applicant has volunteered an accidental discovery protocol as a condition of consent. This will ensure that, in the unlikely event that kōiwi, taonga, archaeological material, or other material of potential cultural significance is encountered during earthworks or construction, works will cease in the relevant area, and the appropriate notification, engagement, and management procedures will be followed. This provides a clear and culturally appropriate safeguard to avoid, remedy, or mitigate any potential adverse effects should previously unknown material be discovered. Overall, given the absence of any known cultural values on the site and the inclusion of an accidental discovery protocol, the proposal will avoid significant adverse effects on wāhi tūpuna and appropriately manage any other potential effects in accordance with Policies 3.3.49 and 3.3.50.

Chapter 4 Urban Development	
<i>Objective 4.2.1</i>	<i>Urban Growth Boundaries used as a tool to manage the growth of urban areas within distinct and defensible urban edges.</i>
<i>Policy 4.2.1.1</i>	<i>Define Urban Growth Boundaries, where required, to identify the areas that are available for the growth of urban settlements.</i>
<i>Policy 4.2.1.2</i>	<i>Focus urban development primarily on land within and adjacent to the existing larger urban areas and, to a lesser extent, within and adjacent to smaller urban areas, towns and rural settlements.</i>

Chapter 4 Urban Development	
<i>Policy 4.2.1.3</i>	<i>Ensure that urban development is contained within the defined Urban Growth Boundaries, and that aside from urban development within existing towns and rural settlements, urban development is avoided outside of those boundaries.</i>
<i>Policy 4.2.1.4</i>	<i>Ensure Urban Growth Boundaries encompass, at a minimum, sufficient, feasible development capacity and urban development opportunities consistent with:</i> <i>a. the anticipated medium term demand for housing and business land within the District assuming a mix of housing densities and form;</i> <i>b. ensuring the ongoing availability of a competitive land supply for urban purposes;</i> <i>c. the constraints on development of the land such as its topography, its ecological, heritage, cultural or landscape significance; or the risk of natural hazards limiting the ability of the land to accommodate growth;</i> <i>d. the need to make provision for the location and efficient operation of infrastructure, commercial and industrial uses, and a range of community activities and facilities;</i> <i>e. a compact and efficient urban form;</i> <i>f. avoiding sporadic urban development in rural areas;</i> <i>g. minimising the loss of the productive potential and soil resource of rural land; and</i> <i>h. a future development strategy for the District that is prepared in accordance with the National Policy Statement on Urban Development Capacity.</i>
<i>Policy 4.2.1.5</i>	<i>When locating Urban Growth Boundaries or extending towns and rural urban settlements through plan changes, protect the values of Outstanding Natural Features and Outstanding Natural Landscapes.</i>
<i>Policy 4.2.1.6</i>	<i>When locating Urban Growth Boundaries or extending towns and rural settlements through plan changes to provide for urban development, have particular regard to minimising significant adverse effects on the values of open rural landscapes.</i>
<i>Policy 4.2.1.7</i>	<i>Review and amend Urban Growth Boundaries as required, to address changing community needs, respond to monitoring evidence, or to enable appropriate urban development (having regard to Policy 4.2.1.4).</i>
Assessment	The TPLM area is identified as a strategic growth area and is located within the defined Urban Growth Boundary (UGB). As the subject site is located within the Ladies Mile Zone, the development is consistent with Objective 4.2.1. The TPLM Zone is focused on supporting higher density residential development and seeks to support efficient land use for residential purposes. The development positively contributes to the planned urban growth of the TPLM area and will be consistent with Policies 4.2.1.1 - 4.2.1.3.

Chapter 4 Urban Development	
	Overall, the TPLM has been recognised as a location for strategic urban growth and is encompassed within the UGB. The development proposes residential density within the UGB and at a scale that is consistent with the intended outcomes of 4.2.1.4.a. The proposal delivers residential development that contributes to meeting the anticipated future housing demand and delivers sufficient, feasible, and efficient urban development. The proposal offers a mix of residential unit size, supporting housing choice while enabling efficient use of land. By enabling large scale residential development within the UGB and areas identified as suitable for higher density, the proposal contributes to maintaining an ongoing and competitive supply of urban land. The proposed development ensures that urban land is utilised efficiently within the constraints of the site. The proposal makes provision for the efficient infrastructure and integration of open space, community centres, and local amenity. Provision for community level commercial is addressed as part of the proposal, supporting the creation of small scale retail within the community. Additional infrastructure is proposed as part of the development to service the community, aligning with the intentions of the TPLM Plan. The proposal supports a compact and efficient urban by building upward where appropriate and prioritising open space and amenity, enabling a compact urban form while maintaining a high level of residential amenity. By accommodating dense residential growth within the TPLM Zone, the proposal eases pressure for sporadic unplanned development in other rural areas, ensuring growth is consolidated within the allocated UGB. While the development of the TPLM represents a transition from rural land, the development is confined within the confined UGB and reflects a strategic approach to minimising further loss of less suited rural land elsewhere.
Objective 4.2.2 A	<i>A compact, integrated and well designed urban form within the Urban Growth Boundaries that:</i> <i>i. is coordinated with the efficient provision, use and operation of infrastructure and services; and</i> <i>ii. is managed to ensure that the Queenstown Airport is not significantly compromised by the adverse effects of incompatible activities.</i>
Assessment	The proposed development is consistent with Objective 4.2.2 A as it delivers a compact, integrated and well-designed urban form within the Urban Growth Boundary that is coordinated with infrastructure and services. The site is located within the Te Pūtahi Ladies Mile Zone, an area specifically identified for strategic urban growth, and the proposal gives effect to that direction through a comprehensive masterplanned approach that integrates residential development with roading, servicing, open space, active transport and local amenity.

Chapter 4 Urban Development	
	The development has been designed to make efficient use of land through a medium to higher density built form, while maintaining a high level of residential amenity and providing substantial open space, landscaped corridors, and a legible internal movement network. As identified elsewhere in this document, the proposal will be serviced by infrastructure of sufficient capacity, with water, wastewater, stormwater, transport and other utilities either available or able to be upgraded to support the development. The layout also supports efficient operation of future public transport and active travel networks by broadly aligning with the Structure Plan and connecting to planned wider Ladies Mile infrastructure. In relation to Queenstown Airport, the site is not in a location where the proposal would compromise airport operations through incompatible activities, noting the separation distance between the subject site and the proposed airport is approximately 2km.
<i>Objective 4.2.2 B</i>	<i>Urban development within Urban Growth Boundaries that maintains and enhances the environment and rural amenity and protects Outstanding Natural Landscapes and Outstanding Natural Features, and areas supporting significant indigenous flora and fauna.</i>
<i>Policy 4.2.2.1</i>	<i>Integrate urban development with existing or proposed infrastructure so that:</i> <i>a. Urban development is serviced by infrastructure of sufficient capacity; and</i> <i>b. reverse sensitivity effects of activities on regionally significant infrastructure are minimised; and</i> <i>c. in the case of the National Grid, reverse sensitivity effects avoided to the extent reasonably possible and the operation, maintenance, upgrading and development of the National Grid is not compromised.</i>
<i>Policy 4.2.2.2</i>	<i>Allocate land within Urban Growth Boundaries into zones which are reflective of the appropriate land use having regard to:</i> <i>a. its topography;</i> <i>b. its ecological, heritage, cultural or landscape significance if any;</i> <i>c. any risk of natural hazards, taking into account the effects of climate change;</i> <i>d. connectivity and integration with existing urban development;</i> <i>e. convenient linkages with public transport;</i> <i>f. the need to provide a mix of housing densities and forms within a compact and integrated urban environment;</i> <i>g. the level of existing and future amenity that is sought (including consideration of any identified special character areas);</i> <i>h. the need to make provision for the location and efficient operation of infrastructure and utilities, including regionally significant infrastructure;</i> <i>i. the need to provide open spaces and community facilities that are located and designed to be safe, desirable and accessible;</i> <i>j. the function and role of the town centres and other commercial and industrial areas as provided for in Chapter 3 Strategic Objectives 3.2.1.2 - 3.2.1.5 and associated policies; and</i> <i>k. the need to locate emergency services at strategic locations</i>

Chapter 4 Urban Development	
Policy 4.2.2.3	<i>Enable an increased density of well-designed residential development in close proximity to town centres, public transport routes, community and education facilities, while ensuring development is consistent with any structure plan for the area and responds to the character of its site, the street, open space and surrounding area.</i>
Policy 4.2.2.4	<i>Encourage urban development that enhances connections to public recreation facilities, reserves, open space and active transport networks.</i>
Policy 4.2.2.5	<i>Require larger scale development to be comprehensively designed with an integrated and sustainable approach to infrastructure, buildings, street, trail and open space design.</i>
Policy 4.2.2.6	<i>Promote energy and water efficiency opportunities, waste reduction, and sustainable building and subdivision design.</i>
Policy 4.2.2.7	<i>Explore and encourage innovative approaches to design to assist provision of quality affordable housing.</i>
Policy 4.2.2.8	<i>In applying plan provisions, have regard to the extent to which the minimum site size, density, height, building coverage and other quality controls have a disproportionate adverse effect on housing affordability.</i>
Policy 4.2.2.9	<i>Ensure Council-led and private design and development of public spaces and built development maximises public safety by adopting "Crime Prevention Through Environmental Design".</i>
Policy 4.2.2.10	<i>Ensure lighting standards for urban development avoid unnecessary adverse effects on views of the night sky.</i>
Assessment	The proposed development is consistent with Objective 4.2.2 B and the associated policies. It provides for urban development within the Urban Growth Boundary in a location specifically identified for strategic growth, while responding appropriately to the site's topography, landscape context, infrastructure servicing, transport accessibility, and amenity expectations. Although the development will urbanise a currently undeveloped site, that change occurs within an area planned for medium to higher density development through the Te Pūtahi Ladies Mile Zone and Structure Plan, and therefore represents a managed and anticipated urban outcome rather than ad hoc encroachment into the rural environment. In landscape terms, the residential development is located on the flatter land between State Highway 6 and the toe of Slope Hill, where the wider landscape assessment identifies capacity to absorb urban development. The masterplanned layout deliberately concentrates built form within the less visually sensitive parts of the site, while retaining substantial open space, ecological and stormwater corridors, and a landscaped edge to State Highway 6. The proposal also maintains visual connection toward Slope Hill and provides a transition to the adjoining landscape values through open space and planting. For these reasons, the development is not considered to undermine Outstanding Natural Feature or Outstanding Natural Landscape values, nor areas of significant indigenous flora and fauna, and instead gives effect to the policy framework requiring urban growth to occur in a way that protects those values from inappropriate development.

Chapter 4 Urban Development

The proposal is also well aligned with Policy 4.2.2.1 and Policy 4.2.2.2. As identified elsewhere in this document, the site can be serviced by infrastructure of sufficient capacity, with water, wastewater, stormwater, transport and other utilities either available or capable of being upgraded to support the development. The proposal has been designed as a comprehensive, integrated development rather than a fragmented or stand-alone project, ensuring that infrastructure provision, building form, movement corridors and open space work together efficiently. There is no indication that the proposal would create unacceptable reverse sensitivity effects on regionally significant infrastructure, and the site is not constrained by natural hazards to any extent that would make the zoning or proposed development inappropriate. Rather, the site's flat topography, serviceability, and location within the growth corridor make it particularly well suited to the zoning and land use pattern now proposed.

The development strongly supports the outcomes sought by Policies 4.2.2.3 to 4.2.2.5 by enabling increased residential density near future public transport routes, local commercial and community facilities, and a connected open space and active transport network. The internal road and pedestrian layout is legible, highly permeable, and designed to integrate with the wider Ladies Mile movement framework, while the provision of local open spaces, a community hub, and land for a local shopping centre contributes to a more self-sustaining urban environment. The proposal is also the result of a comprehensive masterplanning process that integrates infrastructure, buildings, streets, trails and open spaces in a coherent and efficient manner, which is precisely the approach contemplated for larger scale urban development under this policy suite.

Policies 4.2.2.6 to 4.2.2.10 are also supported. The proposal incorporates a number of sustainable design responses through its compact urban form, efficient use of land, walkable layout, integrated open space, and stormwater design. It also supports housing affordability and innovation through the intended build-to-rent / long-term rental model and the provision of a broad mix of one to three-bedroom units in medium and higher density typologies. The development has been planned to achieve high amenity, passive surveillance, and pedestrian-priority outcomes, consistent with Crime Prevention Through Environmental Design principles, while lighting and streetscape treatments can be managed so that adverse effects on the surrounding environment and night sky are appropriately controlled. The overall design therefore demonstrates that density, amenity, sustainability and affordability are not in conflict but are mutually reinforcing outcomes of the masterplanned approach adopted here.

Overall, the proposal gives strong effect to Objective 4.2.2 B by delivering urban development that is compact, landscape-responsive, infrastructure-ready, and environmentally appropriate within the Urban Growth Boundary. It responds to the opportunities and constraints of the site, protects the wider landscape and environmental values identified in the District Plan, and establishes a high quality urban form capable of supporting the long-term strategic growth of Ladies Mile.

Chapter 5 Tangata Whenua	
<i>Objective 5.4.1</i>	<i>Consultation with tangata whenua occurs through the implementation of the Queenstown Lakes District Plan Policies</i>
<i>Policy 5.4.1.1</i>	<i>Ensure that Ngāi Tahu Papatipu Rūnanga are engaged in resource management decision-making and implementation on matters that affect Ngāi Tahu values, rights and interests, in accordance with the principles of the Treaty of Waitangi.</i>
<i>Policy 5.4.1.3</i>	<i>When making resource management decisions, ensure that functions and powers are exercised in a manner that takes into account5 iwi management plans.</i>
<i>Policy 5.4.1.4</i>	<i>Recognise that only tangata whenua can identify their relationship and that of their culture and traditions with their ancestral lands, water sites, wāhi tapu, tōpuni and other taonga.</i>
<i>Objective 5.4.2</i>	<i>Ngāi Tahu have a presence in the built environment</i>
<i>Policy 5.4.2.1</i>	<i>Collaborate with Ngāi Tahu in the design of the built environment including planting, public spaces, use of Ngāi Tahu place names and interpretive material. Enable the sustainable use of Māori land.</i>
<i>Objective 5.4.3</i>	<i>Ngāi Tahu taonga species and related habitats are protected.</i>
<i>Policy 5.4.3.1</i>	<i>Where adverse effects on taonga species and habitats of significance to Ngāi Tahu cannot be avoided, remedied or mitigated, consider environmental compensation as an alternative.</i>
<i>Objective 5.4.5</i>	<i>Wāhi tūpuna and all their components are appropriately managed and protected</i>
<i>Policy 5.4.5.2</i>	<i>Pending their identification on the District Plan web mapping application, encourage direct consultation with tangata whenua when iwi management plans indicate that proposals may adversely affect sites of cultural significance.</i>
<i>Policy 5.4.5.5</i>	<i>Avoid where practicable, adverse effects on the relationship between Ngāi Tahu and the wāhi tūpuna.</i>

Assessment	The proposal is consistent with Objective 5.4.1 and its associated policies. Consultation with Ngāi Tahu has occurred in accordance with the District Plan framework, recognising Ngāi Tahu as mana whenua and ensuring engagement on matters affecting cultural values, rights and interests. The cultural context outlined in the AEE confirms that the project area lies within the takiwā of Ngāi Tahu, and that iwi management plans such as Te Tangi a Tauira and the Kai Tahu ki Otago Natural Resource Management Plan have been considered in the preparation of the proposal. These documents provide direction on kaitiakitanga, water quality, landscape values and cultural associations, and the proposal aligns with their guidance. The proposal recognises that only tangata whenua can identify their relationship with ancestral lands, water, sites and taonga. Engagement has been undertaken to ensure cultural values are understood and appropriately reflected in the design response. This includes opportunities for Ngāi Tahu presence within the built environment, consistent with Objective 5.4.2. The urban design statement identifies the glazing of stairwells as a potential location for Ngāi Tahu artwork, and native planting throughout the site provides opportunities to reflect cultural narratives and ecological values. The proposal is consistent with Objective 5.4.3. The site does not contain taonga species or habitats of significance to Ngāi Tahu, and stormwater is managed through a resilient, integrated system that protects downstream water quality. As a result, adverse effects on taonga species are avoided, and environmental compensation is not required. The proposal aligns with Objective 5.4.5. There are no identified wāhi tūpuna within the site, and the development avoids adverse effects on Ngāi Tahu relationships with culturally significant landscapes. The design acknowledges the broader cultural landscape of the Whakatipu Basin, including the relationship with Slope Hill and surrounding landforms, and integrates landscaping and open space to maintain visual and cultural connections. Overall, the proposal responds appropriately to tangata whenua values by engaging with Ngāi Tahu, incorporating iwi management plans, enabling cultural presence within the built environment, protecting taonga species and avoiding adverse effects on wāhi tūpuna.
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Chapter 25 Earthworks	
<i>Objective 25.2.1</i>	<i>Earthworks are undertaken in a manner that minimises adverse effects on the environment, including through mitigation or remediation, and protects people and communities</i>
<i>Policy 25.2.1.1</i>	<i>Ensure earthworks minimise erosion, land instability, and sediment generation and off-site discharge during construction activities associated with subdivision and development.</i>
<i>Policy 25.2.1.2</i>	<i>Manage the adverse effects of earthworks to avoid inappropriate adverse effects and minimise other adverse effects, in a way that:</i> <i>a. Protects the values of Outstanding Natural Features and Landscapes;</i>

Chapter 25 Earthworks	
	b. <i>Maintains the amenity values of Rural Character Landscapes;</i> c. <i>Protects the values of Significant Natural Areas and the margins of lakes, rivers and wetlands;</i> d. <i>Minimises the exposure of aquifers, in particular the Wakatipu Basin, Hāwea Basin, Wānaka Basin and Cardrona alluvial ribbon aquifers;</i> <i>Note: These aquifers are identified in the Otago Regional Plan: Water for Otago 2004.</i> e. <i>Protects Māori cultural values, including wāhi tapu and wāhi tūpuna and other sites of significance to Māori;</i> f. <i>Protects the values of heritage sites, precincts and landscape overlays from inappropriate subdivision, use and development; and</i> g. <i>Maintains public access to and along lakes and rivers.</i>
<i>Policy 25.2.1.3</i>	<i>Avoid, where practicable, or remedy or mitigate adverse visual effects of earthworks on visually prominent slopes, natural landforms and ridgelines.</i>
<i>Policy 25.2.1.4</i>	<i>Manage the scale and extent of earthworks to maintain the amenity values and quality of rural and urban areas.</i>
<i>Policy 25.2.1.5</i>	<i>Design earthworks to recognise the constraints and opportunities of the site and environment.</i>
<i>Policy 25.2.1.6</i>	<i>Ensure that earthworks are designed and undertaken in a manner that does not adversely affect infrastructure, buildings and the stability of adjoining sites.</i>
<i>Policy 25.2.1.7</i>	<i>Encourage limiting the area and volume of earthworks being undertaken on a site at any one time to minimise adverse effects on water bodies and nuisance effects of adverse construction noise, vibration, odour, dust and traffic effects.</i>
<i>Policy 25.2.1.8</i>	<i>Undertake processes to avoid adverse effects on cultural heritage, including wāhi tapu, wāhi tūpuna and other taonga, and archaeological sites, or where these cannot be avoided, effects are remedied or mitigated.</i>
<i>Policy 25.2.1.9</i>	<i>Manage the potential adverse effects arising from exposing or disturbing accidentally discovered material by following the Accidental Discovery Protocol in Schedule 25.10.</i>
<i>Policy 25.2.1.10</i>	<i>Ensure that earthworks that generate traffic movements maintain the safety of roads and accesses, and do not degrade the amenity and quality of surrounding land.</i>
<i>Policy 25.2.1.11</i>	<i>Ensure that earthworks minimise natural hazard risk to people, communities and property, in particular earthworks undertaken to facilitate land development or natural hazard mitigation.</i>
Assessment	The earthworks associated with the Project are required to establish the proposed building platforms, internal roading, open space areas, stormwater infrastructure, three waters servicing, and external transport and infrastructure upgrades. Overall, the proposed

Chapter 25 Earthworks	
	earthworks are consistent with Objective 25.2.1 and the related earthworks policies, as the proposal has been designed to ensure that earthworks are undertaken in a manner that minimises adverse environmental effects and protects the safety and wellbeing of people and communities. A comprehensive Earthworks Management Plan (EMP) will be implemented, supported by staging plans and construction management measures. Consistent with the objective 25.2.1 and policies 25.2.1.1 and 25.2.1.2 the potential for erosion, sediment generation and off-site discharge will be managed through standard construction management and erosion and sediment control measures. Temporary and permanent stabilisation measures (including hydroseeding, mulching, and revegetation) will be applied during and following earthworks. The proposal does not adversely affect Outstanding Natural Features and Landscapes, Significant Natural Areas, or identified lake, river, or wetland margins in line with Policy 25.2.1.2. The scale of earthworks is commensurate with the nature of the development anticipated within the TPLM Zone. The Site is located within an identified urban growth area and is intended to transition from a largely pastoral environment to a comprehensively planned urban neighbourhood. While the works will result in temporary construction-related effects, these will be managed through staging, construction management measures and conditions of consent. Accordingly, the scale and extent of earthworks are considered appropriate for the Site and will maintain the anticipated amenity values and quality of the future urban environment. No known heritage or archaeological sites are located within the earthworks footprint. In the event that unidentified material is discovered during construction, an Accidental Discovery Protocol will be followed. The layout and design of earthworks have been informed by the natural landform, with earthworks shaped to integrate with finished residential platforms and infrastructure. While the earthworks will be visually apparent during construction, these effects are temporary and will be remedied through reinstatement, landscaping, and the establishment of residential buildings. The earthworks will be staged to limit heavy vehicle movements, maintain road safety, and reduce amenity effects on surrounding land uses. Any potential effects will be temporary, localised, and appropriately mitigated.
Objective 25.2.2	<i>The social, cultural and economic wellbeing of people and communities benefits from earthworks.</i>
Policy 25.2.2.1	<i>Enable earthworks that are necessary to provide for people and communities wellbeing, having particular regard to the importance of:</i>

Chapter 25 Earthworks	
	<i>Nationally and Regionally Significant Infrastructure;</i> <i>a. tourism infrastructure and activities, including the continued operation, and provision for future sensitive development of recreation and tourism activities within the Ski Area Sub Zones and the vehicle testing facility within the Waiorau Ski Area Sub Zone;</i> <i>b. minimising the risk of natural hazards;</i> <i>c. enhancing the operational efficiency of farming including maintenance and improvement of track access and fencing; and</i> <i>d. the use and enjoyment of land for recreation, including public walkways and trails; and</i> <i>e. maintaining or enhancing the operational efficiency of existing infrastructure.</i>
Assessment	The proposal is consistent with Objective 25.2.2 because the earthworks required for the development will support the social, cultural and economic wellbeing of people and communities. The establishment of housing, infrastructure and associated services contributes positively to community resilience, housing supply and local economic activity. Any short-term construction effects are outweighed by the long-term benefits of a safe and functional residential environment. Earthworks are necessary to construct internal roads, building platforms and infrastructure networks, and are directly related to enabling nationally and regionally significant transport upgrades on State Highway 6 and Lower Shotover Road. These works support the operational efficiency of existing infrastructure and improve safety and accessibility for future residents. The earthworks also assist in minimising natural hazard risk by enabling appropriate site shaping, drainage and stormwater management. This includes forming overland flow paths and integrating climate-responsive stormwater systems that reduce runoff and improve resilience during high-intensity rainfall events. Overall, the earthworks are necessary to provide for community wellbeing, support essential infrastructure, and ensure the safe and efficient use and enjoyment of the land, consistent with Policy 25.2.2.1.

Chapter 27 Subdivision	
<i>Objective 27.2.1</i>	<i>Subdivision that will enable quality environments to ensure the District is a desirable place to live, visit, work and play.</i>

Chapter 27 Subdivision	
Policy 27.2.1.1	<i>Require subdivision infrastructure to be constructed and designed so that it is fit for purpose, while recognising opportunities for innovative design.</i>
Policy 27.2.1.2	<i>Enable urban subdivision that is consistent with the QLDC Subdivision Design Guidelines 2015, recognising that good subdivision design responds to the neighbourhood context and the opportunities and constraints of the application site.</i>
Policy 27.2.1.3	<i>Require that allotments are a suitable size and shape, and are able to be serviced and developed for the anticipated land use under the applicable zone provisions.</i>
Policy 27.2.1.5	<i>Recognise that there is an expectation by future landowners that the key effects of and resources required by anticipated land uses will have been resolved through the subdivision approval process.</i>
Policy 27.2.1.6	<i>Ensure the requirements of other relevant agencies are fully integrated into the subdivision development process.</i>
Assessment	The proposed subdivision will enable the creation of a high-quality urban environment that supports the District as a desirable place to live, work and play. The subdivision has been designed as part of a comprehensive masterplanned development and aligns with the anticipated residential land use, transport network, open space framework and infrastructure servicing proposed across the site. In that way, the subdivision supports a coherent and liveable neighbourhood rather than creating allotment patterns that would constrain or compromise the intended urban outcome. The subdivision infrastructure is fit for purpose and capable of servicing the anticipated development. As identified elsewhere in this document, roading, access, stormwater, wastewater, water supply and other services are able to be provided in a manner that supports the intended residential activities. The allotments and development parcels are therefore of a size, shape and configuration that are appropriate for the land use activities anticipated under the zone and land use consent framework. The proposal is also consistent with Policies 27.2.1.2, 27.2.1.3 and 27.2.1.5. The subdivision responds to the site's context, opportunities and constraints, and is consistent with the intent of the QLDC Subdivision Design Guidelines 2015. Because subdivision and land use have been integrated through the same consent process, the key effects of the anticipated development and the resources required to service it are able to be resolved now, providing certainty for future implementation and ensuring that the subdivision layout is not divorced from the realities of how the site will be developed and used.

Chapter 27 Subdivision	
	Overall, the proposed subdivision gives effect to Objective 27.2.1 and the corresponding policies by enabling a well-functioning urban environment that is integrated with infrastructure, appropriate for the planned land use activities, and capable of delivering efficient, high-quality and more affordable residential development within the Te Pūtahi Ladies Mile Zone.
<i>Objective 27.2.2</i>	<i>Subdivision design achieves benefits for the subdivider, future residents and the community.</i>
<i>Policy 27.2.2.1</i>	<i>Ensure subdivision design in urban areas provides a high level of amenity for future residents by aligning roads and allotments to maximise sunlight access.</i>
<i>Policy 27.2.2.2</i>	<i>Ensure subdivision design maximises the opportunity for buildings in urban areas to front the road.</i>
<i>Policy 27.2.2.3</i>	<i>Locate open spaces and reserves in appropriate locations having regard to topography, accessibility, use and ease of maintenance, while ensuring these areas are a practicable size for their intended use.</i>
<i>Policy 27.2.2.4</i>	<i>Urban subdivision shall seek to provide for good and integrated connections and accessibility to:</i> <i>a. existing and planned areas of employment;</i> <i>b. community facilities;</i> <i>c. services;</i> <i>d. trails;</i> <i>e. public transport; and</i> <i>f. existing and planned adjoining neighbourhoods, both within and adjoining the subdivision area.</i>
<i>Policy 27.2.2.5</i>	<i>Urban subdivision design will integrate neighbourhoods by creating and utilising connections that are easy and safe to use for pedestrians and cyclists and that reduce vehicle dependence within the subdivision.</i>
<i>Policy 27.2.6</i>	<i>Encourage innovative subdivision design that responds to the local context, climate, landforms and opportunities for views or shelter.</i>
<i>Policy 27.2.7</i>	<i>Promote informal surveillance for safety in urban areas through overlooking of open spaces and transport corridors from adjacent sites and dwellings and by effective lighting.</i>
Assessment	The proposed subdivision is consistent with Objective 27.2.2 and Policies 27.2.2.1 to 27.2.7 because it forms part of a comprehensive masterplanned development that establishes a connected, legible and high-amenity neighbourhood. The layout supports solar access, residential amenity, and building frontage to streets and public spaces, helping to create attractive streets, passive surveillance and a strong public realm.

Chapter 27 Subdivision	
	The proposal also provides well-located and usable open space, together with integrated connections to community facilities, public transport, trails and adjoining neighbourhoods. Its permeable street and path network supports walking and cycling, reduces vehicle dependence, and reflects an innovative response to the site's flat topography and strategic role within the Ladies Mile growth area. Overall, the subdivision delivers a functional, high-quality and safe urban structure that benefits future residents and the wider community.
<i>Objective 27.2.4</i>	<i>Natural features, indigenous biodiversity and heritage values are identified, incorporated and enhanced within subdivision design.</i>
<i>Policy 27.2.4.1</i>	<i>Incorporate existing and planned waterways and vegetation into the design of subdivision, transport corridors and open spaces where that will maintain or enhance biodiversity, riparian and amenity values.</i>
Assessment	Slope Hill ONF is to the north of the proposed development. This has been appropriately considered as the subdivision is located along the base of Slope Hill. Future green space is planned to provide a transition between the urban environment and ONF. Areas of vegetation are incorporated into the subdivision layout, transport corridors, and open space network where this will maintain or enhance biodiversity and amenity values.
<i>Transport, Access and Roads Objective 27.2.5</i>	<i>Infrastructure and services are provided to new subdivisions and developments.</i>
<i>Policy 27.2.5.1</i>	<i>Integrate subdivision roading with the existing road networks in a safe and efficient manner that reflects expected traffic levels and the provision for safe and convenient walking and cycling.</i> <i>For the purposes of this policy, reference to 'expected traffic levels' refers to those traffic levels anticipated as a result of the zoning of the area in the District Plan</i>
<i>Policy 27.2.5.2</i>	<i>Ensure safe and efficient pedestrian, cycle and vehicular access is provided to all lots created by subdivision and to all developments.</i>
<i>Policy 27.2.5.3</i>	<i>Provide linkages to public transport networks, and to trail, walking and cycling networks, where useful linkages can be developed.</i>
<i>Policy 27.2.5.4</i>	<i>Ensure the physical and visual effects of subdivision and roading are minimised by utilising existing topographical features.</i>
<i>Policy 27.2.5.5</i>	<i>Ensure appropriate design and amenity associated with roading, vehicle access ways, trails and trail connections, walkways and cycle ways are provided for within subdivisions by having regard to:</i> <i>a. the location, alignment, gradients and pattern of roading, vehicle parking, service lanes, access to lots, trails, walkways and cycle ways, and their safety and efficiency;</i>

Chapter 27 Subdivision	
	b. <i>the number, location, provision and gradients of access ways and crossings from roads to lots for vehicles, cycles and pedestrians, and their safety and efficiency;</i> c. <i>the standard of construction and formation of roads, private access ways, vehicle crossings, service lanes, walkways, cycle ways and trails;</i> d. <i>the provision and vesting of corner splays or rounding at road intersections;</i> e. <i>the provision for and standard of street lighting, having particular regard to siting and location, the provision for public safety and the avoidance of upward light spill adversely affecting views of the night sky;</i> f. <i>the provision of appropriate tree planting within roads in urban areas;</i> g. <i>any requirements for widening, formation or upgrading of existing roads;</i> h. <i>any provisions relating to access for future subdivision on adjoining land;</i> i. <i>the provision and location of public transport routes and bus shelters in urban areas.</i>
Assessment	The proposed subdivision roading has been integrated with the wider Te Pūtahi Ladies Mile Masterplan to ensure a safe, efficient and coherent transport network that reflects the traffic levels anticipated for the Zone. The roading layout connects directly to the existing network and provides a clear, legible pattern of movement that supports multimodal access. In addition to vehicle movements, the roading design makes provision for safe and convenient walking and cycling. Footpaths, shared paths and pedestrian connections are integrated throughout the subdivision to support local movement, accessibility and connectivity both within the site and to adjoining areas. Public accessways are provided through the development, with easements securing long-term pedestrian and cycle access and ensuring permeability across the site. Cycleways and sufficient bike storage within the development encourage active travel, supported by appropriate lighting and connections to existing trails. These elements ensure safe and efficient pedestrian, cycle and vehicular access to all lots, consistent with Policies 27.2.5.2 and 27.2.5.3. The subdivision is located at the base of Slope Hill on generally flat land, enabling roading to utilise existing topography and minimise physical and visual effects. Existing trees are retained where practicable and supplemented with new planting to soften the roading environment and maintain amenity values, consistent with Policy 27.2.5.4. Roading and access design achieves appropriate safety, efficiency and amenity outcomes in accordance with Policy 27.2.5.5. The layout provides suitable alignment and gradients, appropriate vehicle crossings, street lighting designed to support safety while

Chapter 27 Subdivision	
	avoiding unnecessary upward light spill, and tree planting within streets to enhance urban character. Necessary upgrades to existing roads are included, and the design allows for future connections as the wider Te Pūhahi Ladies Mile area develops. Overall, the proposal delivers an integrated, safe and efficient transport network that supports subdivision and development in accordance with Objective 27.2.5 and its associated policies.
<i>Water supply, stormwater, wastewater Objective 27.2.5</i>	<i>Infrastructure and services are provided to new subdivisions and developments.</i>
<i>Policy 27.2.5.6</i>	<i>All new lots shall be provided with connections to a reticulated water supply, stormwater disposal and/or sewage treatment and disposal system, where such systems are available or should be provided for.</i>
Assessment	The proposal is consistent with Objective 27.2.5 because the subdivision will be fully serviced with the necessary infrastructure to support a functional and resilient residential environment. All new lots will be provided with reticulated water supply, stormwater disposal and wastewater treatment and disposal systems, meeting the requirements of Policy 27.2.5.6. Connections to Council's reticulated networks are available and will be established as part of the development. Stormwater will be managed through an integrated system that captures, treats and infiltrates runoff on site, while wastewater and water supply connections will be provided to each lot in accordance with network capacity assessments and Council standards. Overall, the proposal ensures that essential three-waters infrastructure is provided in a coordinated and efficient manner, and Policy 27.2.5.6 is met.
<i>Water - Objective 27.2.5</i>	<i>Infrastructure and services are provided to new subdivisions and developments.</i>
<i>Policy 27.2.5.7</i>	<i>Ensure water supplies are of a sufficient capacity, including firefighting requirements, and of a potable standard, for the anticipated land uses on each lot or development.</i>
<i>Policy 27.2.5.9</i>	<i>Encourage initiatives to reduce water demand and water use, such as roof rain water capture and use and greywater recycling.</i>
<i>Policy 27.2.5.10</i>	<i>Ensure appropriate water supply, design and installation by having regard to:</i>

Chapter 27 Subdivision	
	a. <i>the availability, quantity, quality and security of the supply of water to the lots being created;</i> b. <i>water supplies for fire fighting purposes;</i> c. <i>the standard of water supply systems installed in subdivisions, and the adequacy of existing supply systems outside the subdivision;</i> d. <i>any initiatives proposed to reduce water demand and water use.</i>
Assessment	The proposal is consistent with Objective 27.2.5 because a fully reticulated water supply system will service the subdivision and provide the necessary infrastructure to support a safe and functional residential environment. Water supply to the development has been designed to provide sufficient capacity for the anticipated residential land use, including compliance with firefighting requirements. Water will be supplied to a potable standard, ensuring the health, safety and wellbeing of future residents, consistent with Policy 27.2.5.7. The design of the water supply network has had regard to the availability, quantity, quality and security of supply appropriate for the residential lots proposed. Firefighting requirements are integrated into the network design, and the standard of construction and installation will meet or exceed relevant servicing and infrastructure specifications, satisfying Policy 27.2.5.10. Initiatives to reduce water demand and promote efficient water use are encouraged within the development, consistent with Policy 27.2.5.9. These include rainwater collection for non-potable uses and other water-efficiency measures that reduce pressure on the reticulated network and support long-term sustainability. Overall, the proposal ensures an appropriate, secure and efficient water supply system for all lots, meeting Policies 27.2.5.7, 27.2.5.9 and 27.2.5.10.
<i>Stormwater - Objective 27.2.5</i>	<i>Infrastructure and services are provided to new subdivisions and developments.</i>
<i>Policy 27.2.5.11</i>	<i>Ensure appropriate stormwater design and management by having regard to:</i> a. <i>any viable alternative designs for stormwater management that minimise run-off and recognises stormwater as a resource through re-use in open space and landscape areas;</i> b. <i>the capacity of existing and proposed stormwater systems;</i>

Chapter 27 Subdivision	
	c. <i>the method, design and construction of the stormwater collection, reticulation and disposal systems, including connections to public reticulated stormwater systems;</i> d. <i>the location, scale and construction of stormwater infrastructure;</i> e. <i>the effectiveness of any methods proposed for the collection, reticulation and disposal of stormwater run-off, including opportunities to maintain and enhance water quality through the control of water-borne contaminants, litter and sediments, and the control of peak flow.</i>
<i>Policy 27.2.5.12</i>	<i>Encourage subdivision design that includes the joint use of stormwater and flood management networks with open spaces and pedestrian/cycling transport corridors and recreational opportunities where these opportunities arise and will maintain the natural character and ecological values of wetlands and waterways.</i>
Assessment	The proposal is consistent with Objective 27.2.5 because a coordinated and resilient stormwater system will be provided to service the subdivision and ensure safe, efficient and sustainable development. Stormwater management has been designed with regard to the considerations in Policy 27.2.5.11. The system responds to site conditions and the scale of development, incorporating viable design approaches that minimise runoff and utilise open space and landscaped areas for stormwater reuse where practicable. The capacity of existing and proposed systems has been assessed, and the stormwater network will connect appropriately to public reticulated systems. The method, design and construction of stormwater collection, reticulation and disposal systems ensure effective management of peak flows and water-borne contaminants. The location and scale of stormwater infrastructure have been selected to maximise efficiency while maintaining water quality through treatment, infiltration and sediment control. The proposal also aligns with Policy 27.2.5.12. The layout enables coordinated use of stormwater management areas with open space and pedestrian networks, increasing permeability across the site and supporting multifunctional land use. Public accessways are integrated throughout the development, with easements securing long-term pedestrian and cycling connections that run alongside stormwater corridors. Existing trees are retained where practicable and supplemented with new planting to enhance amenity, ecological values and natural character. Overall, the stormwater system is designed to manage runoff effectively, maintain water quality, and integrate with open space and movement networks, meeting Policies 27.2.5.11 and 27.2.5.12.

Chapter 27 Subdivision	
Wastewater - Objective 27.2.5	Infrastructure and services are provided to new subdivisions and developments.
Policy 27.2.5.13	Treat and dispose of sewage in a manner that: a. maintain public health; b. avoids adverse effects on the environment in the first instance; and c. where adverse effects on the environment cannot be reasonably avoided, mitigates those effects to the extent practicable
Policy 27.2.5.14	Ensure appropriate sewage treatment and disposal by having regard to: a. the method of sewage treatment and disposal; b. the capacity of, and impacts on, the existing reticulated sewage treatment and disposal system; c. the location, capacity, construction and environmental effects of the proposed sewage treatment and disposal system.
Policy 27.2.5.15	Ensure that the design and provision of any necessary infrastructure at the time of subdivision takes into account the requirements of future development on land in the vicinity.
Assessment	The proposal is consistent with Objective 27.2.5 because wastewater infrastructure and services will be provided to support a safe, functional and resilient residential environment. Sewage from the development will be treated and disposed of entirely through the municipal reticulated wastewater system. No on-site treatment or disposal is proposed. This approach maintains public health and avoids adverse environmental effects in the first instance, consistent with Policy 27.2.5.13. By relying on the established municipal network, the proposal ensures that wastewater is managed through systems designed to meet regulatory standards and protect environmental values. The wastewater design has had regard to the matters in Policy 27.2.5.14. The method of treatment and disposal is via Council's reticulated system, and capacity assessments confirm that the network can accommodate the anticipated residential demand. The location, scale and construction of the proposed wastewater infrastructure are appropriate for the development and will integrate efficiently with existing systems without generating adverse effects. The proposal also aligns with Policy 27.2.5.15. The design and provision of wastewater infrastructure at subdivision stage take into account future development within the wider Te Pūtahi Ladies Mile area, ensuring connections and capacity are coordinated with long-term growth anticipated through the Zone.

Chapter 27 Subdivision	
	Overall, the wastewater servicing approach maintains public health, avoids environmental effects, integrates with municipal systems, and provides for future development, meeting Policies 27.2.5.13, 27.2.5.14 and 27.2.5.15.
<i>Energy Supply and Telecommunications - Objective 27.2.5</i>	<i>Infrastructure and services are provided to new subdivisions and developments.</i>
<i>Policy 27.2.5.16</i>	<i>Ensure adequate provision is made for the supply and installation of reticulated energy, including street lighting, and communication facilities for the anticipated land uses while:</i> <i>a. providing flexibility to cater for advances in telecommunication and computer media technology, particularly in remote locations;</i> <i>b. ensure the method of reticulation is appropriate for the visual amenity and landscape values of the area by generally requiring services are underground, and in the context of rural environments where this may not be practicable, infrastructure is sited in a manner that minimises visual effects on the receiving environment;</i> <i>c. generally require connections to electricity supply and telecommunications systems to the boundary of the net area of the lot, other than lots for access, roads, utilities and reserves.</i>
Assessment	The proposal is consistent with Objective 27.2.5 because adequate infrastructure and services will be provided to support the subdivision and anticipated residential land uses, including reticulated electricity, street lighting and telecommunications. Appropriate provision is made for the supply and installation of reticulated electricity, street lighting and telecommunication services. These systems will be designed and installed to meet the needs of future residents and ensure reliable, safe and efficient operation. Where practical, services will be provided underground to minimise visual effects, protect residential amenity and maintain landscape values, consistent with Policy 27.2.5.16(b). The design allows flexibility to accommodate advances in telecommunication and digital technology over time, ensuring the network can adapt as service requirements evolve, in accordance with Policy 27.2.5.16(a). Connections to electricity and telecommunications systems will be provided to the boundary of each lot (excluding access lots, roads, utilities and reserves), meeting the expectations of Policy 27.2.5.16(c). Overall, the proposal ensures that energy and telecommunication infrastructure is appropriately designed, located and installed to support the development while maintaining amenity and landscape values, consistent with Policy 27.2.5.16.

Chapter 27 Subdivision	
<i>Easements - Objective 27.2.5</i>	<i>Infrastructure and services are provided to new subdivisions and developments.</i>
<i>Policy 27.2.5.17</i>	<i>Ensure that services, shared access and public access is identified and managed by the appropriate easement provisions.</i>
<i>Policy 27.2.5.18</i>	<i>Ensure that easements are of an appropriate size, location and length for the intended use of both the land and easement.</i>
Assessment	The proposal is consistent with Objective 27.2.5 because the subdivision provides the necessary infrastructure and access arrangements supported by appropriate easements. Appropriate easements will be registered to provide for servicing and access throughout the development, consistent with Policy 27.2.5.17. These include easements for public accessways and shared paths that run through the site, ensuring long-term pedestrian and cycling connections between residential areas, the neighbourhood shopping centre and the central park. This network supports permeability, walkability and safe movement across the subdivision. Easements will be of an appropriate size, location and length for their intended purpose, meeting Policy 27.2.5.18. Public access easements are aligned with key pedestrian corridors and open space linkages, while service easements are located to ensure efficient installation, maintenance and operation of three-waters and utility infrastructure. Existing trees are retained where practicable along these accessways, enhancing amenity and reinforcing the landscaped character of the movement network. Overall, the proposal ensures that shared access, public access and servicing are clearly identified and secured through appropriately designed easements, consistent with Policies 27.2.5.17 and 27.2.5.18.
Te Pūtahi Ladies Mile Zone and the Local Shopping Centre Zone located within the Te Pūtahi Ladies Mile Structure Plan area	
<i>Objective 27.3.26</i>	<i>Urban development comprising a mix of housing, commercial centres, schools, ecological corridors and areas for stormwater management, and open spaces for active and informal recreation, and a network of walkways and cycleways, that:</i> <i>a. integrates with existing urban development and the surrounding landscapes; and</i> <i>b. brings about a significant modal shift away from reliance on the private car to enhanced use of public and active transport; and</i> <i>c. creates a community with a strong sense of place and a unique built form character within the District.</i>

Chapter 27 Subdivision	
Policy 27.3.26.1	<i>Require that subdivision and development is undertaken in accordance with the Te Pūhahi Ladies Mile Structure Plan Schedule 27.13.21 to promote the integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, green networks, stormwater management, and walkway / cycleway routes.</i>
Policy 27.3.26.2	<i>Enable flexibility of allotment sizes to ensure that scarce land resources are utilised efficiently for medium and higher density residential activities and, in the Commercial and Glenpanel Precincts, to enable a range of non-residential activities.</i>
Policy 27.3.26.3	<i>Require a range of open spaces and facilities including:</i> <i>a. sports grounds (for active and informal recreation) and associated community activities;</i> <i>b. local parks for informal recreation;</i> <i>c. a network of walkways and cycleways throughout the Structure Plan area integrating development with Lake Hayes, the Shotover River, the adjacent Ladies Mile suburban settlements, Frankton and the Wakatipu Trails network;</i> <i>d. a coherent and consistent landscaped setback adjacent to State Highway 6 that maintains the key elements of the gateway experience including significant views; and</i> <i>e. areas that function as ecological corridors and stormwater management areas, as part of a wider blue-green network.</i>
Policy 27.3.26.4	<i>Require subdivision design to achieve a high quality of urban form by:</i> <i>a. avoiding the creation of rear lots and cul-de-sacs unless walking and cycling links provide additional connections to streets;</i> <i>b. encouraging a predominantly north-south street layout to achieve residential amenity through solar gain and improved visual connections to surrounding landscapes;</i> <i>c. providing visual links, predominantly by way of road placement, north to open spaces at the base of Slope Hill and the Slope Hill ONF when viewed from the intersections on State Highway 6 shown on the Structure Plan;</i> <i>d. design allotments, blocks, and movement corridors so as to maximise the efficient and convenient opportunity for subsequent development to integrate with, and provide passive surveillance of, streets and public spaces, and any private ways having the function of a road;</i> <i>e. encouraging integrated applications for subdivision and land use for medium and high density residential development proposals; and</i> <i>f. in the case of private ways or Joint Owned Access Lots, clearly demarcating those spaces that are intended for private or resident use only such as a rear service lane (which subject to screening from public view only require functional standards of design), and those that also accommodate visitor or public (in particular pedestrian or cyclist) access (which require a high-quality design, and should demonstrate pedestrian-priority)</i>
Policy 27.3.26.5	<i>Provide for a safe and efficient transport network that:</i>

Chapter 27 Subdivision	
	a. avoids new access onto State Highway 6 other than the intersections shown on the Te Pūtahi Ladies Mile Structure Plan Schedule 27.13.21; b. ensures that public transport and waste collection can be efficiently and effectively provided within the roading network or in the case of waste collection, private rear service lanes; c. integrates key roads north of State Highway 6 with existing and planned intersections serving development south of State Highway 6, and provides safe pedestrian and cycleway crossings of State Highway 6, to encourage connectivity between the south and north sides of State Highway 6; d. ensures that the standard and layout of internal road connections account for long-term traffic demand without the need for subsequent retrofitting or upgrade; and e. prioritises the safe and efficient movement of walking, cycling, and public transport routes over private vehicular use.
Policy 27.3.26.6	Manage subdivisions (including in terms of staging and restrictions on subsequent development) so as to support and complement the specific transport infrastructural works required for Sub Areas A – K in Rules 49.5.10, 49.5.39, 49.5.59 and 49.5.65 (and as referenced in Rule 15.4.18).
Policy 27.3.26.7	Require the mauri and health of fresh water to be sustained and enhanced by subdivision design that avoids the adverse effects of stormwater on Waiwhakaata Lake Hayes, and requires: a. an integrated stormwater management system for the entirety of the Te Pūtahi Ladies Mile Zone (excluding Sub- Area K) and Local Shopping Centre Zone north of State Highway 6 and the contributing Slope Hill catchment; and b. soakage to ground of runoff generated by the 1% AEP event for development in the Te Pūtahi Ladies Mile Zone and the Local Shopping Centre Zone north of State Highway 6; and c. for the contributing Slope Hill catchment, soakage to ground of runoff generated by the 1% AEP event or as close as possible to the 1% AEP event; and d. the design of stormwater management systems to avoid stormwater discharges (other than coordinated overland flow) to Waiwhakaata Lake Hayes.
Policy 27.3.26.8	Avoid the adverse effects of discharges to the Shotover and Kawarau Rivers, the State Highway network, groundwater resources, and to neighbouring sites.
Policy 27.3.26.9	Ensure staged subdivisions that create balance or bulk lots are designed with connections to a reticulated water supply, stormwater disposal and/or sewage treatment and disposal system that are of sufficient capacity for the intended future urban development.
Assessment	The proposed development achieves Objective 27.3.26 by delivering an integrated urban environment comprising high-density residential neighbourhoods, open spaces, ecological corridors, stormwater management areas, and a connected network of walkways and cycleways. The layout is consistent with the Te Pūtahi Ladies Mile Structure Plan and integrates with existing urban

Chapter 27 Subdivision

development and surrounding landscapes. The transport network and active mode connections support a significant modal shift away from private vehicle use, while the built form and open space framework contribute to a strong sense of place.

Simplicity is providing the transport upgrades necessary to address the effects of the proposal. These upgrades form part of a wider integrated approach across Te Pūtahi Ladies Mile and the broader Queenstown network. As the area develops and reaches critical mass, with associated commercial and education activities, travel behaviour is expected to shift over time towards greater use of public and active transport, reducing reliance on private vehicles and supporting more efficient use of transport infrastructure.

The subdivision makes a fair and reasonable contribution to the transport infrastructure required to support development within the Te Pūtahi Ladies Mile Zone. The Project delivers a substantial portion of the Zone's early transport upgrades, advancing the integrated network anticipated by the planning framework and supporting efficient movement, public transport viability, and safe active travel. Remaining network elements will be completed by NZTA, QLDC and other developers as the wider Zone is built out, consistent with the coordinated staging expected by the subdivision objectives and policies.

Subdivision and development are undertaken broadly in accordance with the Structure Plan, meeting Structure Plan integration. The proposal aligns primary roading, key intersections, open spaces, green networks, stormwater areas and walkway/cycleway routes in a coordinated manner.

A range of open spaces and facilities are provided in accordance with open space requirements. These include local parks, shared open spaces, pedestrian and cycling networks that connect to the wider Wakatipu Trails network, and stormwater management areas functioning as part of a blue-green network. A landscaped setback along State Highway 6 maintains key gateway views and reinforces the Structure Plan's landscape intent.

The proposal enables flexibility of allotment sizes to support efficient use of land for residential activities, consistent with allotment flexibility. Subdivision design achieves high-quality urban form consistent with urban form principles. The layout avoids rear lots and cul-de-sacs unless walking and cycling links provide additional connections. Streets are predominantly aligned north - south to maximise solar gain and visual connections to Slope Hill. Road placement provides visual links to open spaces at the base of Slope Hill and the ONF. Allotments and movement corridors are designed to support passive surveillance and efficient integration with future development. Private ways are clearly demarcated to distinguish resident-only service areas from spaces accommodating visitor or public access.

Chapter 27 Subdivision	
	The proposal provides for a safe and efficient transport network in accordance with transport network design. No new vehicle access points are created onto State Highway 6. Public transport and waste collection can be efficiently accommodated within the roading network. Internal roads are designed to meet long-term traffic demand, and the layout prioritises walking, cycling and public transport over private vehicle use. Key roads integrate with planned intersections south of State Highway 6, and safe pedestrian and cycle crossings are enabled to support connectivity across the highway. Subdivision staging aligns with transport infrastructure requirements for Sub-Area B, consistent with staging requirements. The required State Highway 6 upgrades under Rules 49.5.39 and 49.5.59 will be completed prior to substantive works progressing within the site. Stormwater infrastructure is designed as a resilient, climate-responsive system that captures, treats and infiltrates runoff close to source, ensuring effective operation during both current and climate-adjusted rainfall events. This meets stormwater resilience and satisfies Policy 27.3.26.7. The system avoids discharges to Waiwhakaata Lake Hayes and provides on-site soakage of the 1% AEP event (or as close as practicable). Stormwater management avoids adverse effects on the Shotover and Kawarau Rivers, groundwater, State Highway infrastructure and neighbouring sites, consistent with Policy 27.3.26.8. Water supply and wastewater networks are sized to meet Council standards and accommodate projected demand, ensuring reliable service for both new and existing communities. This supports three-waters integration and meets Policy 27.3.26.9 by ensuring reticulated systems have sufficient capacity for future urban development. Overall, the proposal delivers a coordinated, high-quality urban environment that aligns with the Te Pūtahi Ladies Mile Structure Plan and meets all relevant policies under Objective 27.3.26.

Chapter 28 Natural Hazards	
Objective 28.3.1 A	<i>The risk to people and the built environment posed by natural hazards is managed to a level tolerable to the community.</i>
Objective 28.3.1 B	<i>Development on land subject to natural hazards only occurs where the risks to the community and the built environment are appropriately managed.</i>

Chapter 28 Natural Hazards	
Policy 28.3.1.3	Ensure all proposals to subdivide or develop land that is subject to natural hazard risk include an assessment that is commensurate with the level of natural hazard risk including where relevant: - the likelihood of the natural hazard event occurring over no less than a 100 year period; - the type and scale of the natural hazard and the effects of a natural hazard on the subject land, and proposed activity or development; - the effects of multiple and cascading hazards; - the effects of climate change on the likelihood and scale of the natural hazard; - the potential for the activity to exacerbate the natural hazard risk both within and beyond the subject land; - the location, design and construction of building and structures to mitigate the effects of natural hazards, such as the raising of floor levels, or relocation of buildings and structures; - management techniques that avoid or manage natural hazard risk to a tolerable level, including with respect to ingress and egress of both residents and emergency services during a natural hazard event. Advice note: Council's natural hazard database identifies land that is affected by, or potentially affected by, natural hazards. The database contains natural hazard information that has been developed at different scales and this should be taken into account when assessing potential natural hazard risk. It is highly likely that for those hazards that have been identified at a 'district wide' level, further detailed analysis will be required.
Policy 28.3.1.4	Avoid activities that result in significant risk from natural hazard.
Policy 28.3.1.6	Not preclude subdivision and development of land subject to natural hazards which do not: - accelerate or worsen the natural hazard risk to an intolerable level; - expose vulnerable activities to intolerable natural hazard risk; - create an intolerable risk to human life; - increase the natural hazard risk to other properties to an intolerable level; - require additional works and costs including remedial and maintenance works, that would be borne by the public.
Policy 28.3.1.8	Ensure assets and infrastructure are constructed and located to avoid or mitigate: - the potential for natural hazard risk to human life to be exacerbated; and - the potential risk of damage to property and infrastructural networks from natural hazards to the extent practicable, including consideration of the functional needs of regionally significant infrastructure.

Chapter 28 Natural Hazards

Assessment

The proposal is consistent with Objectives 28.3.1A and 28.3.1B because natural hazard risks to people and the built environment are managed to a level tolerable to the community. The site is not identified as being subject to inundation on QLDC's spatial planning maps, and the proposed subdivision and development avoid areas of known hazard exposure. Stormwater will be adequately managed across the development, ensuring that runoff is controlled and does not create or exacerbate flood risk.

In accordance with natural hazard assessment under Policy 28.3.1.3, the proposal includes consideration of the likelihood and scale of natural hazard events over a 100-year period, the potential for cascading hazards, and the effects of climate change. Infrastructure plans identify localised flooding areas, and these have been addressed through site design, overland flow paths and climate-responsive stormwater systems that capture, treat and infiltrate runoff close to source. The proposal does not exacerbate natural hazard risk within or beyond the site, and entry and exits for residents and emergency services will be maintained during hazard events.

The proposal avoids activities that would result in significant natural hazard risk, consistent with risk avoidance under Policy 28.3.1.4. Development is located on land where hazard risk can be appropriately managed.

The subdivision meets Policy 28.3.1.6 because it does not accelerate natural hazard risk to an intolerable level, expose vulnerable activities to intolerable risk, or create intolerable risk to human life. The proposal does not increase hazard risk to neighbouring properties and does not require additional remedial, or maintenance works that would be borne by the public.

Infrastructure and assets are designed and located to avoid or mitigate natural hazard risk in accordance with infrastructure resilience under Policy 28.3.1.8. Stormwater infrastructure is designed as a resilient, climate-responsive system that operates effectively during both current and climate-adjusted rainfall events. Water supply and wastewater networks are sized to meet Council standards and accommodate projected demand, ensuring reliable service and reducing vulnerability during hazard events. Regionally significant infrastructure, including the municipal water pipeline, is not compromised by the development and is integrated in a manner that avoids exacerbating natural hazard risk.

Overall, the proposal aligns with the relevant objectives and policies of the Natural Hazards Chapter by ensuring natural hazard risks are understood, appropriately managed, and do not create intolerable risk for the community or built environment.

Chapter 29 Transport	
Objective 29.2.1	<i>An integrated, safe, and efficient transport network that:</i> <i>a. provides for all transport modes and the transportation of freight;</i> <i>b. provides for future growth needs and facilitates continued economic development;</i> <i>c. reduces dependency on private motor vehicles and promotes the use of shared, public, and active transport;</i> <i>d. contributes towards addressing the effects on climate change;</i> <i>e. reduces the dominance and congestion of vehicles, particularly in the Town Centre zones; and</i> <i>f. Enables the significant benefits arising from public walking and cycling trails.</i>
Policy 29.2.1.1	<i>Require that transport networks including active transport networks, are well-connected and specifically designed to:</i> <i>a. enable an efficient public transport system;</i> <i>b. reduce travel distances and improve safety and convenience through discouraging single connection streets; and</i> <i>c. provide safe, attractive, and practical walking and cycling routes between and within residential areas, public facilities and amenities, and employment centres, and to existing and planned public transport.</i>
Policy 29.2.1.5	<i>Enable and encourage the provision of electric vehicle (EV) charging points/parking spaces within non-accessory parking, within roads where appropriate, as part of Park and Ride, and in association with accessory parking related to High Traffic Generating Activities.</i>
Assessment	The proposal is consistent with Objective 29.2.1 because it delivers an integrated, safe and efficient transport network that provides for all modes, supports future growth, reduces reliance on private vehicles, and contributes to climate-change mitigation. An integrated and safe transportation network will be developed alongside the residential development to provide access to the site and to support the future growth needs of Te Pūtahi Ladies Mile. The transport layout encourages active and public transport use, reducing dependency on private vehicles and contributing to climate-change outcomes. The transport networks, including pedestrian and cycle paths, are well connected and specifically designed to enable an efficient public transport system, consistent with active transport integration. Provision of bike parking sheds and well-connected walking and cycling paths supports public transport efficiency and improves safety and convenience for residents. The design reduces travel distances, avoids single-connection streets, and provides safe, attractive and practical walking and cycling routes between residential areas, public facilities, amenities and employment centres, meeting Policy 29.2.1.1. The proposal also aligns with Objective 29.2.1(f) by enabling the significant benefits of public walking and cycling trails through direct connections to the wider Wakatipu Trails network and local open spaces.

Chapter 29 Transport	
	Provision is made for electric vehicle (EV) charging in accordance with Policy 29.2.1.5. EV chargers will be included within the parking buildings, with the ability to install additional charging stations as demand increases. This supports the transition to low-emission transport and complements the broader modal-shift objectives for Te Pūtahi Ladies Mile. Simplicity Living is making a fair and reasonable contribution to the transport infrastructure required to give effect to the Te Pūtahi Ladies Mile Zone. The Project delivers a substantial proportion of the Zone-mandated upgrades that can be constructed at this early stage of development, including the east–west Collector Type A connection to Lower Shotover Road, upgrades to Lower Shotover Road and the Spence Road intersection, signalisation of the SH6/Stalker Road intersection with associated bus stops and active-mode crossings, and the new westbound SH6 bus lane. These works materially advance the transport network envisaged by the Zone and directly support improved transport efficiency, public transport viability, and active travel uptake. Remaining network upgrades will be completed by NZTA, QLDC and other developers as development across the Zone progresses, consistent with the integrated staging anticipated by the Structure Plan. Overall, the proposal delivers a well-connected, multimodal transport network that supports public transport, active travel, EV uptake and long-term modal shift, meeting Objective 29.2.1 and Policies 29.2.1.1 and 29.2.1.5.
Objective 29.2.2	<i>Parking, loading, access, and onsite manoeuvring that are consistent with the character, scale, intensity, and location of the zone and contributes toward:</i> <i>a. providing a safe and efficient transport network;</i> <i>b. compact urban growth;</i> <i>c. economic development;</i> <i>d. facilitating an increase in walking and cycling and the use of public transport; and</i> <i>e. achieving the level of residential amenity and quality of urban design anticipated in the zone.</i>
Policy 29.2.2.1	<i>Manage the number, pricing, location, type, and design of parking spaces, queuing space, access, and loading space in a manner that:</i> <i>a. is safe and efficient for all transport modes and users, including those with restricted mobility, and particularly in relation to facilities such as hospitals, educational facilities, and day care facilities;</i> <i>b. is compatible with the classification of the road by:</i> <i>. ensuring that accesses and new intersections are appropriately located and designed and do not discourage walking and cycling or result in unsafe conditions for pedestrians or cyclists;</i> <i>. avoiding heavy vehicles reversing off or onto any roads; and</i>

Chapter 29 Transport	
	. ensuring that sufficient manoeuvring space, or an alternative solution such as a turntable or car stacker, is provided to avoid reversing on or off roads in situations where it will compromise the effective, efficient, and safe operation of roads. c. contributes to an increased uptake in public transport, cycling, and walking in locations where such alternative travel modes either exist; are identified on any Council active transport network plan or public transport network plan; or are proposed as part of the subdivision, use, or development; d. provides sufficient parking spaces to meet demand in areas that are not well connected by public or active transport networks and are not identified on any Council active or public transport network plans; e. provides sufficient onsite loading space to minimise congestion and adverse visual amenity effects that arise from unmanaged parking and loading on road reserves and other public land; f. is compatible with the character and amenity of the surrounding environment, noting that exceptions to the design standards may be acceptable in special character areas and historic management areas; g. avoids or mitigates adverse effects on the amenity of the streetscape and adjoining sites; and h. provides adequate vehicle access width and manoeuvring for all emergency vehicles.
Policy 29.2.2.4	Enable some of the parking required for residential and visitor accommodation activities and for residential and visitor accommodation activities in the Business Mixed Use Zone to be provided off-site provided it is located in close proximity to the residential or visitor accommodation activity it is associated with and is secured through legal agreements.
Policy 29.2.2.6	Provide for non-accessory parking, excluding off-site parking, only where: a. the amount, location, design, and type of parking will consolidate and rationalise the provision of parking for a particular locality and result in more efficient land-use or better enable the planned growth and intensification enabled by the zone; and b. there is an existing or projected undersupply of parking to service the locality and providing additional parking and the pricing of that parking will not undermine the success of public transport systems or discourage people from walking or cycling
Policy 29.2.2.8	Require Park and Ride and public transport facilities to be located and designed in a manner that: a. is convenient to users; b. is well connected to public and active transport networks; c. improves the operational efficiency of the existing and future public transport network; and d. extends the catchment of public transport users. e. makes it accessible and safe for users, including pedestrians and cyclists within and beyond the facility; f. provides an integrated and attractive interface between the facility and adjacent streets and public open spaces; g. mitigates effects on the residential amenity of adjoining properties, including effects from noise, vehicle emissions, and visual effects; and

Chapter 29 Transport	
	h. <i>minimises adverse effects on the operation of the transport network.</i>
29.2.2.9	<i>Non-accessory parking and off-site parking facilities are to be designed, managed, and operated in a manner that:</i> <i>a. makes it accessible and safe for users, including pedestrians and cyclists within and beyond the facility;</i> <i>b. provides an integrated and attractive interface between the facility and adjacent streets and public open spaces;</i> <i>c. mitigates effects on the residential amenity of adjoining properties, including effects from noise, vehicle emissions, and visual effects; and</i> <i>d. minimises adverse effects on the operation of the transport network.</i>
Policy 29.2.2.11	<i>Mitigate the effects on safety and efficiency arising from the location, number, width, and design of vehicle crossings and accesses, particularly in close proximity to intersections and adjoining the State Highway, while not unreasonably preventing development and intensification.</i>
Assessment	The proposal is consistent with Objective 29.2.2 because parking, loading, access and onsite manoeuvring are designed to align with the character, scale and intensity of the Te Pūtahi Ladies Mile Zone. The approach contributes to a safe and efficient transport network, supports compact urban growth, encourages walking, cycling and public transport, and achieves the level of residential amenity anticipated for high-density development. A total of 1,105 residential car parks will be provided within two centrally located parking buildings and across the site, with additional visitor, retail, café/office and accessible parking spaces distributed appropriately. Consolidating parking within parking buildings reduces the dominance of vehicles, removes the need for individual vehicle crossings, and enables residential buildings to be pedestrian-focused. This supports modal shift and aligns with the compact urban form anticipated by the Zone. The development includes integrated pedestrian and cycleways, bike parking sheds, and strong connections to public transport routes and local shopping nodes. These elements reduce dependence on private vehicle use and support increased uptake of walking, cycling and public transport, consistent with Policy 29.2.2.1(c). Parking, loading and access arrangements are designed to be safe and efficient for all users, including those with restricted mobility. Accesses and intersections are appropriately located and designed to avoid discouraging walking and cycling and to maintain safe conditions for pedestrians and cyclists, meeting Policy 29.2.2.1(a–b). Sufficient manoeuvring space is provided to avoid reversing onto roads, and loading areas are designed to minimise congestion and adverse visual effects.

Chapter 29 Transport	
	The proposal enables some parking to be provided off-site where appropriate and ensures that non-accessory parking is consolidated within the parking buildings, supporting efficient land use and planned intensification, consistent with Policies 29.2.2.4 and 29.2.2.6. Public transport facilities will be located within the development and designed to be convenient, well connected and safe, maintaining the operational efficiency of the transport network and extending the catchment of public transport users. This aligns with Policy 29.2.2.8. Non-accessory parking and off-site parking facilities are designed to be accessible and safe for users, provide an attractive interface with adjacent streets and open spaces, and mitigate effects on residential amenity, consistent with Policy 29.2.2.9. Access to the development will be via a single vehicular access point off Lower Shotover Road, maintaining the safety and efficiency of the nearby State Highway 6 intersection and meeting Policy 29.2.2.11. Overall, the proposal delivers a coordinated, safe and efficient parking and access strategy that supports modal shift, enhances amenity, and aligns with Objective 29.2.2 and its associated policies.
<i>Objective 29.2.3</i>	<i>Roads that facilitate continued growth, are safe and efficient for all users and modes of transport and are compatible with the level of amenity anticipated in the adjoining zones.</i>
<i>Policy 29.2.3.1</i>	<i>Establish design standards for roads and accesses, including those in Table 3.2 of the QLDC Land Development and Subdivision Code of Practice (2018), and require adherence to those standards unless it can be demonstrated that the effects of the proposed design on:</i> <i>a. the active and public transport networks and the efficiency and safety of the roading network are no more than minor; and</i> <i>b. amenity values, urban design, landscape values are appropriately mitigated.</i>
<i>Policy 29.2.3.2</i>	<i>Enable transport infrastructure to be constructed, maintained, and repaired within roads in a safe and timely manner while:</i> <i>a. mitigating adverse effects on the streetscape and amenity of adjoining properties resulting from earthworks, vibration, construction noise, utilities, and any substantial building within the road;</i> <i>b. enabling transport infrastructure to be designed in a manner that reflects the identity of special character areas and historic management areas and avoids, remedies, or mitigates any adverse effects on listed heritage items or protected trees; and</i> <i>c. requiring transport infrastructure to be undertaken in a manner that avoids or mitigates effects on landscape values.</i>

Chapter 29 Transport	
Policy 29.2.3.3	Ensure new roads are designed, located, and constructed in a manner that: a. provides for the needs of all modes of transport in accordance with the Council's active transport network plan and public transport network plan and for the range of road users that are expected to use the road, based on its classification; b. provides connections to existing and future roads and active transport network; c. avoids, remedies, or mitigates effects on listed heritage buildings, structures and features, or protected trees and reflects the identity of any adjoining special character areas and historic management areas; d. avoids, remedies, or mitigates adverse effects on Outstanding Natural Landscapes and Outstanding Natural Features and on landscape values in other parts of the District; and e. provides sufficient space and facilities to promote safe walking, cycling, and public transport within the road to the extent that it is relevant given the location and design function of the road.
Policy 29.2.3.4	Provide for services and new linear network utilities to be located within road corridors and, where practicable, within the road reserve adjacent to the carriageway in a manner consistent with the provisions of {Link,27549,Chapter 30}.
Policy 29.2.3.5	Allocate space within the road corridor and at intersections for different modes of transport and other uses such as on-street parking in a manner that reflects the road classification, makes the most efficient use of the road corridor, and contributes to the implementation of council's active and public transport network plans
Policy 29.2.3.6	Enable public amenities within the road in recognition that the road provides an important and valuable public open space for the community which, when well designed, encourages human interaction and enriches the social and cultural wellbeing of the community.
Policy 29.2.3.7	Encourage the incorporation of trees and vegetation within new roads and as part of roading improvements, subject to road safety and operational requirements and maintaining important views of the landscape from roads.
Assessment	The proposal is consistent with Objective 29.2.3 because the road network is designed to be safe and efficient for all users and modes of transport, while remaining compatible with the level of amenity anticipated in the Te Pūtahi Ladies Mile Zone. Roads are integrated with the wider movement network, provide for future growth, and support high-quality urban design outcomes. Roads and accesses will be designed and constructed in accordance with the Council Code of Practice unless alternative design solutions can demonstrate no more than minor effects on active and public transport networks, roading efficiency and safety, and amenity values. The proposed roading layout provides sufficient width, alignment and design features to support walking, cycling, public transport and general vehicle movement, meeting Policy 29.2.3.1.

Chapter 29 Transport

	Transport infrastructure can be constructed, maintained and repaired within roads in a safe and timely manner, consistent with Policy 29.2.3.2. Adverse effects from earthworks, vibration, construction noise and utilities will be mitigated through standard construction management practices. Roding design avoids adverse effects on landscape values and maintains important viewshafts, particularly towards Slope Hill and surrounding open spaces. New roads are designed, located and constructed to provide for all transport modes in accordance with Council's active and public transport network plans, meeting Policy 29.2.3.3. The layout provides strong connections to existing and future roads and active transport networks, including shared paths and pedestrian linkages throughout the development. Road placement avoids adverse effects on protected trees and landscape values and reflects the identity of the surrounding environment. Sufficient space is provided within roads to promote safe walking, cycling and public transport. Services and linear network utilities will be located within road corridors where practicable, consistent with Policy 29.2.3.4. This ensures efficient installation and maintenance while supporting coordinated infrastructure delivery. Space within the road corridor and at intersections is allocated to reflect road classification and to support efficient use of the corridor, including provision for walking, cycling, public transport and on-street parking where appropriate. This aligns with Policy 29.2.3.5. Public amenities such as street lighting, seating, planting and pedestrian-friendly design elements are incorporated within roads, recognising their role as valuable public open spaces that support social and cultural wellbeing, consistent with Policy 29.2.3.6. Trees and vegetation will be incorporated within new roads and roding improvements, subject to safety and operational requirements. Planting enhances amenity, reinforces the landscaped character of the area and maintains important views of the surrounding landscape, meeting Policy 29.2.3.7. Overall, the proposed roding network is safe, efficient, well-connected and designed to support multimodal transport, high-quality amenity and long-term growth, meeting Objective 29.2.3 and its associated policies.
Objective 29.2.4	<i>Objective - An integrated approach to managing subdivision, land use, and the transport network in a manner that:</i> <i>a. supports improvements to active and public transport networks;</i> <i>b. promotes an increase in the use of active and public transport networks and shared transport;</i> <i>c. reduces traffic generation; and</i> <i>d. manages the effects of the transport network on adjoining land uses and the effects of adjoining land-uses on the transport network.</i>

Chapter 29 Transport	
Policy 29.2.4.3	<i>Promote the uptake of public and active transport by requiring that specific large scale commercial, health, community, and educational activities provide bicycle parking, showers, and changing facilities/lockers while acknowledging that such provision may be unnecessary in some instances due to the specific nature or location of the activity.</i>
Policy 29.2.4.4	<i>Avoid or mitigate the adverse effects of high traffic generating activities on the transport network by adopting an integrated approach to addressing the following matters, as relevant to the application:</i> <i>a. the design and layout of the activity, as it relates to integration with the transport network;</i> <i>b. providing high levels of amenity for cyclists and pedestrians;</i> <i>c. travel planning;</i> <i>d. improving access to active and public transport;</i> <i>e. other methods to limit increases in traffic generation; and</i> <i>f. other methods to encourage people to walk, cycle, or travel by public transport.</i>
Policy 29.2.4.4B	<i>Require an Integrated Transport Assessment to be submitted with all applications for high traffic generating activities, that:</i> <i>a. is of a level of detail commensurate with the nature and scale of the activity requiring consent, and</i> <i>b. takes into account any relevant Structure Plans and Comprehensive Development Plans within the District Plan.</i>
Policy 29.2.4.5	<i>Recognise, when considering the avoidance or mitigation of adverse effects of a high traffic generating activity, that land should be able to be developed in accordance with the purpose and objectives of the relevant zone and any structure plan that is included in the District Plan.</i>
Policy 29.2.4.6	<i>Encourage compact urban growth through reduced parking requirements in the most accessible parts of the District.</i>
Policy 29.2.4.7	<i>Ensure that the nature and scale of activities alongside roads is compatible with the road's District Plan classification, while acknowledging that where this classification is no longer valid due to growth and land-use changes, it may be appropriate to consider the proposed activity and its access against more current traffic volume data.</i>
Policy 29.2.4.8	<i>Control the number, location, and design of additional accesses onto the State Highway and arterial roads.</i>
Policy 29.2.4.9	<i>Require any large scale public transport facility or Park and Ride to be located, designed, and operated in a manner that mitigates adverse effects on the locality and, in particular, on the amenity of adjoining properties, while recognising that they are an important part of establishing an effective transport network.</i>
Policy 29.2.4.11	<i>Enable the construction or implementation of the active and public transport networks to reduce traffic congestion and improve transport choice</i>

Chapter 29 Transport

Assessment

The proposal achieves Objective 29.2.4 by adopting an integrated approach to subdivision, land use and transport planning that supports improvements to active and public transport networks, promotes increased uptake of shared and non-private-vehicle modes, reduces traffic generation, and appropriately manages effects between the transport network and adjoining land uses.

The development incorporates a connected network of pedestrian and cycle routes, public transport facilities, and centralised parking buildings that reduce reliance on private vehicles and support compact urban growth. These elements collectively encourage walking, cycling and public transport use, contributing to reduced traffic generation and improved transport choice across Te Pūtahi Ladies Mile.

Bicycle parking sheds and high-quality pedestrian and cycling connections are provided throughout the development, supporting active transport and enabling efficient use of public transport. These facilities promote uptake of non-private-vehicle modes and ensure that future commercial, community and educational activities within the wider Structure Plan area can integrate additional end-of-trip facilities where appropriate.

The proposal avoids or mitigates adverse effects associated with high-traffic generating activities through integrated design measures. The layout aligns with the transport network to support safe and efficient movement, provides high levels of amenity for cyclists and pedestrians, improves access to active and public transport, and incorporates methods to limit traffic generation such as consolidated parking buildings and pedestrian-focused residential blocks. These measures encourage walking, cycling and public transport use and reduce the need for private vehicle trips.

An Integrated Transport Assessment has been prepared at a level commensurate with the scale of the proposal and reflects the Te Pūtahi Ladies Mile Structure Plan. This ensures that transport effects are fully understood and appropriately managed while recognising that land should be developed in accordance with the purpose and objectives of the Zone.

The proposal supports compact urban growth by reducing reliance on on-site parking and consolidating parking within centralised parking buildings. This approach aligns with the modal-shift objectives for Te Pūtahi Ladies Mile and reduces the dominance of vehicles within residential blocks.

Chapter 29 Transport	
	Activities and access arrangements are compatible with the road classifications in the District Plan. A single vehicular access point from Lower Shotover Road ensures safe integration with the transport network and avoids adverse effects on State Highway 6. The number, location and design of accesses are controlled to maintain safety and efficiency. Public transport facilities within the development will be located and designed to mitigate adverse effects on adjoining properties, maintain amenity, and support an effective transport network. These facilities will be convenient, well connected and safe for users, extending the catchment of public transport and supporting long-term modal shift. The proposal enables the construction and implementation of active and public transport networks that reduce congestion and improve transport choice. The integrated walking and cycling network, public transport facilities and centralised parking buildings collectively support the transition to shared, public and active transport modes. Overall, the proposal meets Objective 29.2.4 by integrating subdivision, land use and transport planning to support modal shift, reduce traffic generation, and deliver a safe, efficient and future-focused transport network.

Chapter 30 Energy and Utilities	
<i>Objective 30.2.1</i>	<i>The sustainable management of the District's resources benefits from the District's renewable and non-renewable energy resources and the electricity generation facilities that utilise them.</i>
<i>Policy 30.2.1.1</i>	<i>Recognise the national, regional and local benefits of the District's renewable and non-renewable electricity generation activities.</i>
<i>Objective 30.2.2</i>	<i>The use and development of renewable energy resources achieves the following:</i> <i>a. It maintains or enhances electricity generation capacity while avoiding, reducing or displacing greenhouse gas emissions;</i> <i>b. It maintains or enhances the security of electricity supply at local, regional and national levels by diversifying the type and/or location of electricity generation;</i> <i>c. It assists in meeting international climate change obligations;</i> <i>d. It reduces reliance on imported fuels for the purpose of generating electricity;</i> <i>e. It helps with community resilience through development of local energy resources and networks.</i>

Chapter 30 Energy and Utilities	
Policy 30.2.2.1	<i>Enable the development, operation, maintenance, repowering and upgrading of new and existing renewable electricity generation activities, (including small and community scale), in a manner that:</i> <i>a. recognises the need to locate renewable electricity generation activities where the renewable electricity resources are available;</i> <i>b. recognises logistical and technical practicalities associated with renewable electricity generation activities;</i> <i>c. provides for research and exploratory-scale investigations into existing and emerging renewable electricity generation technologies and methods.</i>
Objective 30.2.3	<i>Energy resources are developed and electricity is generated, in a manner that minimises adverse effects on the environment.</i>
Policy 30.2.3.1	<i>Promote the incorporation of Small and Community-Scale Distributed Electricity Generation structures and associated buildings (whether temporary or permanent) as a means to improve efficiency and reduce energy demands.</i>
	The proposal aligns with Objectives 30.2.1 to 30.2.3 because it supports the sustainable management of energy resources, enables efficient use of renewable energy, and incorporates design measures that minimise adverse environmental effects associated with energy use and generation. Electricity supply to the development will be provided through the municipal network, recognising the national, regional and local benefits of established renewable and non-renewable electricity generation activities, consistent with Policy 30.2.1.1. The proposal contributes to the outcomes sought under Objective 30.2.2 by supporting the efficient use of renewable energy and enabling future opportunities for distributed generation. Solar panels will be installed on the parking buildings, generating renewable electricity on-site and reducing overall energy demand from the grid. This initiative helps avoid or reduce greenhouse gas emissions, supports diversification of electricity generation, and contributes to meeting national climate-change obligations. The ability to expand solar generation capacity over time further enhances community resilience and reduces reliance on imported fuels. Electric vehicle (EV) charging facilities will be provided within the parking buildings. This supports low-emission transport choices and complements the renewable energy generation provided by the rooftop solar panels. The development enables small-scale renewable energy initiatives to be incorporated as technology evolves, consistent with Policy 30.2.2.1. The design allows flexibility for future installation of additional rooftop solar, battery storage, or other emerging technologies, recognising the practicalities of renewable energy generation and supporting exploratory-scale innovation.

Chapter 30 Energy and Utilities	
	The proposal meets Objective 30.2.3 by ensuring energy use and potential future energy generation occur in a manner that minimises adverse effects on the environment. The compact urban form, efficient building layout, and integration of active and public transport networks reduce overall energy demand and support sustainable energy use patterns. Consistent with Policy 30.2.3.1, the development promotes small and community-scale distributed electricity generation through the inclusion of solar panels on parking buildings. This improves efficiency, reduces energy demand, and supports long-term sustainability.
<i>Objective 30.2.4</i>	<i>Subdivision layout, site layout and building design takes into consideration energy efficiency and conservation.</i>
<i>Policy 20.2.4.1</i>	<i>Encourage energy efficiency and conservation practices, including use of energy efficient materials and renewable energy in development.</i>
<i>Policy 30.2.4.2</i>	<i>Encourage subdivision and development to be designed so that buildings can utilise energy efficiency and conservation measures, including by orientation to the sun and through other natural elements, to assist in reducing energy consumption.</i>
<i>Policy 30.2.4.3</i>	<i>Encourage Small and Community-Scale Distributed Electricity Generation and Solar Water Heating structures within new or altered buildings.</i>
<i>Policy 30.2.4.5</i>	<i>Transport networks should be designed so that the number, length and need for vehicle trips is minimised, and reliance on private motor vehicles is reduced, to assist in reducing energy consumption.</i>
<i>Policy 30.2.4.6</i>	<i>Control the location of buildings and outdoor living areas to reduce impediments to access to sunlight.</i>
Assessment	The proposal aligns with Objective 30.2.4 because the subdivision layout, site layout and building design incorporate measures that support energy efficiency, conservation, and long-term sustainability. The development form, orientation, transport network and building design collectively reduce energy consumption and enable future renewable energy opportunities. Energy-efficient practices are encouraged throughout the development, consistent with energy efficiency measures. The compact urban form, shared parking buildings, and integration of active and public transport reduce overall energy demand associated with transport and daily movement. The transport network is designed to minimise the number, length and need for vehicle trips, consistent with transport energy reduction. Centralised parking buildings, strong pedestrian and cycling connections, and integrated public transport facilities reduce reliance on private motor vehicles and support energy conservation across the development.

Chapter 30 Energy and Utilities	
	Overall, the proposal meets Objective 30.2.4 and its associated policies by incorporating energy-efficient design, enabling renewable energy generation, reducing transport-related energy demand, and ensuring buildings and outdoor spaces are designed to maximise sunlight access and long-term sustainability.
<i>Objective 30.2.5</i>	<i>The growth and development of the District is supported by utilities that are able to operate effectively and efficiently.</i>
<i>Policy 30.2.5.1</i>	<i>Utilities are provided to service new development prior to buildings being occupied, and activities commencing.</i>
<i>Policy 30.2.5.2</i>	<i>Ensure the efficient management of solid waste by:</i> <i>a. encouraging methods of waste minimisation and reduction such as re-use and recycling;</i> <i>b. providing landfill sites with the capacity to cater for the present and future disposal of solid waste;</i> <i>c. assessing trends in solid waste;</i> <i>d. identifying solid waste sites for future needs;</i> <i>e. consideration of technologies or methods to improve operational efficiency and sustainability (including the potential use of landfill gas as an energy source);</i> <i>f. providing for the appropriate re-use of decommissioned landfill sites.</i>
<i>Policy 30.2.5.3</i>	<i>Recognise the future needs of utilities and ensure their provision in conjunction with the provider.</i>
<i>Policy 30.2.5.5</i>	<i>Ensure reticulation of those areas identified for urban expansion or redevelopment is achievable, and that a reticulation system be implemented prior to subdivision.</i>
<i>Policy 30.2.5.6</i>	<i>Encourage low impact design techniques which may reduce demands on local utilities.</i>
Assessment	The proposal aligns with Objective 30.2.5 because the growth and development enabled through the development will be supported by utilities that are designed to operate effectively, efficiently, and in coordination with network providers. The development ensures that essential services, water supply, wastewater, stormwater, power, telecommunications and waste management, are planned, sized and delivered in a manner that supports long-term urban growth at Te Pūtahi Ladies Mile. Utilities will be provided prior to buildings being occupied, consistent with Policy 30.2.5.1. Water supply, wastewater and stormwater systems are fully reticulated and integrated with Council's networks where appropriate. Stormwater infrastructure incorporates low-impact design principles and climate-responsive soakage systems that reduce demand on downstream networks. Solid waste will be managed efficiently across the development, consistent with Policy 30.2.5.2. The design encourages waste minimisation through recycling facilities within residential blocks and centralised waste collection areas that support separation of materials. The proposal aligns with Council's broader solid waste strategies by enabling efficient collection and reducing unmanaged

Chapter 30 Energy and Utilities	
	waste storage in public areas. While landfill planning sits outside the scope of this application, the development does not generate unusual or excessive waste streams and is compatible with existing district-wide waste management systems. The proposal recognises the future needs of utilities and ensures their provision in conjunction with network providers, meeting Policy 30.2.5.3. Infrastructure has been designed with capacity to accommodate anticipated growth within the wider Te Pūtahi Ladies Mile Structure Plan area, ensuring long-term resilience and coordinated delivery. Reticulation for water supply, wastewater and stormwater is achievable, consistent with Policy 30.2.5.5. All lots will be connected to Council's reticulated networks for wastewater and water, and no on-site servicing is required. Low-impact design techniques are incorporated to reduce demands on local utilities, meeting Policy 30.2.5.6. These include: • climate-responsive stormwater soakage systems • rooftop solar panels on parking buildings reducing electricity demand • EV charging infrastructure supporting low-emission transport • compact urban form reducing energy and transport network loads Overall, the proposal meets Objective 30.2.5 and its associated policies by ensuring utilities are delivered efficiently, sustainably and in coordination with Council's long-term infrastructure planning, while incorporating low-impact design measures that reduce demand on local networks.
Objective 30.2.6	<i>The operation, maintenance, development and upgrading of utilities supports the well-being of the community.</i>
Policy 30.2.6.2	<i>When considering the effects of proposed utility developments consideration must be given to alternatives, and also to how adverse effects will be managed through the route, site and method selection process, while taking into account:</i> <i>the locational, technical and operational requirements of the utility (including in the case of Regionally Significant Infrastructure functional needs and operational needs); and</i> <i>the benefits associated with the utility.</i>
Policy 30.2.6.3	<i>Ensure that the adverse effects of utilities on the environment are managed while taking into account the positive social, economic, cultural and environmental benefits that utilities provide, including:</i> <i>enabling enhancement of the quality of life and standard of living for people and communities;</i> <i>providing for public health and safety;</i> <i>enabling the functioning of businesses;</i>

Chapter 30 Energy and Utilities	
	d. enabling economic growth; e. enabling growth and development; f. protecting and enhancing the environment; g. enabling the transportation of freight, goods, people; h. enabling interaction and communication.
Policy 30.2.6.4	Encourage the co-location of facilities where operationally and technically feasible.
Policy 30.2.6.5	Manage land use, development and/or subdivision in locations which could compromise the safe and efficient operation of utilities.
Objective 30.2.7	The adverse effects of utilities on the surrounding environment are avoided or minimised (in the case of Regionally Significant Infrastructure also having regard to functional needs and operational needs).
Policy 30.2.7.1	Manage the adverse effects of utilities on the environment by: a. for utilities other than the National Grid, Electricity Sub-Transmission Infrastructure and Significant Electricity Distribution Infrastructure: . avoiding their location on sensitive sites, including heritage and special character areas, Outstanding Natural Landscapes and Outstanding Natural Features, and skylines and ridgelines except where no other location is practicable; and . where avoidance is not practicable, avoiding significant adverse effects and minimising other adverse effects of those utilities on those sites, areas, landscapes or features. b. encouraging co-location or multiple use of network utilities where this is efficient and practicable in order to avoid, remedy or mitigate adverse effects on the environment; c. ensuring that redundant utilities are removed; d. using landscaping and or colours and finishes to reduce visual effects; e. integrating utilities with the surrounding environment; whether that is a rural environment or existing built form.
Policy 30.2.7.2	Require the undergrounding of new utilities servicing new areas of development, other than the National Grid, where technically feasible.
Objective 30.2.7.4	Take account of economic and operational needs in assessing the location and external appearance of utilities.
Assessment	The proposal aligns with Objectives 30.2.6 and 30.2.7 because utilities supporting the development are designed, located and managed to operate effectively and efficiently, support community wellbeing, and avoid or minimise adverse effects on the surrounding environment. The integrated servicing approach ensures that utilities function reliably while being sensitively incorporated into the built environment.

Chapter 30 Energy and Utilities

Utilities for water supply, wastewater, stormwater, power and telecommunications have been designed with consideration of alternative servicing options and the need to manage adverse effects through route, site and method selection. This reflects utility design considerations under Policy 30.2.6.2. The design takes into account the locational, technical and operational requirements of each utility, including functional needs associated with regionally significant infrastructure such as reticulated water and wastewater networks. The benefits of these utilities, public health, safety, economic activity, and community resilience, are recognised and supported.

Adverse effects of utilities on the environment are managed while acknowledging the positive social, economic, cultural and environmental benefits they provide, consistent with Policy 30.2.6.3. Utilities enable high-quality living environments, support business activity, facilitate growth and development, and ensure safe and efficient movement of people and goods. The proposal integrates utilities within the development in a manner that protects amenity, enhances environmental outcomes, and supports long-term community wellbeing.

The development has been designed to avoid compromising the safe and efficient operation of utilities, meeting Policy 30.2.6.5. Building placement, road layout and service corridors ensure adequate access for maintenance and avoid conflicts with utility infrastructure. The proposal meets Objective 30.2.7 by avoiding or minimising adverse effects of utilities on the surrounding environment. New utilities servicing the development will be undergrounded where technically feasible, consistent with Policy 30.2.7.2. This reduces visual effects, improves resilience and supports high-quality urban design.

The location and external appearance of utilities take into account economic and operational needs, consistent with Objective 30.2.7.4. Infrastructure is designed to be efficient, durable and cost-effective while maintaining amenity and minimising environmental effects.

Overall, the proposal meets Objectives 30.2.6 and 30.2.7 and their associated policies by ensuring utilities are designed, located and managed to support community wellbeing, operate efficiently, and avoid or minimise adverse environmental effects.

Chapter 35 Temporary Activities

<i>Objective 35.2.2</i>	<i>Temporary activities necessary to complete building and construction work are provided for</i>
<i>Policy 35.2.2.1</i>	<i>Ensure temporary activities related to building and construction work are carried out with minimal disturbance to adjoining properties and on visual amenity values.</i>

Chapter 35 Temporary Activities	
<i>Policy 35.2.2.3</i>	<i>Require temporary activities related to building and construction to be removed from the site following the completion of construction, and any damage in public spaces to be remediated.</i>
Assessment	The proposal aligns with Objective 35.2.2 because temporary activities required to complete building and construction work will be appropriately provided for and managed throughout the development period. Construction activity is an expected and necessary component of delivering a large-scale residential neighbourhood, and the proposal ensures these activities occur in a controlled and responsible manner. Temporary construction activities will be carried out in a way that minimises disturbance to adjoining properties and maintains visual amenity, consistent with Policy 35.2.2.1. Construction management plans will address noise, dust, vibration, traffic management, hours of operation and site organisation to ensure effects remain within acceptable limits. Screening, fencing and clear delineation of construction areas will help maintain amenity and reduce visual impacts during the build period. All temporary construction-related structures, compounds, laydown areas and equipment will be removed from the site once construction is complete, meeting Policy 35.2.2.3. Any damage to public spaces, including roads, footpaths, berms or landscaping, will be remediated to Council standards. This ensures the completed development presents a high-quality urban environment and that temporary effects do not persist beyond the construction phase. Overall, the proposal meets Objective 35.2.2 by ensuring temporary construction activities are well-managed, minimise disturbance, and are fully removed and remediated upon completion.

Chapter 36 Noise	
<i>Objective 36.2.1</i>	<i>The adverse effects of noise emissions are controlled to a reasonable level to manage the potential for conflict arising from adverse noise effects between land use activities.</i>
<i>Policy 36.2.1.1</i>	<i>Avoid, remedy or mitigate adverse effects of unreasonable noise from land use and development.</i>
<i>Policy 36.2.1.2</i>	<i>Avoid, remedy or mitigate adverse noise reverse sensitivity effects.</i>
Assessment	The proposal aligns with Objective 36.2.1 because noise emissions associated with both construction and long-term residential activity will be controlled to a reasonable level, ensuring potential conflict between land uses is avoided or appropriately managed. The attached

Chapter 36 Noise	
	acoustic assessment provides a detailed evaluation of existing and future noise environments and confirms that the development can comply with relevant District Plan noise limits and achieve appropriate internal amenity for future residents. Temporary noise effects associated with construction will be short-term and managed through the environmental management plan, consistent with Policy 36.2.1.1. Given the site and surrounding area are largely undeveloped at present, the acoustic assessment notes that construction noise will not result in unreasonable disturbance to neighbouring properties. Effects will be minimised through appropriate scheduling, equipment selection, and site management. The proposal also appropriately mitigates reverse sensitivity effects, consistent with Policy 36.2.1.2. The acoustic assessment identifies State Highway 6 as the primary external noise source. In conjunction with the acoustic report, acoustic measures have been incorporated into building design, to ensure the apartments achieve acceptable internal amenity and avoiding conflict between residential activities and the existing transport network. The acoustic report concludes that, with recommended mitigation, the development will: • comply with District Plan noise limits • provide adequate internal noise protection for future residents • avoid unreasonable noise effects on neighbouring land uses • appropriately manage reverse sensitivity to SH6 Overall, the proposal meets Objective 36.2.1 by avoiding, remedying and mitigating unreasonable noise effects and managing reverse sensitivity through the design measures identified in the attached acoustic assessment.

Chapter 15 Local Shopping Centre Zone	
It is noted that the proposed local shopping area is not located within the Local Shopping Centre Zone as specified in the Structure Plan and is instead replaced by residential development, with the proposed commercial area located within identified residential zoning. The reasoning for the new location of the local shopping area is discussed within the proposal section of the AEE. Although the local shopping area is not technically within the Local Shopping Centre Zone, it is considered to be consistent with the intent of the Local Shopping Centre Zone objectives and policies as discussed below. As a result of the Local Shopping Centre's relocation, residential buildings will be located within the Local Shopping Centre Zone as shown on the structure plan.	
<i>Objective 15.2.1</i>	<i>Local Shopping Centres provide a focal point for a range of activities that meet the day to day needs of the community at a limited scale that supplements the function of town centres.</i>

Chapter 15 Local Shopping Centre Zone	
Policy 15.2.1.1	<i>Provide for a diverse range of activities that meet the needs of the local community, enable local employment opportunities and assist with enabling the economic viability of local shopping centres.</i>
Policy 15.2.1.2	<i>Ensure that local shopping centres remain at a small scale that does not undermine the role and function of town centres.</i>
Policy 15.2.1.3	<i>Enable residential and visitor accommodation activities, but limit their establishment to above ground floor level to ensure that the integrity of activities occurring at street level is maintained, and that the core commercial function of the local shopping centres is not eroded.</i>
Policy 15.2.1.4	<i>Avoid individual retail activities exceeding 300m² gross floor area and individual office activities exceeding 200m² gross floor area that would adversely affect the:</i> <i>a. retention and establishment of a mix of activities within the local shopping centre;</i> <i>b. role and function of town centres and commercial zones that provide for large scale retailing; and</i> <i>c. safe and efficient operation of the transport network.</i>
Policy 15.2.1.5	<i>Restrict identified retail activities to ensure that the role and function of town centres as the District's principal centres of retailing activity is not threatened.</i>
Assessment	The proposal is consistent with Objective 15.2.1 because it provides a Local Shopping Centre that functions as a focal point for day to day convenience needs of the future residential community while maintaining the primacy and commercial role of the wider town centre network. The centre is deliberately small scale, walkable, and integrated into the internal movement network, ensuring it supplements rather than competes with Queenstown's established commercial centres. An area of approximately 2,165m² is set aside for local retail and service activities. Although the location differs from the Local Shopping Centre Zone shown on the operative Structure Plan, the revised position better aligns with the masterplanned collector road network and the pedestrian and cycling connections within the development. Because the originally envisaged SH6 collector road is not part of this proposal, relocating the centre ensures it performs the intended function of a Local Shopping Centre that is accessible, connected, and embedded within the neighbourhood's movement network. This achieves the intent of the zone despite the technical zoning misalignment. The centre will provide a diverse range of small scale activities that meet local needs and support local employment opportunities, consistent with Policy 15.2.1.1. Activities will be convenience based such as food and beverage, small retail tenancies, and local services, ensuring the centre remains viable without undermining the role of larger town centres.

Chapter 15 Local Shopping Centre Zone

	The limited size of the retail area and its walkable catchment ensure the centre remains at a scale that does not compete with or erode the function of town centres, meeting Policy 15.2.1.2. The centre is designed as a neighbourhood convenience hub rather than a destination retail precinct. Residential activity will be located above ground floor level, maintaining active commercial frontage and ensuring the core commercial function of the centre is not eroded, consistent with Policy 15.2.1.3. The technical non-compliance arising from residential activity now sitting within land zoned Local Shopping Centre is addressed through the masterplan layout. The commercial activity has been repositioned to the most functional and accessible location, and residential activity in the original zone location will not undermine the intended commercial role because the relocated centre fully achieves the zone's purpose. Individual retail and office tenancies will remain well below the thresholds of 300m² and 200m² respectively, ensuring a mix of activities is retained, avoiding effects on town centre primacy, and maintaining safe and efficient transport operation, consistent with Policy 15.2.1.4. The centre's scale and tenancy mix ensure it remains convenience focused. Restricting retail to small format activities ensures the role and function of town centres as the District's principal retail centres is not threatened, meeting Policy 15.2.1.5. Overall, the proposal provides a well located, appropriately scaled Local Shopping Centre that supports neighbourhood convenience, encourages walking and cycling, and maintains the primacy of town centres, fully aligning with Objective 15.2.1 and its associated policies.
<i>Objective 15.2.2</i>	<i>Buildings respond to the existing character, quality and amenity values of their neighbourhood setting.</i>
<i>Policy 15.2.2.1</i>	<i>Control the height, scale, appearance and location of buildings in order to achieve a built form that complements the existing patterns of development and is consistent with established amenity values.</i>
<i>Policy 15.2.2.2</i>	<i>Ensure that development generally comprises a scale that is commensurate with the receiving built environment.</i>
<i>Policy 15.2.2.3</i>	<i>Provide for consideration of minor height infringements where they help achieve higher quality design outcomes and do not significantly adversely affect amenity values.</i>

Chapter 15 Local Shopping Centre Zone	
Policy 15.2.2.4	<i>Place specific controls on the bulk and location of buildings on sites adjoining Residential-zoned properties to ensure that an appropriate standard of residential amenity is maintained.</i>
Policy 15.2.25	<i>Control the design and appearance of verandas so they integrate well with the buildings they are attached to complement the overall streetscape and do not interfere with kerbside movements of high-sided vehicles, while providing appropriate cover for pedestrians.</i>
Policy 15.2.2.6	<i>Ensure that outdoor storage areas are appropriately located and screened to limit any adverse visual effects and to be consistent with established amenity values.</i>
Policy 15.2.2.7	<i>In the Te Pūtahi Ladies Mile Structure Plan area, require applications for resource consents to consider the relevant policies of that Zone, and for development to be undertaken in a manner that is consistent with the Structure Plan.</i>
Assessment	The proposal remains consistent with Objective 15.2.2 even though the Local Centre Zone land will be used for residential activity, and the small commercial centre will instead be located within the residential portion of the site. While this creates a technical zoning misalignment, the commercial area will be designed to fully reflect the built form, character and amenity outcomes anticipated for the Local Centre Zone, ensuring the same planning principles are applied despite the adjusted location. Building height, scale, appearance and location within the proposed commercial area will be controlled to complement the intended neighbourhood centre character, consistent with Policy 15.2.2.1. A consent notice shall be registered on the title of the future commercial centre prescribing that any built form shall align with the built form requirements and intentions of the Local Shopping Centre Zone to ensure the centre integrates well with surrounding residential development. The scale of development will be commensurate with the receiving environment, meeting Policy 15.2.2.2. The commercial buildings will remain small format and convenience-focused, consistent with the Local Centre Zone's purpose. Bulk and location controls will be applied to ensure appropriate residential amenity at the interface between the commercial area and surrounding residential blocks, meeting Policy 15.2.2.4. Veranda design will be addressed at the detailed design stage to ensure integration with building architecture, pedestrian comfort, and safe kerbside movements, consistent with Policy 15.2.2.5. Outdoor storage areas will be appropriately located and screened to maintain amenity values, meeting Policy 15.2.2.6.

Chapter 15 Local Shopping Centre Zone	
	Finally, although the commercial area is not located within the land zoned Local Centre, the proposal remains consistent with the Te Pūhahi Ladies Mile Structure Plan principles, meeting Policy 15.2.2.7. The revised location better aligns with the internal movement network and improves accessibility and integration with pedestrian and cycling routes. Overall, while the Local Centre Zone land will be used for residential activity, the commercial area will be designed to fully achieve the built form, character and amenity outcomes of the Local Centre Zone, ensuring the neighbourhood centre functions as intended despite its adjusted position.
<i>Objective 15.2.3</i>	<i>Adverse environmental effects received both within and beyond the zone are minimised.</i>
<i>Policy 15.2.3.1</i>	<i>Provide appropriate noise limits to control adverse noise effects generated by activities occurring within the Local Shopping Centre Zone and received by nearby properties.</i>
<i>Policy 15.2.3.2</i>	<i>Require acoustic insulation for critical listening environments (including residential activities and visitor accommodation) to:</i> <i>a. limit the impact of noise generated within the Zone on occupants; and,</i> <i>b. where relevant, limit the potential for reverse sensitivity effects on Queenstown Airport from Activities Sensitive to Aircraft Noise within the Queenstown Airport Outer Control Boundary.</i>
<i>Policy 15.2.3.3</i>	<i>Ensure that the location and direction of lights does not cause significant glare to other properties, roads and public places, and promote lighting design that mitigates adverse effects on views of the night sky, and provide a safe and well-lit environment for pedestrians.</i>
<i>Policy 15.2.3.4</i>	<i>Avoid the establishment of activities that are not consistent with established amenity values, cause inappropriate environmental effects, or are more appropriately located in other zones.</i>
Assessment	The proposal is consistent with Policies 15.2.3.1 to 15.2.3.4 as the retail area is limited in scale and intended to accommodate only small-scale convenience activities that are compatible with the surrounding residential environment. Although the retail area is not proposed to be developed as part of this consent, any future development will be subject to the relevant noise, lighting and activity controls specified in the Local Shopping Centre Zone chapter, ensuring adverse effects on nearby properties are appropriately managed. The scale and function of the zone will avoid inappropriate activities, support residential amenity, and enable lighting and acoustic outcomes to be addressed through future detailed design and compliance with the District Plan. The proposed residential activity that will occur within the physical area of the local zone centre will align with the relevant residential objectives and policies and will not detract from the ability of the alternative local centre location to likewise align with the relevant Local Centre Zone objectives and policies.

Regional Plan: Water for Otago 2004 (Updated 2 April 2026)

Chapter 7 – Water Quality	
Objective 7.A.2	<i>To enable the discharge of water or contaminants to water or land, in a way that maintains water quality and supports natural and human use values, including Kāi Tahu values.</i>
Objective 7.A.3	<i>To have individuals and communities manage their discharges to reduce adverse effects, including cumulative effects, on water quality.</i>
Policy 7.B.3	<i>Allow discharges of water or contaminants to Otago lakes, rivers, wetlands and groundwater that have minor effects or that are short-term discharges with short-term adverse effects.</i>
Policy 7.B.4	<i>When considering any discharge of water or contaminants to land, have regard to:</i> <i>(a) The ability of the land to assimilate the water or contaminants; and</i> <i>(b) Any potential soil contamination; and</i> <i>(c) Any potential land instability; and</i> <i>(d) Any potential adverse effects on water quality; and</i> <i>(e) Any potential adverse effects on use of any proximate coastal marine area for contact recreation and seafood gathering.</i>
Policy 7.B.6	<i>When assessing any consent to discharge contaminants to water, consider the need for and the extent of any zone for physical mixing, within which water will not meet the characteristics and limits described in Schedule 15, by taking account of:</i> <i>(a) The sensitivity of the receiving environment; and</i> <i>(b) The natural and human use values, including Kāi Tahu values; and</i> <i>(c) The natural character of the water body; and</i> <i>(d) The amenity values supported by the water body; and</i> <i>(e) The physical processes acting on the area of discharge; and</i> <i>(f) The particular discharge, including contaminant type, concentration and volume; and</i> <i>(g) The provision of cost-effective community infrastructure; and</i> <i>(h) Good Quality Water as described in Schedule 15.</i>
Policy 7.C.2	<i>When considering applications for resource consents to discharge contaminants to water, or onto or into land in circumstances which may result in any contaminant entering water, to have regard to:</i> <i>(a) The nature of the discharge and the sensitivity of the receiving environment to adverse effects;</i>

Chapter 7 – Water Quality	
	(b) <i>The financial implications, and the effects on the environment of the proposed method of discharge when compared with alternative means; and</i> (c) <i>The current state of technical knowledge and the likelihood that the proposed method of discharge can be successfully applied.</i>
Policy 7.C.5	<i>Avoid significant adverse environmental effects and minimise other adverse effects on water bodies, with respect to discharges from any new stormwater reticulation system, or any extension to an existing stormwater reticulation system, by requiring:</i> (a) <i>The separation of sewage and stormwater; and</i> (b) <i>Measures to prevent contamination of the receiving environment by industrial or trade waste; and</i> (c) <i>The use of appropriate techniques to trap debris, sediments and nutrients present in runoff; and</i> (d) <i>Consideration of appropriate measures to reduce and/or attenuate stormwater being discharged from rain events; and</i> (e) <i>Consideration of appropriate measures for discharging to land, in preference to discharging directly to water, to address adverse effects on Kāi Tahu cultural and spiritual beliefs, values and uses.</i>
Assessment	The proposal is consistent with Objectives 7.A.2 and 7.A.3 as the development has been designed to ensure that discharges to land and water maintain water quality, support natural and human use values, and reduce adverse and cumulative effects. Stormwater and wastewater systems are fully reticulated, separated, and designed to avoid contamination of land or water, supporting Kāi Tahu values relating to wai and freshwater health. Discharges associated with construction will be short term and appropriately managed, consistent with minor effects under Policy 7.B.3. Erosion and sediment controls will ensure any temporary discharges have only minor and short-duration effects. When considering discharges to land, the proposal aligns with Policy 7.B.4. The land has sufficient capacity to assimilate stormwater through soakage systems, and geotechnical investigations confirm no risk of land instability. Stormwater treatment devices will prevent soil contamination, and the design avoids adverse effects on groundwater or downstream water bodies. The proposal does not involve direct discharges of contaminants to water, but if any mixing zones were required for temporary construction discharges, the matters in Policy 7.B.6 would be met. The receiving environment is not sensitive, the discharge volumes are small, and the proposal supports cost-effective community infrastructure through integrated stormwater management. The proposal also meets Policy 7.C.2. The nature of discharges is low risk, the receiving environment is resilient, and the proposed methods are consistent with current best practice. Alternative discharge methods have been considered, and the selected approach is technically feasible and environmentally appropriate.

Chapter 7 – Water Quality

Stormwater management is fully aligned with Policy 7.C.5. The system:

- separates sewage and stormwater
- prevents contamination from trade waste
- uses treatment devices to trap debris, sediment and nutrients
- incorporates attenuation and soakage to reduce peak flows
- prioritises discharge to land rather than directly to water, supporting Kāi Tahu cultural and spiritual values

Overall, the proposal meets the objectives and policies of Chapter 7 by ensuring discharges are well managed, water quality is protected, and stormwater and wastewater systems are designed to avoid significant adverse effects and support long-term environmental and cultural values.

Otago Regional Policy Statement 2021 (Updated 9 July 2026)

OTAGO REGIONAL POLICY STATEMENT - required by clause 9(1)(h) of Schedule 6 of the Act as specified in clause 9(2)(e) of Schedule 6 of the Act

Relevant objectives and policies are provided with comment on how these objectives and policies are being met included below each clustering of relevant objectives and policies.

Overall, it is considered that the proposed development is generally consistent with the relevant provisions of the Proposed Otago Regional Policy Statement - June 2021 (Appeals Version).

The Regional Policy Statement was considered as part of the Ladies Mile Plan Change process, and the resulting planning framework gives effect to its relevant direction. As the proposal has been assessed against that more specific District Plan framework, a detailed assessment against the Regional Policy Statement is not addressed to the same extent.

Part 1 – Introduction and general provisions	
MW - Mana whenua – local authority relationships	
<i>MW-O1 – Principles of Te Tiriti o Waitangi</i>	<i>The principles of Te Tiriti o Waitangi are given effect in resource management processes and decisions, utilising a partnership approach between councils and Papatipu Rūnaka to ensure that what is valued by mana whenua is actively protected in the region.</i>
<i>MW-P1 – Treaty obligations</i>	<i>Promote awareness and understanding of the obligations of local authorities in regard to the principles of Te Tiriti o Waitangi, tikaka Māori and kaupapa Māori.</i>
<i>MW-P2 – Treaty principles</i>	<i>Local authorities exercise their functions and powers in accordance with Treaty principles, by:</i> <i>(1) recognising the status of Kāi Tahu and facilitating Kāi Tahu involvement in decision-making as a Treaty partner,</i> <i>(2) including Kāi Tahu in resource management processes and implementation to the extent desired by mana whenua,</i> <i>(3) recognising and providing for Kāi Tahu values and resource management issues, as identified by mana whenua, in resource management decision-making processes and plan implementation,</i> <i>(4) recognising and providing for the relationship of Kāi Tahu culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taoka by ensuring that Kāi Tahu have the ability to identify these relationships and determine how best to express them,</i> <i>(5) ensuring that regional and district plans recognise and provide for Kāi Tahu relationships with Statutory Acknowledgement Areas, tōpuni, nohoaka and customary fisheries identified in the NTCSA 1998, including by actively protecting the mauri of these areas,</i> <i>(6) having particular regard to the ability of Kāi Tahu to exercise kaitiakitaka,</i> <i>(7) actively pursuing opportunities for delegation or transfer of functions to Kāi Tahu, and partnership or joint management arrangements,</i>

	(8) <i>regional plans and district plans recognising and providing for aquaculture settlement outcomes identified under the Māori Commercial Aquaculture Claims Settlement Act 2004,</i> (9) <i>recognising and providing for mātauraka and tikaka in environmental and resource management, and</i> (10) <i>recognising and providing for rights and interests of owners of Māori land.</i>
<i>MW-P3 – Supporting Kāi Tahu hauora</i>	<i>The natural environment is managed to support Kāi Tahu hauora by:</i> <i>1. recognising that Kāi Tahu hold an ancestral and enduring relationship with all whenua, wai māori and coastal waters within their takiwā,</i> <i>2. protecting customary uses, Kāi Tahu values and relationships as identified by Kāi Tahu to resources and areas of significance, and restoring these uses and values where they have been degraded by human activities,</i> <i>3. safeguarding the mauri and life-supporting capacity of natural resources, recognising the whakapapa connections of Kāi Tahu with these resources as taoka, and the connections to practices such as mahika kai, and</i> <i>4. working with Kāi Tahu to incorporate mātauraka into resource management processes and decision-making.</i>
Assessment	The proposal is consistent with MW- O1 because the resource management process for this application has actively incorporated the principles of Te Tiriti o Waitangi through early engagement, recognition of Kāi Tahu values, and inclusion of iwi input into the development design. Consultation has been undertaken with Kāi Tahu representatives, and feedback has informed both the cultural considerations and the mitigation measures proposed. This reflects a partnership-based approach and ensures mana whenua values are actively protected, as anticipated by the objective. The proposal aligns with MW-P1 by demonstrating awareness of Treaty obligations and incorporating tikaka Māori and kaupapa Māori into the project's development process. Engagement with Kāi Tahu has ensured cultural values, expectations and protocols have been understood and appropriately responded to. The proposal is consistent with MW-P2 because: • Kāi Tahu have been recognised as the Treaty partner for this takiwā, and their involvement has been facilitated through consultation. • Kāi Tahu values and resource management issues have been identified and considered, including cultural landscape values, water quality, and kaitiakitaka. • The design enables Kāi Tahu to identify how their cultural relationships can be expressed, including through opportunities for cultural design elements in residential buildings. • Accidental discovery protocols will be implemented, ensuring protection of wāhi tapu and taoka if uncovered during earthworks. • The proposal supports Kāi Tahu's ability to exercise kaitiakitaka by incorporating measures that protect water quality, avoid contamination, and maintain the mauri of the environment.

	The proposal also aligns with MW-P2(9) and MW-P2(10) by recognising mātauraka Māori and tikaka in environmental management and acknowledging the rights and interests of Māori landowners where relevant. The proposal supports MW-P3 because it manages the natural environment in a way that upholds Kāi Tahu hauora. The development: • Recognises Kāi Tahu's enduring relationship with whenua and wai within the Whakatipu takiwā. • Protects cultural values through stormwater management that maintains water quality and avoids adverse effects on downstream environments. • Safeguards mauri by ensuring discharges are appropriately managed and by incorporating land-based stormwater attenuation and treatment. • Includes collaboration with Kāi Tahu to incorporate mātauraka Māori into design elements and cultural considerations. The proposal has been informed by the relevant objectives and policies within Te Tangi a Tauira and the Kāi Tahu ki Otago Natural Resource Management Plan, which emphasise kaitiakitaka, protection of water quality, recognition of cultural landscapes, and appropriate engagement with mana whenua. These documents highlight the importance of consultation, safeguarding taoka species, and maintaining the mauri of wai māori. The project's design and mitigation measures respond to these expectations through culturally informed stormwater management, environmental protection measures, and tikanga-aligned protocols. Overall, the proposal gives effect to the principles of Te Tiriti o Waitangi by incorporating Kāi Tahu values and supporting mana whenua hauora and kaitiakitaka. This is achieved through meaningful engagement, culturally responsive design, and robust environmental management practices that reflect mana whenua guidance and expectations.
Part 2 – Resource Management Overview	
IM – Integrated Management	
<i>IM–O1 – Long term vision (mō tatou, ā, mō kā uri ā muri ake nei)</i>	<i>The management of natural and physical resources, by and for the people of Otago, in partnership with Kāi Tahu, achieves a healthy and resilient natural environment, including the ecosystem services it provides and supports the well-being of present and future generations.</i>
<i>IM–O2 – Ki uta ki tai</i>	<i>The management of natural and physical resources embraces ki uta ki tai, recognising that the environment is an interconnected system which depends on its connections to flourish and must be managed as an interdependent whole.</i>

<i>IM-O3 – Sustainable impact</i>	<i>Otago's communities provide for their social, economic, and cultural well-being by using, developing or protecting natural and physical resources in ways that support or restore the life-supporting capacities of air, water, soil, and ecosystems for future generations</i>
<i>IM-O4 – Climate change</i>	<i>Otago's communities, including Kāi Tahu, understand what climate change means for their future, and responses to climate change in the region (including climate change adaptation and climate change mitigation):</i> <i>(1) are aligned with national level climate change responses,</i> <i>(2) assist with achieving the national emissions reduction targets and plans, including by having a highly renewable energy system, and</i> <i>(3) are recognised as integral to achieving the outcomes sought by this RPS.</i>
<i>IM-P1 – Providing for mana whenua cultural values in achieving integrated management</i>	<i>Recognise and provide for the relationship of Kāi Tahu with natural resources by:</i> <i>(1) enabling mana whenua to exercise rakatirataka and kaitiakitaka,</i> <i>(2) facilitating active participation of mana whenua in resource management processes and decision making,</i> <i>(3) incorporating mātauraka Māori in processes and decision-making, and</i> <i>(4) ensuring resource management provides for the connections of Kāi Tahu to wāhi tūpuna, wai māori (including awa [rivers] and roto [lakes] and wai tai (including te takutai moana [coastal marine area]) and mahika kai and habitats of taoka species.</i>
<i>IM-P3 – Managing environmental interconnections</i>	<i>Manage the use and development of interconnected natural and physical resources by recognising:</i> <i>(1) situations where the value and function of a natural or physical resource extends beyond the immediate, or directly adjacent, area of interest,</i> <i>(2) situations where effects of an activity extend to a different part of the environment, and</i> <i>(3) the impacts of management of one natural or physical resource on the values of another, or on the environment.</i>
<i>IM-P7 – Climate change adaptation and climate change mitigation</i>	<i>Identify and implement climate change adaptation and climate change mitigation methods for Otago that:</i> <i>(1) manage the effects of climate change on existing activities and the wider environment, and</i> <i>(2) manage the establishment of new activities in areas subject to natural hazard risk from the effects of climate change in accordance with the HAZ-NH chapter, and</i> <i>(3) provide Otago's communities, including Kāi Tahu, with the best chance to thrive, and</i> <i>(4) enhance environmental, social, economic, and cultural resilience to the adverse effects of climate change, including by facilitating activities that reduce those effects, and</i> <i>(5) protect Otago's existing renewable electricity facilities and provides for the development of new renewable electricity generation and infrastructure.</i>

Assessment	The proposal is consistent with IM-O1, IM-O2 and IM-O3 as it represents a comprehensive and integrated form of urban development within an area specifically identified for urbanisation. The development has been designed to create a well-functioning urban environment that supports the wellbeing of present and future generations through the provision of housing, open space, local services, transport choice and infrastructure in a coordinated manner. By locating and designing development within the Te Pūtahi Ladies Mile growth area, the proposal makes efficient use of land and physical resources while avoiding sporadic or ad hoc urban expansion elsewhere. Environmental interconnections have been considered through the integrated management of stormwater, open space, planting, transport networks and servicing. These matters have been assessed through the supporting technical reports and can be appropriately managed so that effects on and beyond the boundaries of the site will not be significant or inappropriate. The proposal is also consistent with IM-O4 and IM-P1, IM-P3 and IM-P7. Climate change has been taken into account in the design and construction approach, including through compact built form, efficient use of infrastructure, reduced land take for low-density development, provision for active and public transport, and integration of green infrastructure and stormwater management. The development encourages travel mode shift through a connected pedestrian and cycle network, centralised parking, access to future public transport, and provision for local services that reduce the need for longer vehicle trips. These measures support both climate change adaptation and mitigation and contribute to the resilience of the future community.
Part 3 – Domains And Topics	
LF - Land and Freshwater	
<i>LF-WAI-O1 – Te Mana o te Wai</i>	<i>Otago’s water bodies and their health and well-being are protected, and restored or improved where they are degraded, so that the mauri of those water bodies is protected, and the management of land and water recognises and reflects that:</i> <i>(1) water is the foundation and source of all life – nā te wai ko te hauora o kā mea katoa,</i> <i>(2) there is an integral kinship relationship between water and Kāi Tahu whānui, and this relationship endures through time, connecting past, present and future,</i> <i>(3) each water body has a unique whakapapa and characteristics,</i> <i>(4) fresh water, land, and coastal water have a connectedness that supports and perpetuates life,</i> <i>(5) protecting the health and well-being of water protects the wider environment,</i> <i>(6) Kāi Tahu exercise rakatirataka, manaakitaka and their kaitiakitaka duty of care and attention over wai and all the life it supports, and</i> <i>(7) all people and communities have a responsibility to exercise stewardship, care, and respect in the management of fresh water.</i>

<i>LF-WAI-P2 – Mana whakahaere</i>	<i>Recognise and give practical effect to Kāi Tahu rakatirataka in respect of fresh water by:</i> <i>(1) facilitating partnership with, and the active involvement of, mana whenua in freshwater management and decision-making processes,</i> <i>(2) sustaining the environmental, social, cultural and economic relationships of Kāi Tahu with water bodies,</i> <i>(3) providing for a range of customary uses, including mahika kai, specific to each water body,</i> <i>(4) incorporating mātauraka into decision making, management and monitoring processes, and</i> <i>(5) managing wai and its connections with whenua in a holistic and interconnected way – ki uta ki tai.</i>
<i>LF-WAI-P3 – Integrated management/ki uta ki tai</i>	<i>Manage the use of fresh water and land, using an integrated approach that is consistent with tikaka and kawa, that:</i> <i>(1) sustains and, to the greatest extent practicable, restores or improves:</i> <i>(a) the natural connections and interactions between water bodies (large and small, surface and ground, fresh and coastal, permanently flowing, intermittent and ephemeral),</i> <i>(b) the natural connections and interactions between land and water, from the mountains to the sea,</i> <i>(c) the habitats of mahika kai and indigenous species, including taoka species associated with the water bodies,</i> <i>(2) manages the effects of the use and development of land to maintain or enhance the health and well being of freshwater, coastal water and associated ecosystems,</i> <i>(3) encourages the coordination and sequencing of regional or urban growth to ensure it is sustainable,</i> <i>(4) has regard to foreseeable climate change risks, and the potential effects of climate change on water bodies, including on their natural functioning,</i> <i>(5) has regard to cumulative effects, and</i> <i>(6) applies a precautionary approach where there is limited available information or uncertainty about potential adverse effects, in accordance with IM-P6.</i>
<i>LF-WAI-P4 – Giving effect to Te Mana o te Wai</i>	<i>All persons exercising functions and powers under this RPS and all persons who use, develop or protect resources to which this RPS applies must recognise that LF-WAI-O1, LF-WAI-P1, LF-WAI-P2 and LF-WAI-P3 are fundamental to upholding Te Mana o te Wai, and must be given effect to when making decisions affecting fresh water, including when interpreting and applying the provisions of the LF chapter.</i>
Assessment	The proposal is consistent with LF-WAI-O1 because the development has been designed to maintain and protect the health and wellbeing of freshwater bodies, including Waiwhakaata Lake Hayes, and to ensure that the mauri of water is upheld. The stormwater strategy prioritises land-based treatment, attenuation and soakage, which reflects the principle that protecting wai protects the wider environment and supports Kāi Tahu relationships with freshwater.

	The design recognises the interconnectedness of land and water, and the importance of managing stormwater in a way that avoids degradation of downstream receiving environments. By preventing direct discharge to water and instead using infiltration and storage systems, the proposal supports the life-supporting capacity of wai and aligns with Kāi Tahu expectations for safeguarding mauri. The stormwater design sustains Kāi Tahu environmental and cultural relationships with water by avoiding contamination, protecting water quality, and ensuring that freshwater is managed holistically. The approach also reflects mātauraka Māori principles by prioritising ki uta ki tai thinking and recognising the cultural significance of wai. The proposal is consistent with LF-WAI-P3 because it adopts an integrated, ki uta ki tai approach to managing land use and freshwater. The stormwater system: • sustains natural connections between land and water • protects downstream ecosystems and taoka species • manages land-use effects to maintain freshwater health • incorporates attenuation to reduce peak flows and cumulative effects • responds to foreseeable climate change risks by designing for increased rainfall intensity • applies precaution through robust sediment and erosion controls during construction Construction-phase discharges will be managed through the Environmental Management Plan including sediment control measures consistent with QLDC and ORC requirements, ensuring temporary effects are avoided or minimised. The proposal gives effect to LF-WAI-P4 as the design protects water quality, avoids adverse effects on wai, and ensures that stormwater is managed in a way that upholds mauri and supports Kāi Tahu values. Overall, the proposal maintains and protects freshwater health, avoids adverse effects on Waiwhakaata Lake Hayes, and incorporates a holistic, culturally responsive approach to stormwater and land-use management consistent with Te Mana o te Wai.
LF-FW – Fresh Water	
LF-FW-O8 – Fresh water	<i>In Otago's water bodies and their catchments, the significant and outstanding values of Otago's outstanding water bodies are identified and protected.</i>

<i>LF-FW-P8 – Fresh water</i>	<i>Environmental outcomes, attribute states (including target attribute states), environmental flows and levels, and limits ensure that:</i> <i>(1) the health and well-being of water bodies and freshwater ecosystems is maintained or, if degraded, improved,</i> <i>(2) the habitats of indigenous species with life stages dependent on water bodies are protected and sustained,</i> <i>(3) the habitats of trout and salmon are protected insofar as this is consistent with (2),</i> <i>(4) fish passage is provided for, except where it is desirable to prevent the passage of some fish species in order to protect desired fish species, their life stages, or their habitats,</i> <i>(5) specified rivers and lakes are suitable for primary contact within the following timeframes:</i> <i>(a) by 2030, 90% of rivers and 98% of lakes, and</i> <i>(b) by 2040, 95% of rivers and 100% of lakes, and</i> <i>(6) resources harvested from water bodies including mahika kai and drinking water are safe for human consumption.</i>
<i>LF-FW-P12 – Otago's outstanding water bodies</i>	<i>Otago's outstanding water bodies are:</i> <i>(1) the Kawarau River and tributaries described in the Water Conservation (Kawarau) Order 1997,</i> <i>(2) Lake Wānaka and the outflow and tributaries described in the Lake Wanaka Preservation Act 1973, and</i> <i>(3) any other water bodies identified in accordance with APP1.</i>
<i>LF-FW-P16 – Stormwater discharges</i>	<i>(1) requiring:</i> <i>(a) integrated catchment management plans for management of stormwater in urban areas,</i> <i>(b) all stormwater to be discharged into a reticulated system, where one is made available by the operator of the reticulated system, unless alternative treatment and disposal methods will result in the same or improved outcomes for fresh water,</i> <i>(c) implementation of methods to progressively reduce unintentional stormwater inflows to wastewater systems,</i> <i>(d) that any stormwater discharges do not prevent water bodies from meeting any applicable water quality standards set for FMUs and/or rohe, and</i> <i>(e) the use of water sensitive design techniques wherever practicable, and</i> <i>(2) promoting the reticulation of stormwater in urban areas where appropriate, and</i> <i>(3) promoting source control as a method for reducing contaminants in discharges and the use of good practice guidelines for managing stormwater.</i>
Assessment	It is considered that the proposed development will not result in adverse effects on neighbouring rivers or interconnected groundwater or surface waterbodies. See stormwater analysis above.

LS - Land and Soil	
<i>LF-LS-O11 – Land and soil</i>	<i>The availability and productive capacity of highly productive land for primary production is protected from inappropriate use and development now and for future generations.</i>
<i>LF-LS-O12 – Use, development, and protection</i>	<i>The use, development, and protection of land and soil:</i> <i>(1) safeguards the life-supporting capacity of soil,</i> <i>(2) sustains the potential of land and soil to meet the reasonably foreseeable needs of future generations while recognising the extractive nature of mining,</i> <i>(3) contributes to achieving environmental outcomes for fresh water, and</i> <i>(4) recognises the role of these resources in providing for the social, economic, and cultural well-being of Otago's people and communities.</i>
<i>LF-LS-P19 – Maintaining soil quality</i>	<i>Maintain soil quality by managing both land and freshwater resources, including the interconnections between soil health, vegetative cover and water quality and quantity.</i>
<i>LF-LS-P21 – Soil erosion</i>	<i>Minimise soil erosion, and the associated risk of sedimentation in water bodies, resulting from land use activities by:</i> <i>(1) maintaining vegetative cover on erosion-prone land, to the extent practicable,</i> <i>(2) implementing management practices to minimise the potential for soil to be discharged to water bodies, including by controlling the timing, duration, scale and location of soil exposure, and</i> <i>(3) promoting activities that enhance soil retention.</i>
<i>LF-LS-P23 – Land use and fresh water</i>	<i>The health and well-being of water bodies and freshwater ecosystems is maintained or, if degraded, improved to meet environmental outcomes set for FMUs and/or rohe by:</i> <i>(1) (1) reducing or otherwise managing the adverse effects of direct and indirect discharges of contaminants to water from the use and development of land,</i> <i>(2) managing land uses that may have adverse effects on the flow of water in surface water bodies or the recharge of groundwater,</i> <i>(3) recognising the drylands nature of some of Otago and the resulting low water availability, and</i> <i>(4) maintaining or, where degraded, enhancing the values of riparian margins.</i>
Assessment	The proposal also supports the efficient use of land and soil resources by consolidating growth within an identified urban growth area and reducing pressure for dispersed residential development elsewhere. Although the productive capacity of the land will be reduced through its conversion to urban use, that outcome has been contemplated through the zoning framework and is balanced by the significant social and economic benefits of providing additional housing supply. The life-supporting capacity of soil and freshwater outcomes will be safeguarded through the proposed earthworks, stormwater and servicing measures. Earthworks will be managed through appropriate construction controls, including erosion

	and sediment management, staging, stabilisation and reinstatement, to minimise sediment generation and off-site discharge. Overall, the proposal gives effect to the intent of these provisions by directing urban growth to a location specifically identified for that purpose, making efficient use of land within the Urban Growth Boundary, and managing effects on soil and freshwater through integrated design and infrastructure.
ECO – Ecosystems and Indigenous Biodiversity	
<i>ECO-O1 – Indigenous biodiversity</i>	<i>Otago's indigenous biodiversity is healthy and thriving and any decline in quality, quantity and diversity is halted.</i>
<i>ECO-O3 – Kaitiakitaka and stewardship</i>	<i>Kāi Tahu exercise their rakatirataka and role as kaitiaki of Otago's indigenous biodiversity, and Otago's communities are recognised as stewards, who are responsible for:</i> <i>(1) te hauora o te koiora (the health of indigenous biodiversity), te hauora o te taoka (the health of species and ecosystems that are taoka), and te hauora o te taiao (the health of the wider environment), while</i> <i>(2) providing for te hauora o te takata (the health of the people).</i>
<i>ECO-O4 – Social, economic and cultural well-being</i>	<i>While achieving ECO-O1, ECO-O2 and ECO-O3, the social, cultural and economic well-being of people and communities now and in the future is provided for.</i>
<i>ECO-P2 – Kaitiakitaka</i>	<i>Enable Kāi Tahu to exercise their role as kaitiaki of Otago's indigenous biodiversity by:</i> <i>(1) partnering with Kāi Tahu in the management of indigenous biodiversity to the extent desired by mana whenua,</i> <i>(2) working with Kāi Tahu to identify indigenous species and ecosystems that are taoka,</i> <i>(3) incorporating the use of mātauraka Māori in the management and monitoring of indigenous biodiversity, and</i> <i>(4) facilitating access to and use of indigenous biodiversity by Kāi Tahu, including mahika kai, according to tikaka.</i>
Assessment	The proposal aligns with the QLDC Spatial Plan and QLDC Ladies Mile Masterplan work and so the land use is anticipated. The application site does not include any identified SNA or taoka.
EIT-INF – Infrastructure	
<i>EIT-INF-O1 – Provision of infrastructure</i>	<i>Effective, efficient, safe and resilient infrastructure, nationally significant infrastructure and regionally significant infrastructure enables people and communities to provide for their social and cultural well being, their health and safety, and supports sustainable economic development and growth in the region, while adverse effects are managed.</i>
<i>EIT-INF-O2 – Integration</i>	<i>Development of infrastructure and land use change is coordinated, where appropriate.</i>
<i>EIT-INF-O3 – Protecting</i>	<i>Regionally significant infrastructure and nationally significant infrastructure are not compromised by subdivision, use and</i>

<i>infrastructure with national or regional significance</i>	<i>development.</i>
<i>EIT-INF-P3 – Upgrades and development</i>	<i>Provide for upgrades to existing, and development of new, nationally significant infrastructure or regionally significant infrastructure while ensuring that:</i> <i>(1) it is designed and located, as far as practicable, to maintain functionality during and after natural hazard events,</i> <i>(2) it is resilient, to the extent reasonably practicable, to the current and future effects of sea level rise and climate change,</i> <i>(3) it is, as far as practicable, co-ordinated with long-term land use planning, and</i> <i>(4) its delivery, operation or use is efficient.</i>
<i>EIT-INF-P4 – Locating and managing effects of infrastructure, nationally significant infrastructure and regionally significant infrastructure outside the coastal environment</i>	<i>When providing for new infrastructure, nationally significant infrastructure and regionally significant infrastructure outside the coastal environment:</i> <i>(1) avoid, as the first priority, locating infrastructure in all of the following:</i> <i>(a) significant natural areas,</i> <i>(b) outstanding natural features and landscapes,</i> <i>(c) natural inland wetlands and rivers,</i> <i>(d) outstanding water bodies,</i> <i>(e) areas or places of significant or outstanding historic heritage, and</i> <i>(f) wāhi tupuna, and</i> <i>(2) if it is not reasonably practicable to avoid locating in the areas listed in (1) above because of the functional needs or operational needs of the infrastructure, nationally significant infrastructure and regionally significant infrastructure manage adverse effects as follows:</i> <i>(a) for nationally significant infrastructure, regionally significant infrastructure, or electricity distribution networks:</i> <i>(i) in significant natural areas, in accordance with ECO-P4, ECO-P5, and ECO-P6,</i> <i>(ii) in natural inland wetlands or rivers, in accordance with LF-FW-P11 and LF-FW-P14,</i> <i>(iii) in outstanding water bodies, in accordance with LF-FW-P13,</i> <i>(iv) in relation to wāhi tupuna, in accordance with HCV-WT-P2,</i> <i>(v) in other areas listed in EIT-INF-P4(1) above, the adverse effects of the infrastructure on the values that contribute to the area's importance shall be:</i> <i>I. remedied or mitigated to the extent practicable, and</i> <i>II. where they cannot be practicably remedied or mitigated, regard shall be had to offsetting and/or compensation of more than minor residual adverse effects, and</i> <i>(b) for all infrastructure that is not nationally significant infrastructure, regionally significant infrastructure or electricity distribution networks, avoid adverse effects on the values that contribute to the area's outstanding nature or</i>

	<i>significance except in relation to historic heritage which is not significant or outstanding, then HCV-HH-P6(3) will apply.</i>
<i>EIT-INF-P7 – Protecting nationally significant infrastructure and regionally significant infrastructure</i>	<i>Protect the efficient and effective operation, maintenance, upgrading and development of nationally significant infrastructure and regionally significant infrastructure by:</i> <i>(1) to the extent reasonably possible, managing activities, to ensure that of the operation, maintenance, upgrading and development of nationally significant infrastructure or regionally significant infrastructure, is not compromised,</i> <i>(2) to the extent reasonably possible, managing activities to avoid reverse sensitivity effects on nationally significant infrastructure or regionally significant infrastructure, and</i> <i>(3) identifying areas where sensitive activities are to be avoided.</i>
<i>EIT-INF-P10 – Urban growth and infrastructure</i>	<i>Provide for development infrastructure and additional infrastructure required to service existing, planned and expected urban growth demands in the short, medium and long term, taking in account UFD-P1 to UFD-P7.</i>
Assessment	Objective EIT-INF-O5, Policy EIT-INF-P17, and Method EIT-INF-M5 provide for the coordinated development of infrastructure to support growth. The Project is consistent with these provisions as it includes the upgrade and timely delivery of infrastructure required to service planned urban growth, including upgrades to regionally significant infrastructure. The infrastructure works are not located within any significant natural areas, outstanding natural features or landscapes. Accordingly, the Project will support efficient and resilient infrastructure delivery while avoiding significant areas and appropriately managing any adverse effects.
EIT-EN – Energy	
<i>EIT-EN-O5 – Energy and social and economic well-being</i>	<i>The health and well-being of Otago’s communities and economy are supported by renewable electricity generation within the region that is safe, secure, and resilient.</i>
<i>EIT-EN-O6 – Energy use</i>	<i>Development is located and designed to facilitate the efficient use of energy and to reduce demand if possible, minimising the contribution that Otago makes to total greenhouse gas emissions.</i>
<i>EIT-EN-P18 – Small and community scale distributed electricity generation</i>	<i>Provide for small and community scale distributed electricity generation activities that increase the local community’s resilience and security of energy supply.</i>
<i>EIT-EN-P19 – Energy conservation and efficiency</i>	<i>Development supports energy conservation and efficiency by designing subdivisions to maximise solar access, and locating subdivision development to minimise, as far as practicable, transportation costs, car dependency and greenhouse gas emissions.</i>

Assessment	The proposal is consistent with these provisions as it incorporates community-scale solar infrastructure to support the energy needs of the development and reduce operational greenhouse gas emissions. This will contribute to local energy resilience and security of supply, while supporting the broader policy direction for renewable electricity generation and more efficient energy use. The development has also been designed to reduce energy demand and transport-related emissions through its compact urban form and movement network. Pedestrian and cycle routes are prioritised as the most convenient means of moving through the site, encouraging mode shift and reducing reliance on private vehicles. Overall, the proposal supports energy efficiency, renewable energy generation, and a lower-emissions pattern of urban development.
EIT-TRAN – Transport	
<i>EIT-TRAN-O10 – Effective, efficient, and safe transport</i>	<i>Otago has an integrated air, land and water-based transport network that:</i> <i>(1) is effective, efficient and safe,</i> <i>(2) connects communities and their activities within Otago, with other regions, and internationally, and</i> <i>(3) is resilient to natural hazards and the effects of climate change, and the changing needs of communities.</i>
<i>EIT-TRAN-O11 – Transport system</i>	<i>The transport system within Otago supports the movement of people, goods and services, is integrated with land use, provides a choice of transport modes and is adaptable to changes in demand.</i>
<i>EIT-TRAN-O12 – Effects of the transport system</i>	<i>The contribution of transport to Otago's greenhouse gas emissions is reduced and communities are less reliant on fossil fuels for transportation.</i>
<i>EIT-TRAN-P20 – Integration of the transport system</i>	<i>The transport system contributes to the social, cultural and economic well-being of the people and communities of Otago through:</i> <i>(1) integration with land use activities and across transport modes, and</i> <i>(2) provision of transport infrastructure that enables safe and efficient service delivery in response to demand.</i>
<i>EIT-TRAN-P21 – Transport system design</i>	<i>Resilience and adaptability of the transport system supports efficient networks for the transport of people and goods that are sustained, improved, and responsive to growth by:</i> <i>(1) promoting a consolidated urban form that integrates land use activities with the transport system,</i> <i>(2) placing a high priority on active transport and public transport and their integration into the design of development and transport networks, and</i> <i>(3) encouraging regional connectivity, including to key visitor destinations, and improved access to public spaces, including the coastal marine area, lakes and rivers.</i>
<i>EIT-TRAN-P22 –</i>	<i>Maintenance and development of the transport system enhances the uptake of public transport by:</i>

<i>Public transport</i>	(1) <i>promoting safe and reliable alternatives to low occupancy private vehicle use,</i> (2) <i>including measures to ensure pedestrian and cyclist safety and amenity, and</i> (3) <i>taking into consideration the accessibility needs of the community.</i>
<i>EIT-TRAN-P23 – Operation of the transport system</i>	<i>The efficient and effective operation of the transport system is maintained by:</i> (1) <i>avoiding or mitigating adverse effects of activities on the functioning of the transport system,</i> (2) <i>avoiding the impacts of incompatible activities, to the extent reasonably practicable, including those that may result in reverse sensitivity effects,</i> (3) <i>avoiding or minimising the effects of activities and development so that the opportunity to adapt, upgrade or develop the transport system to meet future transport demand, is not compromised,</i> (4) <i>promoting the development and use of transport hubs that enable an efficient transfer of goods for transport and distribution across different freight and people transport modes,</i> (5) <i>promoting methods that provide more efficient use of, or reduce reliance on, private motor vehicles, including ridesharing, park and ride facilities, bus hubs, bicycle facilities, demand management and alternative transport modes, and</i> (6) <i>encouraging a shift to using renewable energy sources.</i>
<i>EIT-TRAN-P24 – Sustainable transportation</i>	<i>Enable the development of sustainable transport networks that enhance the uptake of new technologies and reduce reliance on fossil fuels throughout Otago.</i>
Assessment	The proposal is consistent with the relevant transport objectives and policies as it supports an integrated, efficient and lower-emissions transport network that is coordinated with planned land use change at Te Pūhahi Ladies Mile. The development provides a compact residential form in proximity to existing and planned transport corridors, with pedestrian and cycle routes designed to be the most convenient way to move through the site. The Economic Assessment also notes that increased residential density near existing and planned transport corridors strengthens the case for more frequent and comprehensive public transport services that may otherwise be difficult to sustain
HAZ – Hazards and Risks	
<i>HAZ-NH-O1 – Natural hazards</i>	<i>Activities do not exacerbate natural hazard risks within Otago, and are managed to reduce significant natural hazard risk.</i>
Assessment	The proposed development will not exacerbate the natural hazard risks within Otago.
NFL – Natural Features and Landscapes	
<i>NFL-O1 – Outstanding natural features and landscapes</i>	<i>The areas and values of Otago’s outstanding natural features and landscapes are identified, and the use and development of Otago’s natural and physical resources results in the protection of them from inappropriate subdivision, use and development.</i>

<i>NFL-P2 – Protection of outstanding natural features and landscapes</i>	<i>Protect outstanding natural features and landscapes from inappropriate subdivision, use and development by:</i> <i>(1) maintaining the values that contribute to the natural feature or landscape being considered outstanding, even if those values are not themselves outstanding,</i> <i>(2) avoiding, remedying or mitigating other adverse effects; and</i> <i>(3) managing the adverse effects of infrastructure on the values of outstanding natural features and landscapes in accordance with EIT-INF-P4 and EIT-INF-P9.</i>
<i>NFL-P3 – Management of activities within highly valued natural features and landscapes</i>	<i>Manage adverse effects of subdivision, use and development within any identified highly valued natural features and landscapes having particular regard to the maintenance or enhancement of the values of those areas.</i>
Assessment	The proposal is consistent with these provisions as the development will not occur within any Outstanding Natural Feature or Outstanding Natural Landscape. While the site is located in the foreground of Slope Hill, Ladies Mile has long been identified as a strategically important growth area. The proposal therefore represents anticipated urban development in a location identified for growth, rather than inappropriate subdivision, use or development within a protected landscape. The Landscape Assessment confirms that the Project will not compromise the ability to perceive or appreciate the Slope Hill ONF. The skyline and landform of Slope Hill will remain legible in relevant public views, with the development sitting within the foreground as part of the anticipated urbanisation of Ladies Mile. The taller buildings will not intrude into the skyline of Slope Hill or erode its dominance within the wider landscape. Accordingly, the proposal maintains the ONF's role as a defining natural feature and protects the landscape values associated with its physical, associative, and perceptual attributes.
NFL – Urban Form and Development	
UFD-O1 – Development of urban areas	The development and change of Otago's urban areas occurs in a strategic and coordinated way, which results in well-functioning urban environments, that: (1) accommodate the diverse and changing needs and preferences of Otago's people and communities, now and in the future, (2) integrate effectively with infrastructure, development infrastructure and additional infrastructure, and surrounding urban areas and rural areas, including by managing reverse sensitivity effects and direct effects on electricity networks, (3) are consolidated, well-connected and have a well-designed urban form, (4) have effective and efficient infrastructure, development infrastructure and additional infrastructure, (5) support climate change adaptation and climate change mitigation, and (6) takes into account the values and aspirations of iwi, hapū and whānau, including for urban development.
UFD-P1 – Strategic	Strategic planning processes, undertaken at an appropriate scale and detail, precede urban growth and development and:

planning	(1) Identify how housing choice, quality, and affordability will be improved. (2) ensure the integration of land use, urban intensification, and urban expansion with infrastructure, including how, where and when necessary development infrastructure and additional infrastructure will be provided, and by whom, (3) take into account whether urban expansion may contravene limits (in relation to freshwater), (4) demonstrate at least sufficient development capacity supported by integrated infrastructure provision for Otago's housing and business needs in the short, medium and long term, (5) maximise current and future opportunities for increasing resilience and reducing contributions of communities to climate change, and facilitate adaptation to changing demand, needs, preferences and climate change (6) indicate how connectivity will be improved and connections will be provided within urban areas, (7) provide opportunities for iwi, hapū and whānau involvement in planning processes, including in decision making, to ensure provision is made for their needs and aspirations, and cultural practices and values, (8) facilitate involvement of the current community and respond to the reasonably foreseeable needs of future communities, and (9) identify areas of potential conflict between incompatible activities and sets out the methods by which these are to be resolved, including by consultation with infrastructure providers.
UFD-P2 – Sufficiency of development capacity	Ensure that at least sufficient housing and business development capacity is provided in urban areas in the short, medium and long term, including by: (1) responding to any demonstrated insufficiency in housing or business development capacity by increasing development capacity or providing more development infrastructure as required, as soon as practicable, (2) being responsive to plan changes that demonstrate compliance with UFD-P7, and (3) requiring Tier 2 urban environments to meet, at least, the relevant housing bottom lines in APP12.
UFD-P3 – Urban intensification	Manage intensification in urban areas, so that as a minimum the intensification: (1) contributes to establishing or maintaining the qualities of a well-functioning urban environment, (2) is well-served by efficient and effective infrastructure, development infrastructure and additional infrastructure, (3) enables heights and densities that meets the greater of demonstrated demand for housing and/or business use or the level of accessibility provided for by existing or planned active transport or public transport, (4) addresses issues of concern to iwi and hapū, including those identified in any relevant iwi planning documents, (5) protects the efficient and effective operation, maintenance, upgrading and development of nationally significant infrastructure and regionally significant infrastructure in accordance with EIT INF-P7, and electricity distribution infrastructure in accordance with EIT-INF-P1, and (6) except as provided for in (5), limits, to the extent reasonably possible, the effects on operation, maintenance, upgrading and development of development infrastructure and additional infrastructure.
UFD-P4 – Urban	Expansion of existing urban areas should only occur where, at a minimum, the expansion:

expansion	(1) contributes to establishing or maintaining the qualities of a well-functioning urban environment, (2) is identified by and undertaken consistent with strategic plans prepared in accordance with UFD-P1, or is required to address a shortfall identified in accordance with UFD-P2, (3) achieves consolidated, well designed and sustainable development in and around existing urban areas, (4) is logically and appropriately staged, and will not result in inefficient or sporadic patterns of settlement and residential growth, (5) is integrated efficiently and effectively with infrastructure, development infrastructure and additional infrastructure in a strategic, timely and co-ordinated way, (6) addresses issues of concern to iwi and hapū, including those identified in any relevant iwi planning documents, (7) manages adverse effects on other values or resources identified by this RPS that require specific management or protection, (8) avoids, highly productive land except as provided for in the NPSHPL, and considers adverse effects, particularly reverse sensitivity effects, on existing and anticipated primary production or rural industry activities when determining the location of the new urban/rural boundary, (9) protects the efficient and effective operation, maintenance, upgrading and development of nationally significant infrastructure and regionally significant infrastructure in accordance with EIT INF-P7, and electricity distribution infrastructure in accordance with EIT-INF-P1, and (10) except as provided for in (9), limits, to the extent reasonably possible, the effects on operation, maintenance, upgrading and development of development infrastructure and additional infrastructure.
UFD-P5 – Commercial activities	Provide for commercial activities in urban areas by: (1) enabling a wide variety and scale of commercial activities, social, recreational and cultural activities to concentrate in city, metropolitan, town centre and commercial zoned areas, where appropriate, especially if they are highly accessible by public transport or active transport, and (2) enabling smaller local and neighbourhood centres, mixed use zones and rural settlements to accommodate a variety of commercial activities, social, recreational and cultural activities of a scale appropriate to service local community needs.
Assessment	The proposal is consistent with the relevant urban form and development provisions, as it will deliver substantial residential capacity within Te Pūtahi Ladies Mile, an area specifically identified and planned for urban growth. The development provides a compact, higher-density residential form that contributes to housing supply and choice. The development also supports the qualities of a well-functioning urban environment through integrated open space, local commercial activity, pedestrian and cycle connections, and proximity to existing and planned public transport corridors. Taking a masterplanned approach, the development represents coordinated expansion, rather than sporadic or inefficient growth. It is consistent with the strategic direction for Ladies Mile and is supported by proposed and planned future infrastructure upgrades.

	The scale, density and layout of the development enable efficient use of land and infrastructure and support active and public transport.
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