

APPENDIX 3: Resource Consent RM150049 (ORHL Outline Plan)

**DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL****NOTIFICATION UNDER s95 AND DETERMINATION UNDER s104****RESOURCE MANAGEMENT ACT 1991**

Applicant:	Orchard Road Holdings Limited
RM reference:	RM150049
Application:	Application under Section 88 of the Resource Management Act 1991 (RMA) for land use consent for an Outline Development Plan approval for Industrial B Zone, Ballantyne Road Precinct.
Location:	Ballantyne Road, Wanaka
Legal Description:	Lot 3 Deposited Plan 374697 and Lot 99 DP 445766 contained in Computer Freehold Register 560995
Zoning:	Industrial B and Rural General
Activity Status:	Restricted Discretionary
Decision Date	3 July 2015

SUMMARY OF DECISIONS

1. Pursuant to sections 95A-95F of the RMA the application will be processed on a **non-notified** basis given the findings of Section 6.0 of this report. This decision is made by Adonica Giborees, Senior Planner, on 3 July 2015 under delegated authority pursuant to Section 34A of the RMA.
2. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of this decision imposed pursuant to Section 108 of the RMA. The consent only applies if the conditions outlined are met. To reach the decision to grant consent the application was considered (including the full and complete records available in Council's electronic file and responses to any queries) by Adonica Giborees, Senior Planner, as delegate for the Council.

1. PROPOSAL AND SITE DESCRIPTION

Proposal

Land use consent is sought to approve an Outline Development Plan (ODP) that will provide for the creation of 23 Industrial allotments, internal roading, cycle and pedestrian links and an Open Space area, and to undertake earthworks associated with the development. The application relates to the Industrial B Zone- Ballantyne Road Precinct.

The applicant has indicated that the development would occur in two stages. As an ODP it is required that the entire area contained within the Structure Plan area is considered. Stage 1 is to create 18 lots created off an extension of Enterprise Drive that will then loop around through the future subdivision. Stage 2 is to create 5 lots accessed from a Cul-de-sac off the southern side of Enterprise Drive. Lots sizes will be between 1,045m² and 2,690m².

The applicant has provided an ODP design that will guide future subdivision consents for the site. Cross sections of the road and an indicative road layout have been provided including placement of street trees that will guide the roading design within any subdivision.

The development is to be serviced by reticulated water and waste water. Storm water will be disposed of on-site. Power and telecommunications network connections will be available within the development. All infrastructure design is to be finalised at the time of subdivision.

The ODP includes an area of Open Space in accordance with the Structure Plan. Pedestrian and cycle links will be created through the Open Space. The applicant's preference is for this to be vested in Council. Limited landscape detail for the area has been provided and conditions have been agreed upon that would allow for detail of landscaping to be submitted at the time of subdivision. Any vesting would be subject to Council approval.

Earthworks required to enable the development have been indicated by the applicant. A total of 8380m² of topsoil is to be stripped with 5380m³ to be taken to Three Parks and the balance as stockpile. Cut to fill volume will be 4580m³ and 6360m³ of cut material is to be disposed of off site. The 3000m³ of stockpiled topsoil will be re-distributed on site. The earthworks are to occur over an area of 4.1875ha. The maximum cut depth will be 1.1 metres and the maximum depth of fill is 0.8 metres. Land use consent for earthworks is not being sought as part of the Outline Development Plan and are to be included as part of any subdivision consent.

Site location and description

The site has an area of 12.2 hectares and is generally flat. The site borders an established Industrial area that fronts Ballantyne Road and is located approximately 2 kilometres from Wanaka town centre.

The site is accessed off Enterprise Drive. A consent notice secured on the computer freehold register requires any upgrading as necessary of the intersection between Ballantyne Road and Enterprise Drive at the time development is established within Lot 99 DP 445766. The proposed development will not change the requirement for this upgrade to be undertaken. The images below depict the location of the subject site, the Structure Plan, and views into the site.



- (h) The location and indicative design of carparking and manoeuvring areas, acknowledging that this will need to be further refined as part of subsequent land use consents once exact requirements are known.
- (i) The provision of infrastructure to service the development such as water, sewage treatment, stormwater, lighting, power and telecommunications facilities.
- (j) Measures to address any adverse effects resulting from any contaminated sites.

Overall, the application is considered to be a **restricted discretionary** activity.

2.2 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Based on the applicant's review of Council records, the piece of land to which this application relates is not a HAIL site, and therefore the NES does not apply.

3. SECTION 95A NOTIFICATION

The applicant has not requested public notification of the application (s95A(2)(b)).

No rule or national environmental standard requires or precludes public notification of the application (s95A(2)(c)).

The consent authority is not deciding to publicly notify the application using its discretion under s95A(1) and there are no special circumstances that exist in relation to the application that would require public notification (s95A(4)).

A consent authority must publicly notify an application if it decides under s95D that the activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(2)(a)).

An assessment in this respect follows.

4. ASSESSMENT OF EFFECTS ON THE ENVIRONMENT (s95D)

4.1 MANDATORY EXCLUSIONS FROM ASSESSMENT (s95D)

- A: *Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).*
- B: *The activity is a **restricted discretionary** activity, so that adverse effects which do not relate to a matter of **discretion** have been disregarded (s95D(c)).*
- C: *Trade competition and the effects of trade competition (s95D(d)).*

4.2 ASSESSMENT: EFFECTS ON THE ENVIRONMENT

Taking into account section 4.1 above, the following assessment determines whether the activity will have, or is likely to have, adverse effects on the environment that are more than minor.

The relevant assessment matters are found in Section 11.6.2ii of the District Plan and have been considered in the assessment below. These are based around the matters of discretion outlined in Section 2.1 above.

Ms Overton, Council's Resource Management Engineer has provided comments and recommendations for the application against the relevant engineering assessment matters. This report is attached as Appendix 2.

Comments have also been provided by Mr Stephen Quin, Senior Parks and Reserves Planner in relation to the requirements for the Open Space area to vest as reserve and Ms Paula Costello, Senior Planner in relation to Urban Design. These comments and recommendations are addressed in the relevant sections below.

- Subdivision/ Development layout, including roading design detail and streetscape design

The proposal follows the structure plan and provides a logical layout that is connected to surrounding areas through the proposed roads and footpaths. Rear sites are avoided. The details of the road design are discussed below in *Roading and Layout* and includes discussion on the use of a cul-de-sac.

Mr Quin has confirmed that the intended road reserve landscaping is appropriate. He recommends conditions requiring details to be provided at the time of subdivision in terms of planting, irrigation and maintenance of the streetscape landscaping. The location of any of the trees would need to take into account indented car parking and location of vehicle crossings. Ms Overton and Mr Quin have confirmed that the detail and location of these can be adequately dealt with as part of detailed design at the time of subdivision. This is accepted and conditions of consent are recommended accordingly.

The ODP does not include any built form. All buildings within the zone require resource consent. No additional design controls are proposed other than those set out in the site and zone standards. The layout of the allotments is considered appropriate to provide for future development that will meet the relevant standards and that will have suitable solar gain access.

Lot 32 has an irregular shape with a narrow strip of land that connects to Ballantyne Road. The unusual shape of the site is reflected in the structure plan and current site boundaries. Any adverse effects in relation to the unusual shape of Lot 32 are not considered to be any greater than is anticipated by the Structure Plan. It is considered that the main part of Lot 32 contains sufficient area to provide for development as anticipated by the design standards within the zone.

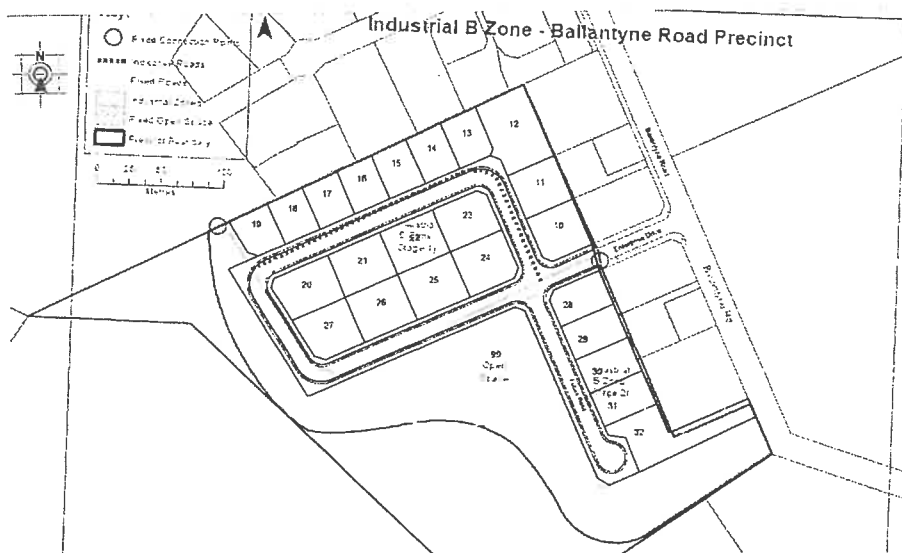
Overall, effects on the environment in relation to the layout of the development and sites are likely to be less than minor. These will be further assessed in full detail at the time resource consent for subdivision is sought.

Roading and Layout

- Roading and transport

The proposed road layout is in the location shown within the structure plan, as demonstrated in Figure 1 below.

Figure 1 ODP shown over the Structure Plan



The roading layout provides a looped road with potential for future connection to Fredrick Street to the north of the subject site. No rear lots are proposed.

A cul-de sac has been used on the southern internal road. The intention of the zone is for cul-de-sac's to be avoided. A pedestrian/cycle link is to be installed at the cul-de-sac head. Ms Costello has confirmed that in this instance the pedestrian link sufficiently mitigates the use of the cul-de-sac.

Ms Overton has confirmed she is satisfied that access to the site and the road layout are appropriate so that appropriate detailed roading engineering design can be achieved at the time of subdivision.

The proposed development is considered to provide appropriate roading connection to the surrounding area. Subject to engineering conditions that require detailed design of the roads in accordance with the layout of the ODP will ensure that any effects in terms of roading will be less than minor.

- *Pedestrian and cycle links*

The ODP provides for walking and cycling within the development. Pedestrian paths have been shown in the Open Space area that will allow for walking and cycling. Footpaths are provided within the development.

Currently links outside of the site to the surrounding area will be limited to a connection to Ballantyne Road. There would be future connection potential as the surrounding area continues to develop. Given the relatively confined area of the Ballantyne Road Precinct it is considered that the ODP provides for pedestrian and cycle links that are reflective of the scale of the development proposed.

Crime Prevention Through Environmental Design (CPTED) principles are sought to be included as part of any development within the area. The design controls on any future buildings, and the imposed conditions requiring detailed landscape design of the Open Space, including the pedestrian paths will ensure that CPTED principles are appropriately adopted as part of any subdivision application for the site.

Overall it is considered that, subject to the recommended conditions for landscape design, the ODP provides appropriate pedestrian and cycle links that would avoid adverse effects.

- *Open space areas and Landscaping*

The applicant intends that the Open Space will provide amenity space for people working within the Industrial Area and as a buffer to the rural land to the east and south.

Detail of landscaping is anticipated as part of the ODP. A simple single tree landscape plan was initially submitted with the application. Mr Quin did not consider that the proposed landscaping was appropriate to enable the area to vest as Council reserve.

Assessment Matter 11.6.2ii(a)(x) requires that the landscape plan:

- *Clarifies the use of the space and for this to be designed/ planted accordingly;*
- *Identify the range of plant species proposed, including evergreen species where year-round screening of the development is required*
- *Outline the long term ownership, management, and maintenance regime for the open spaces*

The applicant has amended the ODP so that no landscape planting is shown and has agreed to the imposition of conditions that requires approval of a detailed landscape plan that includes a management plan prior to subdivision approval. A two year maintenance period by the developer is required prior to vesting and as such it is considered that a condition of consent can be imposed. Mr Quin has provided detail of what the landscape plan will need to achieve to enable vesting of the Open Space in Council and include; a naturalistic look with a minimum 25% canopy cover planted with species suited to the environment, suitable treatment of path areas and planting. It is considered that the objectives of this

landscape plan will achieve an appropriate design for the Open Space area whether it is held in Council or private ownership. Subject to such a condition any effects in terms of the landscaping of the Open Space Area would be less than minor.

The site does not contain any important view shafts that are considered to be adversely affected by the proposed development. The mountain range that includes Mount Alpha and Mount Roy to the south-west of the site will remain the prominent landscape feature visible from Enterprise Drive and within the surrounding area.

- *Earthworks*

The site is relatively flat and will not require significant earthworks to enable the development. The applicant has provided an indicative earthworks plan that shows the earthworks to be undertaken at the time of future subdivision. Ms Overton has confirmed that the earthworks are feasible, and that no adverse effects will result on neighbouring properties. Land use consent for earthworks is not being sought at this stage and will be included as part of any future subdivision consent. Any effects in terms of earthworks would be able to be adequately addressed as part of these future resource consents.

- *Initiatives which help reduce private car use and encourage alternative modes of transport (i.e. travel Demand Management).*

A basic Integrated Travel Assessment (ITA) has been provided. Ms Overton has confirmed she is satisfied that the ITA complies with the Council (*draft*) ITA guidelines. The ODP is considered to provide for sufficient alternative modes of transport for the scale of development being undertaken to ensure any adverse transport effects within the surrounding area as a result of the development are less than minor. Future buildings are required to install shower facilities where greater than 10 occupants are anticipated. No further travel demand management is considered necessary.

- *The provision of public transport facilities and/or infrastructure or space to enable its future development.*

No bus stops have been specified within the ODP. Ms Overton has confirmed that the road design would have sufficient area to accommodate a bus stop adjacent to the open space area. Given that there are no public bus services within Wanaka currently it is not considered necessary for a fixed bus stop to be indicated within the ODP. The space provided within the road reserve will ensure that future bus stops could be implemented in a way that would not adversely affect traffic and roading within the development.

- *The location and indicative design of carparking and manoeuvring areas, acknowledging that this will need to be further refined as part of subsequent land use consents once exact requirements are known.*

The proposed road cross section design provides sufficient room for indented parking. The extent of indented parking that can be provided within the roadway will be restricted by the location of vehicle crossings into allotments and the provision of street trees.

Ms Overton is satisfied that car parking within the ODP can be achieved and that through the subdivision approval process the extent and location of car parks can be adequately secured. Any adverse effects in terms of car parking will be less than minor.

- *Infrastructure*

The development will connect to Council reticulated services for water and wastewater. Ms Overton has confirmed that the demand created by the development in terms of water, wastewater, power and telecommunications has been anticipated by Plan Change 36 and that any specific design requirements can be appropriately addressed at the time of subdivision. Of note, is that upgrades to the Wanaka water scheme are likely to be required to provide required flows and pressure to service the development. Ms Overton has confirmed that she is satisfied that the provision of infrastructure can be adequately addressed at the time of subdivision and on this basis no specific conditions of consent are recommended in relation to infrastructure.

Overall it is considered that the development can be adequately serviced and that design of infrastructure can be addressed at the time of subdivision. Any adverse effects in terms of infrastructure are considered to be less than minor.

- *Storm water*

Onsite storm water disposal is proposed. An existing storm water retention pond located on the southern boundary within the open space area is to service the proposed development and has been confirmed as having capacity. There is also potential for extension to this pond if necessary. Ms Overton has addressed all the assessment matters in terms of 11.6.2ii(c)(i-ix) *Storm water* in her report and confirms she is satisfied that the final design and capacity of the system can be addressed at the time of subdivision. No conditions are recommended in this respect.

- *Contamination*

The site does not contain any areas that are known to be contaminated and therefore no adverse effects as a result of contamination of the site are anticipated.

Summary of Effects on the Environment

The purpose of an Outline Development Plan is to ensure that a development is undertaken in a high-quality manner when assessed at a high level. Development of land is structured from an ODP and will ideally result in a safe and legible roading pattern, a well-connected subdivision configuration and lot layout, connectivity, high quality open space and to provide an area with amenity whilst providing for the needs of Industrial development within an area that has amenity.

The proposed ODP is considered to provide for future Industrial development as anticipated by the District Plan in an area where the streetscape plantings and Open Space will ensure a high amenity area. The layout provides for connections of the roading network as well as opportunities for cycle and walking connections with the surrounding area. Overall, it is considered that any adverse effects in the environment will be less than minor.

4.3 DECISION: EFFECTS ON THE ENVIRONMENT (s95A(2))

Overall the proposed activity is not likely to have adverse effects on the environment that are more than minor.

5.0 EFFECTS ON PERSONS

Section 95B(1) requires a decision whether there are any affected persons (under s95E) in relation to the activity. Section 95E requires that a person is an affected person if the adverse effects of the activity on the person are minor or more than minor (but not less than minor).

5.1 MANDATORY EXCLUSIONS FROM ASSESSMENT (s95E)

A: *The activity is a **restricted discretionary** activity, so that adverse effects which do not relate to a matter of **discretion** have been disregarded (s95E(2)(b)).*

5.2 ASSESSMENT: EFFECTS ON PERSONS

Rule 11.5.3ii(a) provides for restricted discretionary ODP applications which may be considered without public notification or the need to obtain written approval of, or serve notice on affected persons.

Taking into account section 5.1 above, the following outlines an assessment as to whether the activity will have or is likely to have adverse effects on persons that are minor or more than minor:

The proposal provides for development within the site consistent with the development anticipated by the Ballantyne Precinct Structure Plan.

The Open Space provides separation between future built development within the ODP area and the rural sites to the south of the subject site. Lot 32 is the closest allotment and is approximately 55 metres from the rural properties to the south. Whilst no landscape detail has been submitted it is considered that subject to the recommended conditions of landscaping, to be designed and implemented at the time of subdivision any adverse effects in terms of amenity, shading and outlook are anticipated to be less than minor.

The site to the south-west is also owned by the applicant. The Open Space area also provides a buffer for the property to the south-west from any future Industrial built development within the subject site. This property is part of the Private Plan Change 46 area.

The sites to the north are also zoned Industrial B. The ODP is considered to provide for potential future development in a way that is anticipated within the zone. No direct connections are made to these sites from the internal access ways. No adverse effects are anticipated for these sites with the ODP providing for future development as anticipated within the zone.

The proposed earthworks will be finished with appropriate gradients and no adverse effects in terms of land stability of surrounding sites are anticipated.

Overall, adverse effects on persons are considered to be less than minor.

5.3 **DECISION: EFFECTS ON PERSONS (s95B(1))**

In terms of Section 95E of the RMA, no person is considered to be adversely affected.

6.0 **OVERALL NOTIFICATION DETERMINATION**

Given the decisions made above in sections 4.3 and 5.3 the application is to be processed on a non-notified basis.

7.0 **S104 ASSESSMENT**

7.1 **EFFECTS (s104(1)(a))**

Actual and potential effects on the environment have been outlined in section 4 of this report. Conditions of consent can be imposed under s108 of the RMA as required to avoid, remedy or mitigate adverse effects.

7.2 **RELEVANT DISTRICT PLAN PROVISIONS (s104(1)(b)(vi))**

The relevant Objective and Policies are found in *Section 11.1.5 Industrial B Zone*.

Objective 1

A high quality, functional area that provides for a wide range of business, industrial, service and trade-related activities and avoids residential, office, and most retail uses.

Policies

- 1.1 *To avoid development that is not in accordance with the relevant Structure Plan or approved Outline Development Plans.*
- 1.2 *To ensure that development and subdivision only occurs where either the necessary infrastructure exists to service it, or temporary measure(s) have been agreed to by the council and the applicant has committed to connect to the council reticulated system once available.*

- 1.6 *Adequate road access and on-site loading and manoeuvring areas shall be provided for heavy vehicles in order to prevent i) any loading or manoeuvring from occurring within the road corridor and ii) any large vehicles (truck and trailer units) having to reverse out of a site onto a road.*
- 1.7 *To ensure the provision of adequate loading zones in the design and layout of the zone, as well as on site loading at the time of development.*
- 1.8 *To require street layouts and design to:*
 - 1.8.1 *Be well-connected, with cul-de-sacs being avoided wherever connected streets would offer greater efficiency and amenity*
 - 1.8.2 *Minimise the creation of rear sites.*
 - 1.8.3 *Be safe for vehicles, cyclists, and pedestrians.*
 - 1.8.4 *Minimise opportunities for criminal activity through incorporating "Crime Prevention Through Environmental Design" (CPTED) principles as appropriate in the design of lot configuration and the street network, car parking areas, lighting, public and semi-public spaces, access ways, landscaping, fencing, and the location of compatible uses.*
- 1.9 *To recognise that the relocation of a fixed road by more than 50 metres or a fixed connection point by more than 20 metres (from that shown on the relevant Structure Plan) is likely to significantly affect the integrity of the Structure Plan and should be avoided.*

The ODP follows the Structure Plan and does not alter the position of any fixed roads. The lots are an appropriate size and layout to provide for development consistent with that anticipated and to provide sufficient on-site maneuvering. The roading layout is considered to be appropriate to avoid any adverse effects in terms of road access. As identified in the 'assessment of effects on the environment' section above it has been confirmed that the use of the cul-de-sac has been appropriately mitigated by the inclusion of a pedestrian connection into the Open Space.

The proposal results in development that would avoid adverse effects in terms of layout of the sites and roading and provides for a quality and functional Industrial development. The subdivision is considered to provide for future industrial development with sufficient area for loading and maneuvering.

The development can connect to Council services and final design to these services can be addressed at the time of subdivision to ensure future development is adequately serviced.

Objective 2

Objective 2 relates to mitigation of the effects of the development that could occur within the Industrial sites. As no specific developments are identified as part of the proposal and any future development will be subject to the relevant site and zone standards, Objective 2 and the corresponding policies are not considered relevant in this instance.

Objective 3

A street layout, well-considered building design, and other initiatives that, together, help to reduce car use and provide practical alternatives.

Policies

- 3.1 *To require that the street layout and cycle and walking networks are designed to:*
 - 3.1.1 *Enable public transport to efficiently service the area, now or in the future; and*
 - 3.1.2 *Reduce travel distances through well-connected streets; and*

- 3.1.3 *Provide safe, attractive, and practical routes for walking and cycling, which are well-linked to existing or proposed passenger transport and, which are well-connected to other areas beyond the zone.*
- 3.2 *To require applications for Outline Development Plans and large scale developments to show how they will help reduce private car travel and encourage realistic alternative modes of transport.*
- 3.3 *To encourage large scale developments to prepare voluntary travel plans through the Council providing advocacy and assistance.*

The proposal would result in positive effects in terms of offering cycle and walking opportunities within the development. Provision is also made for future bus connections. Through the imposition of consent conditions requiring road and landscape design at the time of subdivision, it is considered that the design of the walking and cycling links will ensure that any routes are safe and attractive.

Objective 4

A subdivision layout and built form that demonstrates best practice in terms of achieving environmental sustainability

Policies

- 4.1 *To ensure, through the street layout, that buildings are located and orientated in a way that achieves good solar access*
- 4.2 *To encourage energy-efficient building design.*
- 4.3. *To incorporate stormwater and sediment management options that ensure that:*
 - 4.3.1 *The rate of discharge remains equal to or less than that of pre-development*
 - 4.3.2 *The quality of the water in that discharge remains equal to or better than that of pre-development.*

The layout and design of the sites within the ODP is considered appropriate to provide for future development within the area that can achieve good solar access that would enable energy efficient building design.

Subject to the recommended conditions of consent it is considered that the design of the development would result in effects that would avoid adverse effects in terms of stormwater management.

Overall the proposal is considered to be consistent with the relevant objectives and policies.

7.3 OTHER MATTERS (s104(1)(c))

Plan Change 46

The applicant makes reference to intended development on land that is to the south-west of the subject site and potential changes that may result within the subject site as a result of this development. This area is subject to Plan Change 46 (PC46), which is a private plan change that has been accepted but not adopted by Council and therefore does not fit the definition of a proposed plan as set out in section 43AAC of the RMA.

PC46 was notified on the 18th of March 2015 and includes a proposed road located within the open plan area of the Industrial B Zone- Ballantyne Road Precinct Structure Plan. The applicant has included some detail of their intentions for development should PC46 be granted, however this is not a matter than can be considered within this application. Any such changes to the intended change in the use of this area would likely result in the need for an amended ODP.

7.4 PART 2 OF THE RMA

It is considered that there are no relevant matters of national importance as set out in Section 6 and in terms of Section 7 the proposal is considered to provide for efficient use and development of natural and physical resources whilst maintaining amenity values.

The proposed activity would avoid or mitigate any potential adverse effects on the environment while providing for sustainable management of resources and is therefore in keeping with the Purpose and Principles of the RMA.

7.5 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 104 OF THE RMA

Consent is **granted** subject to the conditions outlined in *Appendix 1* of this decision report imposed pursuant to Section 108 of the RMA.

8.0 OTHER MATTERS

Local Government Act 2002: Development Contributions

This proposal will generate a demand for network infrastructure, transportation and reserves and community facilities.

In granting this resource consent, pursuant to Part 8 Subpart 5 and Schedule 13 of the Local Government Act 2002 and the Council's Policy on Development Contributions contained in Long Term Council Community Plan (adopted by the Council on 25 June 2004) the Council has identified that a Development Contribution may be required. If required, this will be sent under separate cover.

Administrative Matters

The costs of processing the application are currently being assessed and you will be advised under separate cover whether further costs have been incurred.

The Council will contact you in due course to arrange the required monitoring. It is suggested that you contact the Council if you intend to delay implementation of this consent or if all conditions have been met.

This resource consent is not a consent to build under the Building Act 2004. A consent under this Act must be obtained before construction can begin.

This resource consent must be exercised within five years from the date of this decision subject to the provisions of Section 125 of the Resource Management Act 1991.

If you have any enquiries please contact Sarah Picard on phone (03) 441 0499 or email sarah.picard@qldc.govt.nz.

Report prepared by



Sarah Picard
PLANNER

Decision made by



Adonica Giborees
SENIOR PLANNER

APPENDIX 1 - Consent Conditions
APPENDIX 2 - Engineering Comments

Appendix 1: Conditions of Consent

General Conditions

1. That future development within the 'Ballantyne Road Precinct' site be carried out in accordance with the application documents and information entered into Council records under RM150049 and approved plans as follows:
 - Paterson Pitts Group Ltd – Outline Development Plan Lots 10 - 32 and 99 being Subdivision of Lot 99 DP 445766 (25/05/2015, Job No. W4400, Sheet 1 of 1 Rev E)
 - Paterson Pitts Group Ltd – Typical Road Cross-section (received 25/05/2015, Job No. W4400)

Stamped approved 3 July 2015

2. That unless it is otherwise specified in the conditions of this consent, compliance with any monitoring requirement imposed by this consent shall be at the consent holder's own expense.

Open Space and Reserves

3. At the time a subdivision application is lodged that includes the 'Open Space Area' as identified in the ODP and if this area is to vest in Council as reserve the consent holder shall;
 - (a) Show that area of land to vest on a subdivision plan, and
 - (b) Obtain Council approval for the vesting prior to certification of the subdivision in accordance with section 224(c) of the Resource Management Act 1991.

The vesting of reserve land shall be in general accordance with the Outline Development Plan approved under RM150049 or as otherwise directed by the Council Committee.

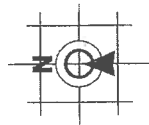
This vesting may occur progressively in stages that match the staging of the subdivision.

4. With any subdivision application the consent holder shall submit to the Councils Manager of Parks and Reserves for review and approval, the details of the street reserve landscaping that includes;
 - (a) Planting size of street trees (minimum of 2.5 metres) and staking details with a minimum PB95 and 2 stakes with hessian to secure the trees against the prevailing wind.
 - (b) Sufficient soil depth for the trees. The preferred volume is 8m³
 - (c) A minimum topsoil depth of 150mm for grass areas
 - (d) Confirmation of the location of the street trees to avoid conflict with;
 - (i) vehicle crossings,
 - (ii) indent car parks,
 - (iii) underground services,
 - (iv) above ground infrastructure (e.g. Street lights and road signs).
 - (e) Confirmation of root barriers if required at the edge of infrastructure (kerb and channel and footpath) at least 1 linear metre either side of the tree.
 - (f) Irrigation of trees
 - (g) A two year maintenance plan shall be submitted prior to vesting of any road to Council. The 2 years maintenance plan shall be undertaken by the developer.
5. With any subdivision application the consent holder shall submit to the Councils Manager of Parks and Reserves for review and approval, a detailed Landscape Plan prepared by a suitably qualified and experienced person and shall;

- (a) Show the layout and types of specimen tree species, and sizes and numbers of trees to be planted. There should be a variety of tree species and the layout shall be naturalistic.
- (b) Species shall be well suited to the environment,
- (c) Trees should provide a minimum 25% canopy coverage of the reserve when mature,
- (d) Grass and turf reinstatement in accordance with QLDC specifications,
- (e) An irrigation plan showing how specimen trees are to be irrigated,
- (f) Tree pit details showing root ball treatment and staking,
- (g) Path width, material and construction details,
- (h) A naturalistic design of the retention pond, incorporating low native planting,
- (i) Proposed finished contours,
- (j) Details and locations for any other proposed assets, such as park seats,
- (k) Incorporate CPTED principles including maintenance of sightlines.

Engineering Conditions

6. At the time a subdivision application is lodged to undertake the subdivision as indicated on the approved 'Ballantyne Road Precinct' Outline Development Master Plan, all engineering aspects shall be designed in accordance with the Queenstown Lakes District Council's policies and standards, being New Zealand Standard 4404:2004 with the amendments to that standard adopted on 5 October 2005, except where specified otherwise.
7. The roading network for the subdivision shall be designed in accordance with the 'Ballantyne Road Precinct' - *Outline Development Plan Lots 10 - 32 and 99 being Subdivision of Lot 99 DP 445766* (25/05/2015, Job No. W4400, Sheet 1 of 1 Rev E) and 'Typical Road Cross-section' (received 25/05/2015, Job No. W4400), except where amended by the following conditions:
 - a) Car parking shall be provided in accordance with the requirements of Table 3.2 – Road Design Standards for 'Suburban – Make and Move as defined in diagram E.17 NZS 4404:2010, or a suitable alternative design approved by the Council.
 - b) In the event that indented parking is constructed along the road frontage of any site the consent holder shall ensure that a vehicle crossing is constructed to that site at the time of subdivision.
 - c) Cul-de-sac head design shall be in accordance with Part 3.3.8 and Figure 3.3 of NZS4404:2010, or a suitable alternative design approved by Council.
 - d) The intersection of Ballantyne Road and Enterprise Drive shall be upgraded in accordance with the latest Austroads intersection design guides. This design shall be subject to review and approval by Council with any associated costs met by the consent holder.
8. At the time of subdivision the stormwater disposal design shall ensure that the rate of stormwater discharge remains equal to or less than that of pre-development up to the 1 in 100 year average recurrence interval event.



QUEENSTOWN LAKES DISTRICT COUNCIL
APPROVED PLAN:
RM150049
Friday 3 July 2015

Legend

Industrial B Zone



Open Space Zone



Walking & Cycle path

No Stopping Line



Planting Schedule

Ulmus Hollandica Lobel (22)



Possible Future
Footpath Linkage

99
5,095sqm
(Balance Parcel)

Existing gross
pollutant trap

Existing retention pond
and soakage pit to be
extended to cater for
increased catchment area

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www.ppgroup.co.nz
0800 PPGROUP

WANAKA BRANCH
19 Reece Crescent
P.O. Box 283
Wanaka 9301
T 03 443 0110
E wanaka@ppgroup.co.nz

Client & Location
Orchard Road Holdings Ltd
Enterprise Drive
Wanaka

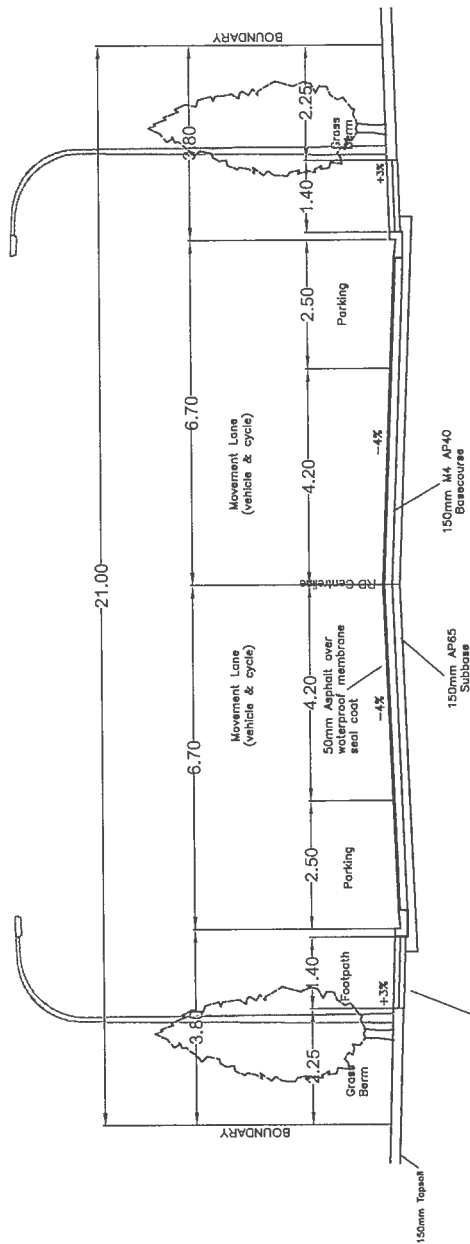
Project & Drawing Title
Outline Development Plan
Lots 10 - 32 and 99 Being Subdivision
of Lot 99 DP 445766

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Original Size: A3
Scale: 1:2000 @ A3
Revision No: DO NOT SCALE
Revision Date: 25/05/2015
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Date Created: E

TYPE 6
13.4m carriageway (includes parking), 21m legal width, one
footpath.



Note: Footpath both sides only where there is development both sides

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www.ppgroup.co.nz
0800 PPGROUP

WANAKA BRANCH
19 Reece Crescent
or P.O. Box 283
Wanaka 9343
T 03 443 0110
E wanaka@ppgroup.co.nz

Orchard Road Holdings Ltd
Enterprise Drive
Wanaka

Outline Development Plan Typical Cross-section

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Designed by:	A3	1:2000 @ A3
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Job No	Sheet No	DO NOT SCALE
W4400	2 of 2	Revision No A
		Date Created 01/05/2015

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10ATAM4000JACACUVM400 15A118 CUTTING DEVELOPMENT BY AM DMG