



DECISIONS OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

NOTIFICATION UNDER s95A AND s95B AND DETERMINATION UNDER s104

APPLICATION UNDER s127

APPLICATION UNDER s221

OF THE RESOURCE MANAGEMENT ACT 1991

Applicant:	WFH Properties Limited
RM reference:	RM250003
Application:	Application under Section 88 of the Resource Management Act 1991 (RMA) for subdivision consent to undertake a staged subdivision to create 278 residential lots with associated earthworks, roading, access and recreation reserves. Application under Section 88 of the RMA for land use consent for breaches to minimum transport standards. Application under Section 127 of the RMA to vary Conditions 3, 4, 8 & 9 of RM180502. Application under Section 221 of the RMA to cancel Consent Notice 11450029.2 as it relates to the future allotments subject to this subdivision consent (RM25003).
Location:	Peak View Ridge, Wanaka
Legal Description:	Lot 500 DP 611245 and Lot 1 Deposited Plan 529345 held in Record of Title 858371
Zoning:	Operative District Plan: Northlake Special Zone (Activity Area B1) Proposed District Plan: Not applicable.
Activity Status:	Discretionary
Decision Date	27 February 2026

SUMMARY OF DECISIONS

1. Pursuant to sections 95A-95F of the Resource Management Act 1991 (**RMA**) the application will be processed on a **non-notified** basis given the findings of Section 5 of the Section 95A and 95B report. This decision is made by Paula Costello, Independent Commissioner, on 26 February 2026 under delegated authority pursuant to Section 34A of the RMA.
2. Pursuant to Section 221 of the RMA, consent is **GRANTED** to cancel Consent Notice 11450029.2 as it relates to the future allotments subject to this subdivision consent (RM25003).
3. Pursuant to Section 104 of the RMA, consent is **GRANTED SUBJECT TO CONDITIONS** outlined in **Appendix 1** of the Section 104 decision imposed pursuant to Section 108 and Section 220 of the RMA. This consent can only be implemented if the conditions in Appendix 1 are complied with by the consent holder. The decision to grant consent was considered (including the full and complete records available in Council's electronic file and responses to any queries) by Paula Costello, Independent Commissioner, under delegated authority pursuant to Section 34A of the RMA.

1. SUMMARY OF PROPOSAL AND SITE DESCRIPTION

The Applicant seeks **subdivision consent** to undertake a staged subdivision to create a total of 278 residential allotments across Stages 3 to 7 of the Northlake development at Pembroke Heights, Wanaka, with associated earthworks, roading, access and recreation reserves. The subdivision generally gives effect to the approved Outline Development Plan (ODP - RM180502) for Activity Areas B1 and E4 of the Northlake Special Zone, with small changes proposed to the subdivision layout, staging, roading configuration and open space provision.

It is noted that earthworks component to the subdivision application matches the scale and extent of the bulk earthworks already consent under RM240469. The Applicant seeks to include the same bulk earthworks plans as part of the subdivision consent to reset the ground level, for the purpose of measuring height, recession planes etc, which can only be achieved through the subdivision process.

This application only relates to Stages 3 to 7.

Land use consent is sought for transport non-compliances associated with the subdivision.

In addition, a **variation to conditions** 1, 4, 8 & 9 of RM180502 is sought as the Applicant proposes a number of changes to the on-street works required under the ODP; including, traffic calming measures, the closure of Mount Nicholas Avenue to vehicles at the boundary of the subject site (pedestrians and cyclists will still be able to use the connection), and the installation of a mini roundabout. These traffic calming/management measures are sought to address potential network safety and efficiency effects.

Lastly, consent is also sought pursuant to s.221 of the Act to **cancel Consent Notice 11450029.2** as it relates to the future allotments subject to this subdivision consent (RM250003). This Consent Notice relates to the provision of accesses, services, and development contributions, all of which will be superseded by the subdivision and servicing conditions proposed as part of this application.

The Applicant has provided a description of the proposal, the site and locality, and the relevant site and consenting history in Sections 2 & 3 of the report entitled *“Application for Resource Consent to the Queenstown Lakes District Council – WFH Properties Limited – Subdivision and land use consent for 278 residential allotments associated with Activity Area B1 and E4 of the Northlake Special Zone, Pembroke Heights, Wanaka – 20 December 2024”*, together with the Addendum entitled *“RM250003 – Stage 3–7 Pembroke Heights, Wanaka – Addendum to Assessment of Environmental Effects”* dated 25 November 2025, prepared by Daniel Thorne of Town Planning Group and submitted as part of the application (hereon referred to as the applicant’s AEE and attached as Appendix 2). This description is considered accurate and is adopted for the purposes of this report.

The subdivision layout is illustrated on in Figure 1 below:

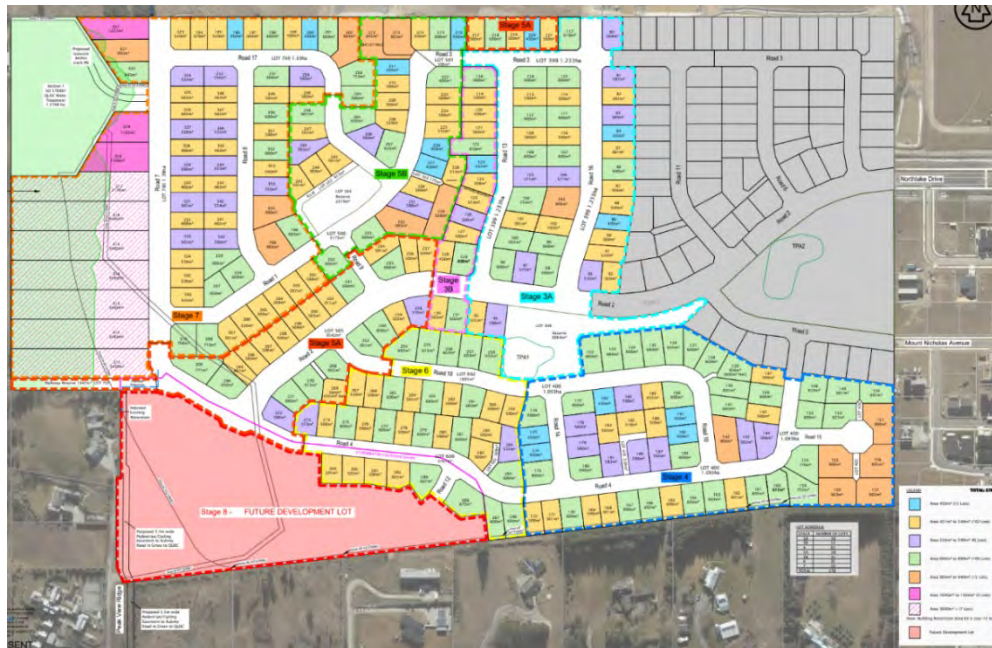


Figure 1: Source – The Applicant's AEE

For clarity, the grey-shaded area shown in Figure 1 identifies Stages 1 and 2 of the wider Northlake development, which have already been consented and largely implemented pursuant to subdivision and land use consent RM220913.

The proposed subdivision deliberately excludes a future development lot located in the south-western part of the site, labelled Stage 8 of the scheme plan. This area does not form part of this application, and a separate subdivision consent, and possibly other consents such as earthworks, will be needed before this area can be developed.

As part of this application, the Applicant proposes interim roading and traffic management measures to the existing road network to accommodate and manage the traffic effects arising from the proposed subdivision. The proposed on-street / roading works are as follows:

- The installation of traffic calming measures, such as road humps, at several locations within the roading network.
- The closing of the through-route between the subject site and Mount Nicholas Avenue for vehicles, although pedestrians and cyclists will be able to use this connection.
- The establishment of a mini-roundabout within the existing road reserve at the Outlet Road / Northlake Drive / Joe Brown Drive intersection.

Other Directly Relevant Consents:

The subject site has been subject to multiple subdivisions, most recently RM220913 which created 74 residential lots over two stages (i.e., Stages 1 & 2). All development works and servicing for these two Stages have been completed, with a s.224(c) certificate applied for. In addition, consent RM250546 approved the cancellation of Consent Notice 11450029.2 in respect to the allotments created as part of Stages 1 & 2.

2. ACTIVITY STATUS

The 2007 QLDC Operative District Plan is being reviewed through a series of plan changes commenced in August 2015 known as the Proposed District Plan (PDP). As set out in Chapter 1 of the PDP, the district plan can now be summarised as comprising:

- A. Provisions reviewed since 2015 referred to as the PDP that apply in areas mapped in the PDP ePlan maps; and
- B. Provisions reviewed since 2007 referred to as the Operative District Plan (ODP) that apply in areas mapped in the ODP ePlan maps, which appear as white in the PDP ePlan maps.

Strategic Chapters 3-6 of the PDP as well as Designations, Heritage and Wāhi Tūpuna apply to all areas.

Where decisions on the PDP have been appealed, the corresponding ODP rules continue to apply. As appeals are resolved, more PDP rules are treated as operative and the equivalent ODP rules are treated as inoperative (s.86F RMA). Currently, resource consent may be required under either, or both the ODP and PDP provisions listed below.

2.1 OPERATIVE DISTRICT PLAN

The subject site is zoned Northlake Special Zone in the ODP ePlan maps and the proposed activity requires resource consent for the following reasons:

Subdivision:

- A **restricted discretionary** activity pursuant to Rule 15.2.3.3(xi) for any subdivision in the Northlake Special Zone. Council's discretion is restricted to:
 - (a) The extent to which the subdivision is consistent with the Northlake Structure Plan and any relevant consent's Outline Development Plan consented under Rule 12.34.2.3.i or Rule 12.34.2.3.ii;
 - (b) The extent to which the subdivision would undermine the integrity of the Northlake Structure Plan and any relevant consent's Outline Development Plan consented under Rule 12.34.2.3.i or Rule 12.34.2.3.ii;
 - (c) Those matters in respect of which the Council has reserved control under Rule 15.2.3.2; being of relevance:

15.2.6	Lot sizes and dimensions of lots for access, utilities, reserves and roads
15.2.7	Subdivision design
15.2.8	Property Access
15.2.10	Natural and other Hazards
15.2.11	Water Supply
15.2.12	Stormwater Disposal
15.2.13	Sewage Treatment and Disposal
15.2.15	Energy Supply and Telecommunications
15.2.16	Open Space and Recreation
15.2.17	Protection of Vegetation and Landscape
15.2.18	Easements
15.2.20	Affordable Residential Lots
15.2.21	Earthworks

Land Use:

- A **restricted discretionary activity** resource consent pursuant to Rule 14.2.2.3(ii) as the proposed activity breaches the following site standard, Rule 14.2.4.2(iv) - *Minimum Sight Distances from Vehicle Crossings*. There will be 65 lots where the 34 metre sight distance will not be achieved.

- A **restricted discretionary activity** resource consent pursuant to Rule 14.2.2.3(ii) as the proposed activity breaches the following site standard, Rule 14.2.4.2(vi) – *Distance of Vehicle Crossings from Intersections*. There will be 28 lots where the 25 metre separation between a driveway and nearest intersection cannot be achieved.

2.2 PROPOSED DISTRICT PLAN

There are no relevant rules under the PDP as the subject site has not been included in Stages 1, 2 or 3 of the PDP review.

2.3 RESOURCE MANAGEMENT ACT 1991

The proposed activity requires resource consent under the RMA for the following reasons:

- A **discretionary** activity consent pursuant to Section 87B in accordance with Section 221 of the RMA which specifies that an application to vary or cancel any condition specific in a consent notice shall be processed in accordance with Sections 88 to 121 and 127(4) to 132. It is proposed to cancel Consent Notice 11450929.2 as it relates to the future allotments subject to this subdivision application (RM250003).
- A **discretionary** activity consent pursuant to section 127(3)(a) of the RMA, which deems any application to change or cancel consent conditions to be a discretionary activity. It is proposed to cancel Conditions 3, 4, 8 & 9 of RM180502 which relate to the provision of traffic management / calming infrastructure.

2.4 NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH 2011 (“NES”)

Based on the Preliminary Site Investigation prepared on behalf of the Applicant, the piece of land to which this application relates is not a Hazardous Activities and Industries List (HAIL) site, and therefore the NES does not apply.

2.5 ACTIVITY STATUS SUMMARY

In this case, the application is considered to be:

- a **restricted discretionary** activity under the ODP; and
- a **discretionary** activity under the RMA.

Overall, the application is being considered and processed as a **discretionary** activity.

NOTIFICATION DETERMINATION DECISION UNDER SECTIONS 95A AND 95B OF THE RESOURCE MANAGEMENT ACT

3. SECTION 95A – PUBLIC NOTIFICATION

Section 95A of the RMA requires a decision on whether or not to publicly notify an application. The following steps set out in this section, in the order given, are used to determine whether to publicly notify an application for a resource consent.

3.1 Step 1 – Mandatory public notification

The applicant has not requested public notification of the application (s95A(3)(a)).

Public Notification is required as a result of a refusal by the applicant to provide further information or refusal of the commissioning of a report under section 92(2)(b) of the RMA (s95A(3)(b)).

The application does not involve an exchange of recreation reserve land under section 15AA of the Reserves Act 1977 (s95A(3)(c)).

Therefore, public notification is not required by Step 1.

3.2 Step 2 – Public notification precluded

Public notification is not precluded by any rule or national environmental standard (s95A(5)(a)).

The proposal is not:

- a controlled activity; or
- a boundary activity as defined by section 87AAB that is restricted discretionary, discretionary or non-complying;

Therefore, public notification is not precluded by Step 2 (s95A(5)(b)).

3.3 Step 3 – If not precluded by Step 2, public notification is required in certain circumstances

Public notification is not specifically required under a rule or national environmental standard (s95A(8)(a)).

A consent authority must publicly notify an application if notification is not precluded by Step 2 and the consent authority decides, in accordance with s95D, that the proposed activity will have or is likely to have adverse effects on the environment that are more than minor (s95A(8)(b)).

An assessment in this respect is therefore undertaken under Step 3, and decision made in sections 3.3.1 - 3.3.4 below:

3.3.1 Effects that must / may be disregarded (s95D(a)-(e))

Effects that must be disregarded:

- *Effects on the owners or occupiers of land on which the activity will occur and on adjacent land (s95D(a)).*
- *Trade competition and the effects of trade competition (s95D(d)).*

Effects that may be disregarded:

- *An adverse effect of the activity if a rule or national environmental standard permits an activity with that effect (s95D(b)). The relevance of this to the application is provided in section 3.3.2 below.*

3.3.2 Permitted Effects (s95D(b))

The consent authority **may** disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect. In this case, there is no relevant permitted baseline because all subdivision applications require resource consent under the ODP as at least a restricted discretionary activity.

3.3.3 Assessment: Effects On The Environment

Taking into account sections 3.3.1 and 3.3.2 above, the following assessment determines whether the proposed activity will have, or is likely to have, adverse effects on the environment that are more than minor that will require public notification (s95A(8)(b)).

The Assessment of Effects provided at section 5 of the Applicant's AEE along with the addendum dated 25 November 2025, is comprehensive and is considered accurate. It is therefore adopted for the purposes of this report, noting the following additional assessment:

Lot Sizes, Dimensions and Subdivision Design

The layout and staging of the proposed subdivision will be slightly different from the layout approved under RM180502, however, the changes will not materially affect the overall design of the development, and the proposed lots will meet the minimum lot size and dimension requirements of Activity Area B1 of the Northlake Special Zone. Similarly, the proposed layout will achieve the anticipated and approved density and will provide functional lots with adequate space for residential development, on-site parking and outdoor areas. The subdivision design will integrate into the adjacent network as provided for in the ODP

The subdivision layout is considered to be generally consistent with, and will not undermine the integrity of, the Northlake Structure Plan and ODP approved under RM180502.

As noted in the Applicant's AEE, the most notable departure from the ODP is the *'future development – Stage 8'* lot in the southwestern corner of the subject site. While this area is not proposed to be developed via this subdivision application, its future potential density / yield will be guided by the ODP.

Overall, any effects from the lot sizes, dimensions and subdivision design will be less than minor.

Services

Ms Rachael Buckingham (Land Development Engineer for QLDC) has reviewed the application and provided engineering advice along with recommended conditions. Ms Buckingham's report is attached as Appendix 3.

Overall, Ms Buckingham is satisfied that the provision of potable water, water for firefighting purposes, and wastewater for the proposed subdivision is feasible and appropriate. She has confirmed that there is capacity in Council's reticulated network to service the proposed subdivision. Similarly, she notes that the Applicant has provided confirmation letters from Aurora and Chorus in regard to the availability of electricity and telecommunications to all proposed lots.

Stormwater will be attenuated within the local purpose storm water reserve (Lot 102) which is to be vested to QLDC. In respect to the management of stormwater, the Applicant has provided a storm water analysis within the infrastructure report to support the proposed activity, and Ms Buckingham accepts the findings of that analysis. Based on that evidence, she is satisfied with the capacity and capability of the proposed stormwater system. She also accepts the stormwater calculations provided with the application have illustrated that post-development runoff will not exceed pre-development runoff.

Overall, based on the advice from Ms Buckingham, it is considered that any adverse effects on the environment from the provision of services will be less than minor.

Transport / Rooding

An initial transport peer review was undertaken by WSP, which identified a number of matters requiring further consideration, including the need for updated, evidence-based traffic modelling and closer examination of the safety and operational performance of key intersections, particularly within the Northlake Drive / Outlet Road / Joe Brown Drive area. That assessment provided a high-level overview of the current network but did not specifically take into account the operative Outline Development Plan applicable to the site, which anticipates and enables development of up to 354 residential units, nor the consequential traffic generation and cumulative effects arising from the full realisation of that development yield on the subject land.

Informed by WSP's review, Ms Monique Barnes (Senior Civil Engineer – Transport) of QLDC's Property and Infrastructure Team was subsequently engaged to assess the suitability of the proposed roading and network upgrades, particularly the appropriateness of the interim traffic management measures. Ms Barnes' advice is contained in Appendix 3.

Having undertaken that assessment, Ms Barnes is satisfied that the proposed internal roading layout and connectivity framework are appropriate in principle, subject to further refinement through the detailed design / engineering approval stage. She advises that the closure of the connection between the subject site and Mount Nicholas Drive to vehicles, while still enabling pedestrian and cycle movements, is an appropriate response to earlier traffic assessments including from WSP that identified that an unrestricted vehicle connection could result in undesirable through-traffic and trigger the need for upgrades to Northburn Road.

Ms Barnes advises that, subject to the agreed consent conditions requiring updated traffic surveys and the installation of traffic management/calming infrastructure (including a mini roundabout), the proposed roading arrangements are capable of achieving the safe and efficient functioning of the network in a manner consistent with the outcomes anticipated by RM180502. Similar, Ms Barnes advises that the timing and extent of any network upgrades can be appropriately addressed through detailed design, road safety auditing and robust engineering acceptance conditions.

Overall, Ms Barnes is satisfied that the transport and roading effects associated with the proposal can be appropriately managed and effects on the network will be less than minor.

In relation to the breach of minimum distances between vehicle crossings and minimum sight distances from vehicle crossings, Ms Buckingham advises that these are acceptable for the anticipated traffic volumes and function of each road.

Overall, based on the advice from Ms Barnes, it is considered that any adverse effects on the transport and roading network from the proposed subdivision will be less than minor. Also, based on the advice from Ms Barnes, the proposed changes to conditions 3, 4, 8 & 9 of RM180502, which relate to the installation of traffic management measures, are considered appropriate as the changes will give effect to the agreed process and method for implementing the required traffic management measures in a coordinated and staged manner. The change to these conditions will ensure that the works are delivered in accordance with the approved engineering standards and in a way that appropriately manages potential effects on the surrounding transport network.

Parks

Mr Dom Harrison (Parks and Reserves Planner – QLDC) has reviewed the application and provided a memorandum dated 12 February 2026 which assesses the proposal against the approved Outline Development Plan and relevant reserve requirements. Mr Harrison's memorandum is attached as Appendix 4.

Mr Harrison confirms that the application is generally consistent with the approved ODP, including the location and function of the identified reserves, and he supports the relocation and design change to proposed Reserve 8 as improving its functionality and suitability for recreational use.

Mr Harrison identifies the need to ensure continuity of the pedestrian and cycle network, including completion of the shared path connection and delivery of the Aubrey Road link in accordance with the ODP. Subject to the imposition of recommended conditions of consent, including the certification of a detailed landscape plan prior to works commencing, reserve classification approval, the formation of sealed pathways to Council standards, vesting requirements, and a formal three-year maintenance agreement, the Mr Harrison is satisfied that the proposed reserve layout, connectivity and improvement works are appropriate.

Based on this advice, it is considered that any adverse effects in respect of parks, reserves and the provision of open space will be less than minor.

Earthworks

In respect of earthworks, it is noted that bulk earthworks for Stages 3–7 have already been approved under RM240469, these earthworks are sought to be re-approved as part of the proposed subdivision.

The earthworks being approved as part of the subdivision will re-set the ground levels within the subdivision to those levels established post-earthworks. These levels have been assessed as being appropriate as the extent of fill and excavation will not be readily noticeable beyond the boundary of the subject site due to intervening topography and separation distance.

Given that the majority of site formation will be undertaken in accordance with RM240469, earthworks associated with this proposal are modest in scale relative to the overall development and can be appropriately managed through the imposition of conditions, including the requirement for an approved Erosion and Sediment Control Plan / Environmental Management Plan (EMP) and compliance with the Land Development and Subdivision Code of Practice.

Having regard to the nature and extent of the proposed works, it is considered that any adverse effects arising from the additional earthworks, including sediment generation, dust, and stability and nuisance effects on the environment will be appropriately managed and mitigated through the EMP and will be no more than minor.

Hazards

Ms Buckingham has assessed the proposed activity in respect to natural hazards. She found that the subject site is considered to have a nil to low risk of liquefaction on Council's GIS mapping and therefore she considers that foundation requirements for future buildings can be dealt with under the building consent process.

Overall, Ms Buckingham is satisfied that the proposed subdivision does not present any undue natural hazard risks.

Cancellation of Consent Notice 11450029.2

Consent Notice 11450029.2 was imposed through RM171015 (as varied by Consent Order ENV-2018-CHC-187), addresses matters of access and servicing for the former balance allotment. However, as RM250003 will include comprehensive conditions relating to access, infrastructure, services, and development contributions in accordance with QLDC standards, this consent notice is considered redundant to the allotments subject to this application.

The cancellation of Consent Notice 11450029.2 is not considered to result in any adverse environmental effects given that all matters relating to access, servicing, and development contributions are addressed through this subdivision application (RM250003).

The Consent Notice remains applicable to the 'future development' lot (Lot 800) and will remain on that title.

3.3.4 Decision: Effects On The Environment (s95A(8))

On the basis of the above assessment, it is considered that the proposed activity will not have adverse effects on the environment that are more than minor. Therefore, public notification is not required under Step 3.

3.4 Step 4 – Public Notification in Special Circumstances

There are no special circumstances in relation to this application.

4. LIMITED NOTIFICATION (s95B)

Section 95B(1) requires a decision on whether there are any affected persons (under s95E). The following steps set out in this section, in the order given, are used to determine whether to give limited notification of an application for a resource consent, if the application is not publicly notified under section 95A.

4.1 Step 1: certain affected groups and affected persons must be notified

Determination under s95B(2)

The proposal does not affect protected customary rights groups, and does not affect a customary marine title group; therefore limited notification is not required.

Determination under s95B(3)

Limited notification is not required under Step 1 as the proposal is not on or adjacent to, or may affect land subject to a statutory acknowledgement under Schedule 11, and the person to whom the statutory acknowledgement is made is not determined an affected person under section 95E (s95B(3)).

4.2 Step 2: if not required by Step 1, limited notification precluded in certain circumstances

Limited notification is not precluded under Step 2 as the proposal is not subject to a rule in the District Plan or is not subject to a NES that precludes notification (s95B(6)(a)).

Limited notification is not precluded under Step 2 as the proposal is not a controlled activity land use (s95B(6)(b)).

4.3 Step 3: if not precluded by Step 2, certain other affected persons must be notified

If limited notification is not precluded by Step 2, a consent authority must determine, in accordance with section 95E, whether the following are affected persons:

Boundary activity

The proposal is not a boundary activity.

Any other activity

The proposal is not a boundary activity and therefore the proposed activity falls into the ‘any other activity’ category (s95B(8)), and the adverse effects of the proposed activity are to be assessed in accordance with section 95E.

4.3.1 Considerations in assessing adverse effects on Persons (S95E(2)(a)-(c))

- a) The consent authority **may** disregard an adverse effect of the activity on a person if a rule or national environmental standard (NES) permits an activity with that effect. Section 3.3.2 above sets out the relevance of this to the application.

- b) The consent authority **must** disregard an adverse effect of the activity on the person if the effect does not relate to a matter for which a rule or a national environmental standard reserves control or restricts discretion; and
- c) The consent authority **must** have regard to every relevant statutory acknowledgement specified in [Schedule 11](#).

4.3.1 [ii] Persons who have provided written approval (s95E(3))

No persons have provided their written approval.

4.3.2 Assessment: Effects on Persons

Taking into account the exclusions in sections 95E(2) and (3) as set out in section 4.3.1 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 preceding assessment in section 3.3.3 above is considered equally applicable to the assessment of effects on 'persons' and is applied as such.

In additional, it is noted that the subject site is located within the Northlake Special Zone and adjoins land to the north and east that is likewise zoned and is at various stages of residential development. Whereas, to the west the subject site adjoins Rural Zone land and a Building Restriction Area, including Council-owned land associated with infrastructure, while the southern boundary adjoins land zoned Large Lot Residential under the PDP. When viewed from these adjacent properties, the subdivision layout, function and form will appear generally consistent with the layout approved via the ODP, and therefore the proposed subdivision represents a development anticipated within the zone. Additionally, this application will it increase the residential yield / anticipated density beyond that already approved by RM180502.

It is noted that bulk earthworks associated with the proposed subdivision, i.e., Stages 3–7, have already been approved under a separate resource consent (RM240469), Effects in terms of dust, noise, hours of operation, erosion and sediment control, and construction traffic will be appropriately managed and controlled through agreed consent conditions; noting that the consent conditions match those contained within RM240469.

Along the southern boundary, the Earthworks Plan shows that works are limited to discrete areas of minor contouring, primarily associated with batter shaping to achieve finished lot levels. It is also evident from the plan that portions of the southern boundary will remain undisturbed, with no earthworks proposed in those locations. Similarly, earthworks will extend to the eastern and northern boundaries of the subject site.

As recorded earlier, the purpose of 're-consenting' the bulk earthworks is to reset the ground level for the new lots (i.e., when determining the height and recession plane angles the PDP requires these to be measured from the post-subdivision ground level). The Applicant has provided an assessment of effects in respect to the impact of resetting ground levels in proximity to the internal boundaries of the subject site. This assessment is considered appropriate, noting that the reset ground level will either match the adjoining properties or involve a gentle batter slope, and further mitigation is proposed (as per RM240469) to establish a planting buffer along an area of the southern boundary which is also consistent with RM240469.

As such, the potential visual and amenity effects associated with the earthworks and resetting of the ground level are considered to be less than minor.

Additionally, the subdivision layout will maintain appropriate separation from site boundaries, provides for internalised roading and open space networks, and is supported by detailed technical assessments addressing traffic, servicing, stormwater, and environmental management. Temporary construction-related effects such as noise, dust and vehicle movements are typical of subdivision development within an urban area and will be subject to existing management controls (which are recommended to be replicated in this consent should it be granted), including the implementation of erosion and sediment control measures and hours of (construction) operation.

Overall, when the proposed activity is considered in the context of anticipated residential development within the Northlake Special Zone and the approved ODP, any adverse effects on neighbouring persons are considered to be no more than minor.

4.3.3 Decision: Effects on Persons (s95E(1))

In terms of section 95E of the RMA, and on the basis of the above assessment, no person is considered to be adversely affected.

Therefore, limited notification is not required under Step 3.

4.4 Step 4 – Further Notification in Special Circumstances (s95B(10))

Special circumstances do not apply that require limited notification.

5. NOTIFICATION DETERMINATION

For the reasons set out in sections 3 and 4 of this notification decision report, under s95A and s95B of the RMA, the application is to be processed on a non-notified basis.

Prepared by



Nathan O'Connell
CONSULTANT PLANNER

Decision made by



Paula Costello
INDEPENDENT COMMISSIONER

DECISION UNDER SECTION 104 OF THE RESOURCE MANAGEMENT ACT

6. S104 ASSESSMENT

This application must be considered in terms of Section 104 of the RMA.

Subject to Part 2 of the RMA, Section 104 sets out those matters to be considered by the consent authority when considering a resource consent application. Considerations of relevance to this application are:

- (a) *any actual and potential effects on the environment of allowing the activity; and*
- (ab) *any measure proposed or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity; and*
- (b) *any relevant provisions of:*
 - (i) *A national environmental standard;*
 - (ii) *other regulations;*
 - (iii) *a national policy statement;*
 - (iv) *a New Zealand coastal policy statement;*
 - (v) *a regional policy statement or proposed regional policy statement;*
 - (vi) *a plan or proposed plan; and*
- (c) *any other matter the consent authority considers relevant and reasonably necessary to determine the application.*

6.1 EFFECTS ON THE ENVIRONMENT (s104(1)(a)&(ab))

Actual and potential effects on the environment have been outlined in the section 95 report. Conditions of consent can be imposed under s108 and s220 of the RMA as required to avoid, remedy or mitigate adverse effects (s104)(1)(a)).

6.1.1 Conditions of consent

The Applicant has reviewed and generally accepted the recommended consent conditions. Through that process, the Applicant sought refinements to the drafting of certain conditions to improve clarity and to ensure alignment with the proposed staging, and those amendments are considered appropriate and have been adopted.

The Applicant also requested that the existing Developer Agreement for Stages 1 and 2 apply to Stages 3–7 (the subject consent). However, Ms Barnes advised that a separate Developer Agreement is required for this subdivision, albeit likely in substantially the same form as that for Stages 1 and 2, in order to appropriately capture and address any additional effects of the later stages on the operation and performance of the stormwater network.

Similarly, the Applicant sought amendments to the timing provisions for reserve vesting to reflect the revised staging programme, which have also been accepted.

6.2 RELEVANT DISTRICT PLAN PROVISIONS (s104(1)(b)(vi))

Operative District Plan (ODP)

The relevant objectives and policies are contained within Parts 12, 14, and 15 of the Operative District Plan. The Applicant has provided an assessment of the proposed activity against the directly relevant objectives and policies in section 6 of the AEE. The Applicant's AEE lists the relevant objectives and

policies and provides a commentary under each, with the Applicant concluding that the proposed activity is consistent with the intent and outcomes sought by the Operative District Plan for the subject site. The Applicant's assessment is considered accurate, noting the following additional assessment/summary:

The subject site is zoned Northlake Special Zone (NSZ) under the Operative District Plan and is subject to Activity Areas B1 and E4. As set out in Section 4.1 of the AEE, there are no relevant rules under the Proposed District Plan that apply to this site, and accordingly the provisions of the Operative District Plan are determinative.

The Operative District Plan seeks that development of the subject site will be undertaken in a comprehensive manner and seeks to ensure that any proposed subdivision is “...*is consistent with the Northlake Structure Plan and any relevant consent's Outline Development Plan*” and that any use will not “*undermine the integrity*” of those planning instruments. As per the preceding assessment of effects, it is considered that the proposed subdivision achieves both of these outcomes.

Within this context, the relevant objectives and policies within Part 14 (Subdivision, Development and Financial Contributions) include Objective 1, seek the provision of appropriate services, safe and efficient access, and appropriate connectivity. Policy 5.1 requires lot sizes and dimensions to “...*provide for the efficient and pleasant functioning of their anticipated land uses, and reflect the levels of open space and density of built development anticipated in each area*”. In this regard, the proposed subdivision will be generally consistent the approved Outline Development Plan and will remain within the anticipated residential yield / density. Similarly, based on expert technical advice, the roading layout, reserve configuration, servicing strategy, and subdivision layout, generally aligns with the anticipated outcomes sought for the site.

Overall, the proposed activity is considered to be consistent with the relevant objectives and policies of Parts 12, 14 and 15 of the Operative District Plan and will result in a layout anticipated within the Northlake Special Zone.

Proposed District Plan (PDP)

As confirmed in Section 4.1 of the AEE “there are no relevant rules under the Proposed District Plan, as the subject site has not been included in PDP Stages 1, 2 or 3,” and therefore only the Operative District Plan provisions are relevant.

6.3 ANY OTHER MATTER (s104(1)(c))

Although this is not a specified requirement of the RMA, the decision of the High Court in *Ballantyne Barker vs QLDC* (2019 NZHC 2844) provides direction to Council that when considering a proposal to change or cancel a consent notice condition, “good planning practice should require an examination of the purpose of the consent notice and an enquiry into whether some change of circumstances has rendered the consent notice of no further value” (para 44). The Court further noted that given a consent notice gives a high degree of certainty to affected parties and the public at large, “...*it should only be altered when there is a material change in circumstances (such as a rezoning through a plan change process), which means the consent notice condition no longer achieves, but rather obstructs, the sustainable management purposes of the RMA. In such circumstances, the ability to vary or cancel the consent notice condition can hardly be seen as objectionable*” (para 45).

The above direction recommends applying a high degree of caution in considering amendments to consent notice conditions. Within this context and as detailed earlier in this report, it is accepted that the proposed cancellation of Consent Notice 11450029.2 will not undermine the purposes of these consent notice conditions or impact on other parties, nor the public at large. This is because the outcomes secured by this Consent Notice will have been achieved through the implementation of this consent.

6.4 SECTION 106 FOR SUBDIVISIONS AND 106A FOR LAND USE CONSENTS

A consent authority may refuse to grant a subdivision consent or land use consent, or may grant a consent subject to conditions, if it considers that the land is or is likely to be subject to a significant risk from natural hazards, or for subdivisions, where sufficient provision for legal and physical access to each allotment has not been made.

In this case, as discussed above it is considered that appropriate legal and physical access can be provided to the proposed subdivision and Ms Buckingham raises no concerns in respect to natural hazards.

Accordingly, consent there is no reason not to grant consent or apply special conditions under s106 or 106A.

6.5 PART 2 OF THE RMA

Part 2 of the RMA details the purpose of the RMA in promoting the sustainable management of the natural and physical resources. Sustainable management is defined as:

Managing the use, development and protection of natural and physical resources in a way or at a rate which enable people and communities to provide for their social, economic and cultural well being and for their health and safety while:

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

Under Part 2 of the RMA, regard must be had to the relevant matters of Section 7 – Other Matters, including:

- (b) the efficient use and development of natural and physical resources;*
- (c) the maintenance and enhancement of amenity values;*
- (f) the maintenance and enhancement of the quality of the environment:*

In this case, the proposed activity will not compromise the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations and will have no adverse effects on the life-supporting capacity of air, water, soil and/or ecosystems. In addition, the adverse effects of the proposed activity are considered to be appropriately avoided, remedied or mitigated.

Finally, in respect to Section 8, an activity of this nature and scale will not undermine the principles of the Treaty of Waitangi.

Overall, the proposed activity is considered to meet the purpose and principles of the RMA.

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

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

Consent is **granted** to WFH Properties Limited to undertake a staged subdivision to create 278 residential lots with associated earthworks, roading, access and recreation reserves, subject to the conditions outlined in **Appendix 1** of this decision report imposed pursuant to Section 220 of the RMA.

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

Consent is **granted** to WFH Properties Limited to breach standards with regard to sight distances from vehicle crossings to intersections, subject to conditions outlined in Appendix 1 of this decision report imposed pursuant to Section 108 of the RMA.

7.3 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 221 OF THE RMA

Consent is **granted** for the application to cancel Consent Notice 114500292.2, as it relates to the allotments authorised under RM250003, such that:

1. Consent Notice 11450029.2 is cancelled in respect of all lots except Lot 800.
2. At the time consent is given effect to, the consent holder and Queenstown Lakes District Council shall vary the consent notice and shall execute all documentation and attend to the registration of a new or varied consent notice. All costs shall be borne by the consent holder.

Advice Note:

- Consent Notice 11450029.2 shall continue to apply to Lot 800, being the undeveloped area identified as future development lot – stage 8.) of Lot 2 Deposited Plan 528345.

7.4 DECISION ON RESOURCE CONSENT PURSUANT TO SECTION 127 OF THE RMA

Consent is **granted** for the application to vary Conditions 3, 4, 8 & 9 of RM180502 as follows (deleted text ~~struck through~~, added text **bold underlined**)

3. That the development must be undertaken/carried out in general accordance with the plans:

~~Paterson Pitts Group~~

- 'Master Plan' Job No W4843 Sheet 1 Rev I 17/05/2018
- ~~'Staging Concept H' Job No W4843 Sheet 2 Rev I 17/05/2018~~ **Staging Plan [Drawing 21091, 111, Rev 4, dated 30.07.25]**
- 'Design Surface Contour Plan' Job No W4843 Sheet 102 Rev I 17/05/2018
- 'Bulk Earthworks Concept Plan' Job No W4843 Sheet 201 Rev I 17/05/2018
- 'Bulk Earthworks Plan Section A-AA' Job No W4843 Sheet 202a Rev I 17/05/2018
- 'Bulk Earthworks Plan Section B & C' Job No W4843 Sheet 202b Rev I 17/05/2018
- 'Road Hierarchy Plan' Job No W4843 Sheet 300 Rev I 17/05/2018
- 'Pedestrian and Cycle Connections' Job No W4843 Sheet 301 Rev I 17/05/2018
- 'Typical Section Road Type A' Job No W4843 Sheet 303a Rev I 17/05/2018
- 'Typical Section Road Types B, D' Job No W4843 Sheet 303b Rev I 17/05/2018

stamped as approved on 27th November 2018 **and 27 February 2026.**

and the application as submitted, with the exception of the amendments required by the following conditions of consent.

4. ~~At the time the subdivision application is lodged for the area covered by this Outline Development Plan, the roading plan for that application shall include indented parking, broken yellow no parking lines, and/ or additional footpath or shared path foot/cycle paths on Road 5, Mount Nicolas Avenue and Northburn Road necessary, to the satisfaction of Council, to address safety and efficiency effects arising from traffic generated by the development approved by Resource Consent RM180502 subject to the following.~~

1. ~~This condition shall only apply to:~~

- i. ~~Any application for subdivision consent within stages 3, 4 and 5. For the avoidance of doubt it does not apply to any subdivision applications for stages 1 and 2;~~
- ii. ~~Any earlier application for subdivision consent which includes any part of Road 5 shown on the ODP, but only in respect of that part of Road 5.~~

2. ~~This condition shall cease to have effect if and when a roading connection along Peak View Ridge, connecting the Northlake Special Zone with Aubrey Road, is consented and constructed. If such a road has been consented but not yet constructed, the required road upgrades necessary to comply with this condition may be delayed to be implemented through a consent notice condition registered against the balance title which allows an appropriate time for the Peak View Ridge Road to be constructed.~~

At the time the subdivision application is lodged for the area covered by this Outline Development Plan, the roading plan for that application shall include, as relevant to the following development stages, the following roading works:

- **Stage 3: the closure of the existing vehicle linkage to Mount Nicholas Avenue and the establishment of traffic calming measures, generally in accordance with Landpro Transport Infrastructure Plans [Drawings 21091, 128.01 and 128.02] dated [25.09.25], to the satisfaction of Council.**
- ~~Stage 4: Unless an alternative and later stage is agreed with Council, the establishment of a mini-roundabout within the existing road corridor at the intersection of Outlet Road, Northlake Drive and Joe Brown Drive, generally in accordance with the Landpro Transport Infrastructure Plans [Drawings 21091, 128.03, 128.04 and 128.05] dated [25.09.25], to the satisfaction of Council.~~
- **The establishment of a traversable mini-roundabout within the existing road corridor at the intersection of Outlet Road, Northlake Drive and Joe Brown Drive, generally in accordance with the Landpro Transport Infrastructure Plans [Drawings 21091, 128.03, 128.04 and 128.05] dated [25.09.25], to the satisfaction of Council.**

At a stage agreed with QLDC, the above roading details are identified to address safety and efficiency effects arising from traffic generated by the development approved by Resource Consent RM180502, as amended by [RM250003]. However, this condition shall cease to have effect if and when a roading connection along Peak View Ridge (or in the vicinity of), connecting the Northlake Special Zone with Aubrey Road, is consented and constructed. If such a road has been consented but not yet constructed, the required roading upgrades necessary to comply with this condition may be delayed and implemented through a consent notice condition registered against the balance title, allowing an appropriate time for the Peak View Ridge Road to be constructed.

8. **Unless otherwise agreed to by Council,** Prior to Stage 5 of the subdivision the consent holder shall confirm details for the formation of shared use cycle/pedestrian path from the south-west corner of the development site (Road 1) to Aubrey Road (via Peak View Ridge) in accordance with Council standards.
9. Prior to Stage 3 **5A** of the subdivision the consent holder shall confirm details for the formation of a shared use cycle/pedestrian path ~~from Road 1 (near intersection with Road 7)~~ to the Sticky Forest walkway to the west in accordance with Council standards.

Advice Note:

- All other conditions of RM180502 shall continue to apply.

Prepared by



Nathan O'Connell
CONSULTANT PLANNER

Decision made by



Paula Costello
INDEPENDENT COMMISSIONER

8.0 DEVELOPMENT CONTRIBUTIONS AND ADMINISTRATIVE MATTERS

Local Government Act 2002: Development Contributions

In granting this resource consent, pursuant to the Local Government Act 2002 and the Council's Policy on Development Contributions the Council has identified that a Development Contribution is required. Payment will be due prior to any application for certification pursuant to section 224(c) of the RMA.

Please contact the Council if you require a Development Contribution Estimate.

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 building consent granted under the Building Act 2004. A building consent 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 RMA.

If you have any enquiries please contact us at resourceconsent@qldc.govt.nz.

9. APPENDICES LIST

APPENDIX 1 – Consent Conditions

APPENDIX 2 – Applicant's AEE

APPENDIX 3 – Engineering Advice

APPENDIX 4 – Parks and Reserves Advice

APPENDIX 1 – CONSENT CONDITIONS

Land Use

General Conditions

1. That the development must be undertaken/carried out in accordance with the plans:
 - *Proposed Subdivision of Section 2 SO 576961 Scheme Plan – Stage 3 to 7, Pembroke Heights, 44 Peak View Ridge, Wanaka*, prepared by Landpro, Rev 5, Drawing No. 110. Dated 05.08.25

stamped as approved on 27 February 2026

and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.
3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991.

Subdivision

1. That the development must be undertaken/carried out in accordance with the plans:

- *Proposed Subdivision of Section 2 SO 576961 Scheme Plan – Stage 3 to 7, Pembroke Heights, 44 Peak View Ridge, Wanaka*, prepared by Landpro, Rev 5, Drawing No. 110. Dated 05.08.25
- *'Proposed Subdivision of Section 2 SO 576961 Scheme Plan – Stage 3 to 7 – Density Hatching Pembroke Heights, 44 Peak View Ridge, Wanaka'*, prepared by Landpro, Rev 4, Drawing No. 111. Dated 05.08.25
- *Proposed Subdivision of Section 2 SO 576961 Scheme Plan – Stage 3A & 3B, Pembroke Heights, 44 Peak View Ridge, Wanaka*, prepared by Landpro, Rev 2, Drawing No. 119. Dated 30.01.25
- *Proposed Subdivision of Section 2 SO 576961 Scheme Plan – Stage 4, Pembroke Heights, 44 Peak View Ridge, Wanaka*, prepared by Landpro, Rev 1, Drawing No. 120. Dated 21.11.24
- *Proposed Subdivision of Section 2 SO 576961 Scheme Plan – Stage 5A & 5B, Pembroke Heights, 44 Peak View Ridge, Wanaka*, prepared by Landpro, Rev 2, Drawing No. 121. Dated 05.08.25
- *Proposed Subdivision of Section 2 SO 576961 Scheme Plan – Stage 6, Pembroke Heights, 44 Peak View Ridge, Wanaka*, prepared by Landpro, Rev 2, Drawing No. 122. Dated 05.08.25
- *Proposed Subdivision of Section 2 SO 576961 Scheme Plan – Stage 7, Pembroke Heights, 44 Peak View Ridge, Wanaka*, prepared by Landpro, Rev 3, Drawing No. 123. Dated 05.08.25
- *Proposed Subdivision of Section 2 SO 576961 Scheme Plan – Stage 3 to 7, Roding Typical Cross Sections & Kerb Profiles Pembroke Heights, 44 Peak View Ridge, Wanaka*, prepared by Landpro, Rev 2, Drawing No. 124_01. Dated 30.01.25
- *Proposed Subdivision of Section 2 SO 576961 Scheme Plan – Stage 3 to 7, Roding Typical Cross Sections & Kerb Profiles Pembroke Heights, 44 Peak View Ridge, Wanaka*, prepared by Landpro, Rev 2, Drawing No. 124_02. Dated 30.01.25
- *'Bollards to Prevent Traffic from using Mount Nicholas Avenue – Proposed Subdivision of Section 2 SO 576961 Scheme Plan – Stage 3 to 7 Pembroke Heights, 44 Peak View Ridge, Wanaka'*, prepared by Landpro, dated 25.09.25
- *'Traffic Calming Measures Raised Platform Locations Mt Nicholas Ave, Northburn Rd, Cluden Cres, Mt Linton Ave, Stage 3 – 7 Pembroke Heights, 44 Peak View Ridge Wanaka'*, prepared by Landpro, Dated 25.09.25
- *'Mini Roundabout Outlet Road – Northlake Drive Intersection Stage 3 – 7 Pembroke Heights, 44 Peak View Ridge Wanaka'*, prepared by Landpro, Drawing No. 128_03, dated 26.09.25
- *'Mini Roundabout Outlet Road – Northlake Drive Intersection Stage 3 – 7 Pembroke Heights, 44 Peak View Ridge Wanaka'*, prepared by Landpro, Drawing No. 128_04, dated 26.09.25
- *'Mini Roundabout Outlet Road – Northlake Drive Intersection Stage 3 – 7 Pembroke Heights, 44 Peak View Ridge Wanaka'*, prepared by Landpro, Drawing No. 128_05, dated 26.09.25
- Job no: 21091 drawing no: 112 'Bulk Earthworks Cut/Fill Plan' Rev 3, prepared by Landpro dated 12.12.24.
- Job no: 21091 drawing no: 116 'Design Contours Plan' Rev 2, prepared by Landpro dated 12.12.24.

- Job no: 21091 drawing no: 113 'Bulk Earthworks Plan: Section A-AA & B – BB' Rev 0, prepared by Landpro dated 20.06.24.
- Job no: 21091 drawing no: 114 'Bulk Earthworks Plan: Section C-CC & D-DD' Rev 2, prepared by Landpro dated 012.12.24.
- Job no: 21091 drawing no: 117 'Bulk Earthworks Plan: Section E-EE, F-FF & G-GG' Rev 0 prepared by Landpro dated 20.06.24.
- Job no: 21091 drawing no: 125 'Bulk Earthworks Plan: Section H-HH, J-JJ, K-KK & L-LL' Rev 1 prepared by Landpro dated 12.12.24.
- Job no: 21091 drawing no: 47 'Long Sections Through Boundary to 18 Mount Roy Tce' Rev 0 prepared by Landpro dated 10.12.24.
- Landscaping plans prepared by Reset Urban Design Ltd:
 - LA-002 'Location Plan' Rev A, dated 06.12.2024;
 - LA-100 'Landscape Plan' Rev A, dated 06.12.2024;
 - LA-101 'Landscape Plan Sheet 1' Rev A, dated 06.12.2024;
 - LA-102 'Planting Plan Sheet 2' Rev A, dated 06.12.2024;
 - LA-103 'Planting Schedule' Rev A, dated 06.12.2024;
 - LA-104 'Planting Details' Rev A, dated 06.12.2024.

stamped as approved on 27 February 2026

and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.

Staging

3. This subdivision may be staged. For the purposes of issuing approvals under sections 223 and 224(c) of the Resource Management Act 1991, the conditions of this consent shall be applied only to the extent that they are relevant to each particular stage proposed. This consent may be progressed in any order and all stages may be combined, providing all necessary subdivision works (such as servicing, provision of formed legal access and other works required to satisfy conditions of this consent), are completed for each stage, prior to certification being issued as necessary under sections 223 and 224(c) of the Resource Management Act 1991. Any balance lots created shall either be serviced to Council's standards or held together in one title with a serviced lot.

Any lot to vest as local purpose or recreation reserve shall vest as part of the corresponding stage of the development that it falls within.

Advice note: The acceptance of a reserve requires the approval of Full Council and the recommendation of the Wanaka Community Board or Community Services Committee. This process can take up to three months. It is the consent holder's responsibility to contact the Parks and Reserves Team at: parksplanning@qldc.govt.nz to begin this process. If a reserve is not proposed to vest in the first stage to seek title, a substantiated reason will typically be required, and the reserve outcome assured and agreed upon by the Parks and Reserves Department.

General

4. All physical development works, documentation and other consent obligations shall be carried out in accordance with the requirements of the Queenstown Lakes District Council's policies and

standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 17th April 2025 and subsequent amendments to that document up to the date of issue of any resource consent.

Note: The current standards are available on Council's website via the following link:
<https://www.qldc.govt.nz>

To be completed prior to the commencement of any works on-site

5. The owner of the land being developed shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.
6. The consent holder shall obtain and implement a traffic management plan approved by Council prior to undertaking any works within or adjacent to Council's Road reserve that affects the normal operating conditions of the road reserve through disruption, inconvenience or delay. The Traffic Management Plan shall be prepared by a certified Temporary Traffic Management Planner (TTMP) as validated either by a current CoPTTM certification or a relevant NZQA framework registered qualification, unit standard or micro credential. All contractors obligated to implement temporary traffic management plans shall employ a qualified Site Traffic Management Supervisor (STMS) to manage the site in accordance with the requirements of the NZTA's "*Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management*". The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering prior to works commencing.
7. Prior to commencing works on the site, with the exception of earthworks including associated controls approved through the Environmental Management Plan (EMP) process within this consent, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (2), to detail the following requirements:
 - a) The provision of a water supply to Lots 80 – 355 and 798-799 in terms of Council's standards and connection policy. This shall include an Acuflo GM900 as the toby valve and an approved water meter as detailed in QLDC Water Meter Policy (Appendix A), dated June 2017. The costs of the connections shall be borne by the consent holder.
 - b) Provision of irrigation to local purpose reserves, if required by Council's Parks & Reserves Manager.
 - c) In relation to the private water scheme which runs through the subject allotment either;
 - (i) The decommissioning of the existing private water scheme and the connection of all affected properties to Council's reticulated water supply, noting all related costs shall be borne by the consent holder inclusive of applicable development contributions; or
 - (ii) The retention of the existing private water scheme, including the identification of all infrastructure and the extent of any easements or access arrangements required to service the scheme.

- d) The provision of a foul sewer connection from Lots 80 – 355 and 798-799 to Council's reticulated sewerage system in accordance with Council's standards and connection policy, which shall be able to drain the buildable area within each lot. The costs of the connections shall be borne by the consent holder.
- e) The provision of a stormwater collection and disposal system which shall provide both primary and secondary protection for future development within Lots 80 – 355 and 798-799 in accordance with Council's standards and connection policy and generally in accordance with the Riley Consultants Limited report provided with the application ('*Stormwater Report for Resource Consent. Allenby Farms Subdivision, Peak View Ridge, Wanaka.*' Riley ref 210391-E, dated 14 December 2023). This shall include:

- (i) A reticulated primary system to collect and dispose of stormwater from the catchment and all potential impervious areas within the lots to reticulation and stormwater disposal system(s) within the local purpose reserve (drainage) areas. This shall include attenuation and retention/detention measures to ensure post development flows from the site do not exceed pre-development flow rates and/or velocities and cater for a 5% AEP storm event. The detention systems shall be easily accessible for maintenance.

In addition to the permanent solution, details shall be provided of a temporary stormwater and sediment management solution, which shall be adequate to service the site in the interim until the permanent stormwater management system is lived/activated. The temporary system shall perform the same functions outlined above as required for the permanent system.

Stormwater quality management devices (including soak pits) should treat the runoff from the first 20mm of rainfall from the post-development catchment impervious area. Of this, a minimum of 5mm rainfall should be discharged to ground through soakage where feasible. The systems shall make provision for the interception of 75% settle-able solids, hydrocarbons and floatable debris (TSS) prior to discharge to receiving waters; and

- (ii) A secondary protection system consisting of secondary flow paths to cater for the 1% AEP storm event and/or setting of appropriate building floor levels to ensure that there is no inundation of any buildable areas within the lots, and no increase in run-off onto land beyond the site from the pre-development situation; and
 - (iii) Percolation testing shall be undertaken at the individual soak pit locations to confirm soakage prior to submitting the design for engineering acceptance. A copy of the test results shall be provided to the Manager of Resource Management Engineering at Council and shall be in general accordance with QLDC Subdivision and Land Development Code of Practice Section 4.3.89.
 - (iv) The final design and sizing of each soak pit shall be based on the individual percolation test results, shall account for the critical storm and shall drain within 24 hours of the critical event.
 - (v) A copy of the full stormwater model and report outlining the parameters used shall be provided.
 - (vi) A predevelopment and post development contour plan shall be provided for the stormwater design.
- f) The provision of fire hydrants with adequate pressure and flow to service and maintain the subdivision with a Class FW2 fire risk in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies 2008. Any lesser risk must be approved in writing by Fire & Emergency NZ, Queenstown Office. Evidence of adequate flow testing to hydrants shall be submitted to Council prior to subdivision completion.

- g) The provision of a sealed vehicle crossing that shall be constructed to Stage 3a – Lots 80, 81, 93-96, 98 and 115-117; Stage 3b – Lots 118, 129 and 131; Stage 4 – Lots 139, 144, 159, 162, 163, 169, 171-173, 176, 177, and 180; Stage 5 – Lots 195, 198, 207, 212, 217, 220, 227, 230, 232, 233, 235, 239, 241, 251 and 252; Stage 6 – Lots 268, 269, 281, 300, and 301; and Stage 7 – Lots 304, 305, 312, 313, 320 – 324 and 338 and any lot that has less than 11m available length due to street furniture, recessed parking bays or street trees to Council's standards.
- h) The provision of an assessment prepared by a suitably qualified traffic engineer regarding the potential positioning of vehicle crossings to all lots not covered by Condition 7(g). The assessment shall include a determination of the minimum safe sight distance required from each vehicle crossing based on the design speed of the frontage road. In the event that this minimum distance is only available from one position on the lot's frontage, a sealed vehicle crossing shall be constructed to Council's standards to the lot prior to 224c certification. In the event that the vehicle crossing can safely be located in two locations, a consent notice shall be registered notifying future lot owners that a sealed vehicle crossing must be constructed in one of those two locations at the time a residential unit is constructed.
- i) The formation of roads 1-17, and the formation of Joint Owned Access Lots 402, 403, 401, 502, 503 and 601, in accordance with Council's standards and the requirements below. This shall include:
 - (iii) Roads 2, 7 and 16 shall be formed in general accordance with Figure E13 of QLDC's *'Land Development and Subdivision Code of Practice'*.
 - (iv) Roads 1, 3, 4, 8, 9, 10, 12, 13, 14, 15 and 17 shall be formed in general accordance with Figure E12 of QLDC's *'Land Development and Subdivision Code of Practice'*.
 - (v) Access Lots 402, 403, 401, 502, 503 and 601, shall be formed in general accordance with Figure E9 of QLDC's *'Land Development and Subdivision Code of Practice'*. This shall include turning heads where required by QLDC's *'Land Development and Subdivision Code of Practice'* or subsequent deviation provided by Council's Property and Infrastructure Department.
 - (vi) Details demonstrating how an appropriate maximum design speed will be achieved on all roads, taking into account the likely completed alignment of each road.
 - (vii) The provision of stormwater disposal from all impermeable surfaces.
 - (viii) The provision of temporary turning heads at the end of each stage as appropriate.
- j) At the timing determined by the intersection modelling identified in Condition 7(k) or otherwise as agreed with QLDC, the detailed design and provision of the traffic calming works (including the determination of the location and extent required) and closure arrangement of the Mount Nicholas Road connection, generally as identified in the Landpro Transport Infrastructure Plans [Drawings 21091, 128.01 and 128.02] dated [25.09.25], shall be finalised as part of the Stage 3 engineering acceptance and be implemented prior to 224c certification of any Lots. Approval of the proposed works will be at the discretion of QLDC.
- k) Intersection modelling by a suitably qualified and experienced practitioner, to be submitted as part of the Stage 3A Engineering Review and Acceptance application, to determine when an appropriately sized round about at the intersection of Outlet Road, Northlake Drive and Joe Brown Drive will be required. The modelling shall include:
 - (i) Baseline data demonstrating the current level of service; and
 - (ii) Forecast modelling showing how the level of service changes as each stage of development proceeds.

The outcome of the modelling shall determine the timing at which installation of the roundabout is necessary and appropriate from a traffic safety and efficiency perspective. Acceptance of the approved timing will be at QLDC's discretion.

- l) The detailed design and provision of a roundabout within the existing road corridor at the intersection of Outlet Road, Northlake Drive and Joe Brown Drive. The roundabout shall be generally in accordance with the Landpro Transport Infrastructure Plans (Drawings 21091, 128.03, 128.04 and 128.05, dated 25 September 2025) and shall incorporate physical traffic calming measures, including a traversable central island, to ensure effective speed reduction and safe operation. Painted treatments alone shall not be relied upon.

Note: the works required by 7 j) k) & l) are temporary solutions for Stages 3 – 7 and are not required should a roading link connecting the Northlake Special Zone with Aubrey Road (via Peak View Ridge or in the vicinity of) be consented and constructed.

- m) The provision of road lighting in accordance with Council's road lighting policies and standards, including the *Southern Light* lighting strategy. Any road lighting installed on private roads/rights of way/access lots shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on private roads/rights of way/access lots shall be isolated from the Council's lighting network circuits.
 - n) The formation of all internal intersections, in accordance with the latest Austroads intersection design guides. These designs shall be subject to review and acceptance by Council with any associated costs met by the consent holder. All signage and marking shall be in accordance with MOTSAM and the TCD Manual.
 - o) The consent holder shall engage an independent and suitably qualified and experienced traffic engineer to carry out a detailed design safety audit in general accordance with the NZTA Manual "Road Safety Audit Procedures For Projects" and section 3.2.7 of the Councils Code of Practice. This shall include confirmation that appropriate traffic signs and road marking have been provisioned in accordance with the New Zealand Transport Agency's Manual of Traffic Signs and Markings (MOTSAM) and the Traffic control devices manual. The consent holder shall comply with any recommendations at their own cost. A copy of this report shall be submitted to Council for review and acceptance.
 - p) The provision of Design Certificates for all engineering works associated with this subdivision submitted by a suitably qualified design professional (for clarification this shall include, but not limited to, all Roads, Water, Wastewater and Stormwater Infrastructure). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.
 - q) The provision of an Engineering NZ PS1 Producer Statement for any permanent retaining walls within the development.
8. At least 7 days prior to commencing excavations, the consent holder shall provide the Manager of Resource Management Engineering at Council with the name of a suitably qualified geo-professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice who is familiar with the Insight Engineering report (*'Geotechnical Supplementary Assessment Report for Stages 3 to 7 of Pembroke Heights Subdivision, Wanaka' reference No. 22016_3 (rev 1), dated 21/06/2024*) and who shall supervise the earthworks procedure and retaining wall construction, in accordance with the report recommendations. Should the site conditions be found unsuitable for the proposed excavation/construction methods, then a suitably qualified and experienced engineer shall submit to the Manager of Resource Management Engineering at Council new designs/work methodologies for the works prior to further work being undertaken, with the exception of any necessary works required to stabilise the site in the interim.
 9. Prior to the commencement of any works under this consent on the site, the consent holder shall provide a detailed landscape plan (including design specifications) to be certified by the Queenstown Lakes District Council's Parks & Open Spaces Planning Manager. The final landscape plan shall achieve the following:

- a. All works shall meet Part 7 – Landscape, of QLDC’s Land Development and Subdivision Code of Practice (dated 2025) and subsequent amendments to that document up to the date of issue of any resource consent;

Note: The current standards are available on Council's website via the following link:

<https://www.qldc.govt.nz/media/3yyc4fzi/2020-qldc-land-development-andsubdivision-code-of-practice.pdf>

- b. The landscape plan shall clearly illustrate all landscape works (including street trees and other landscape assets) within the reserves and roads that are to vest with Council;
- c. Clearly identify all trees (including the location of each tree), the species, size and location;
- d. Irrigation plan showing how trees, plants and/or grass are to be irrigated;
- e. Tree pit details showing root ball treatment and staking;
- f. Ensure that all batter slopes and mounds do not exceed a gradient of 1:5 when measured across any point to ensure that all slopes are mowable. This will require that plans clearly demonstrate that this gradient will not be exceeded;
- g. Path width, material and construction details so that all tracks achieve a minimum grade 2 standard as set out in standards Microsoft Word - QLDC Cycle Trail 2024 FINAL *Pathways with a hard sealed surface such as asphalt shall be no less than 2.2 metres in width – case specific.*
- h. Details and locations for any other proposed assets, such as park seats, irrigation and fencing; Note: All reserve improvements require prior agreement with the Parks and Open Spaces Planning Manager, and require a developer’s agreement with Council.
- i. Maintenance requirements; and
- j. A potable water supply point to be provided to the boundary of reserve lots.

No works may be undertaken on the site until the plan has been certified.

Advice Notes: Often the final landscape plan will deviate from the plan that has been stamped as approved by the resource consent due to detailed engineering design. If the plan to be utilised for this final landscape plan is the same as the resource consent plan, the consent holder shall inform Council of this.

The consent holder is welcome to seek guidance from the Parks & Reserves Department when preparing the landscape plan. This may facilitate certification if any matters of concern are addressed. The Street Tree Planting Guidelines (Appendix I of the QLDC CoP 2020) can assist in providing guidance <https://www.qldc.govt.nz/media/3tlcmxj5/appendix-i-street-tree-plantingguidelines.pdf>

The consent holder should also be aware that the certification or acceptance of any landscape plan does not remove the requirement to ensure Council approval for vesting of reserve areas.

To be monitored throughout earthworks

- 10. The earthworks, batter slopes and retaining shall be undertaken in accordance with the recommendations of the report by Insight Engineering (*‘Geotechnical Supplementary Assessment Report for Stages 3 to 7 of Pembroke Heights Subdivision, Wanaka’* reference No. 22016_3 (rev 1), dated 21/06/2024).

11. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.
12. No earthworks, temporary or permanent, are to breach the boundaries of the site, except for the works required to provide services to the subdivision and/or modify roads as per the conditions of this consent (including the roading works identified in conditions 7(j), (k) and (l).
13. The consent holder shall ensure that a tree protection fence is erected and remains in place throughout construction to identify the Tree Protection Area. The tree protection fence must be labelled by visible and clearly legible all-weather signage displaying the words "Tree Protection Area".

To be completed before Council approval of the Survey Plan

14. Prior to the Council signing the Survey Plan pursuant to Section 223 of the Resource Management Act 1991, the consent holder shall complete the following:
 - a) All necessary easements shall be shown in the Memorandum of Easements attached to the Survey Plan and shall be duly granted or reserved. This shall include any Easements in Gross as required by Council for infrastructure to vest. Requirements for vested infrastructure and Easements in Gross shall be agreed with Council's Land Development Engineer prior to Council signing the Survey Plan and prior to obtaining 'Engineering Review and Acceptance' for design of infrastructure.
 - b) The names of all roads, private roads & private ways which require naming in accordance with Council's road naming policy shall be shown on the survey plan.
[Note: the road naming application should be submitted to Council prior to the application for the section 223 certificate, a copy of the Resource Consent Decision shall be included with the application]
15. Prior to Council approval of the survey plan for Stage 3, public access easements shall be secured to provide the pedestrian and cycle connection from the south-west corner of the development to Aubrey Road in favour of Council. Any changes to the easement shall be substantially similar to the easement location shown on the subdivision plan approved in Condition 1 or of no less utility and amenity than will be provided for the location shown on the subdivision plan approved in Condition 1. The Grantor shall bear all costs associated with the registration and/or alteration of the easement, including legal, survey and registration costs.
16. The consent holder shall gain approval from the Parks team for the classification of any reserve to vest.

Advice Note – this can be achieved at the same time as the certification of the landscape plan required under condition (9)

Amalgamation Condition

17. The following shall be registered with Land Information New Zealand (CSN XXXXX):
 - That Lot 401 hereon (legal access) be held as to three undivided one-third shares by the owners of Lots 182, 185 and 188 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
 - That Lot 402 hereon (legal access) be held as to two undivided one-half shares by the owners of Lots 149 and 150 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.

- That Lot 403 hereon (legal access) be held as to two undivided one-half shares by the owners of Lots 157 and 158 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
- That Lot 502 hereon (legal access) be held as to three undivided one-third shares by the owners of Lots 243, 244 and 245 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
- That Lot 503 hereon (legal access) be held as to two undivided one-half shares by the owners of Lots 228 and 229 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
- That Lot 601 hereon (legal access) be held as to two undivided one-half shares by the owners of Lots 283 and 284 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.

To be completed before issue of the s224(c) certificate

18. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:
- a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including rights of way and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).
 - b) The completion and implementation of all works detailed in Condition (7) above.
 - c) The completion and implementation of the transport infrastructure works detailed in conditions (7i-k) which apply to that specific stage, unless QLDC's Property and Infrastructure Department agree to an alternative stage or timing arrangement.
 - d) An Elster PSM V100 or Sensus 620 water meter shall be provided to Council's maintenance contractor Veolia for Lots 80 – 355 and 798-799 as per condition (5a) above, and evidence of supply shall be provided to Council's Subdivision Inspector.
 - e) In relation to the private water scheme which runs through the subject allotment either;
 - (i) Where the private water scheme is decommissioned, all works shall be completed in accordance with the Engineering Acceptance, all costs related to these works shall be borne by the consent holder inclusive of applicable development contributions; or
 - (ii) Where the private water scheme is retained, all necessary easements and/or rights of access required to service the scheme shall be created and registered on the relevant titles.
 - f) For any lots except those within Stage 3A, the consent holder shall demonstrate to the satisfaction of the Council that the required Northlake water supply upgrade works as per Conditions 11), 12) and 13) of Outline Development Plan RM180502 have reached practical completion.

For the purposes of this condition, practical completion shall include:

- (i) Completion of the new water reservoir, associated pump upgrades, and any required pipe upgrades forming part of the approved Northlake water supply works; and
- (ii) Provision of completion certificates and as-built documentation confirming that the works have been constructed in accordance with the accepted designs and Council standards; and

- (iii) Written confirmation from Council's Property & Infrastructure Department that the upgraded water supply infrastructure is operational and capable of servicing the subdivision in accordance with Council's potable and fire-fighting water supply requirements.
- g) The consent holder shall enter into a developer's agreement between the developer and Council in relation to the stormwater system. This agreement shall bind the developer to its requirements and confirm the following:
 - (i) The timing of the disconnection of the temporary stormwater and sediment management solution and the livening/activation of the permanent solution.
 - (ii) The applicant takes responsibility for Operation & Maintenance of the areas initially for a 3-year period from issue of 224c.
 - (iii) The applicant shall meet the Key Performance Indicators (KPIs) for successful operation and management of the system that are established and agreed with Council through detailed design process prior to engineering acceptance by QLDC.
 - (iv) The consent holder shall provide Council annually (31st March) with copies of all ongoing performance monitoring data and reporting a showing compliance with the agreed KPIs and O&M manual.
 - (v) If the system is not shown to be working effectively during or at the end of the 3-year maintenance period, any remedial works required ensuring the effective and efficient operation of the stormwater disposal system in compliance with the O & M manual and associated KPIs shall be completed by the consent holder.
 - (vi) In the event of the system not performing effectively during or at the end of the 3-year maintenance period, the maintenance period may be extended by a further 2 years to allow the applicant to demonstrate the effective and efficient operation of the stormwater disposal system prior to handover to Council.
 - (vii) A bond provided by the consent holder/developer in relation to maintenance of the system for the maintenance period.

Advice Note: A pro forma Developers Agreement addressing the above can be provided on request to Council.

- h) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of an underground electricity supply has been made available (minimum supply of single phase 15kVA capacity) to the net area of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
- i) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone services has been made available to the net area of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
- j) All earthworks, geotechnical investigations and fill certification shall be carried out under the guidance of suitably qualified and experienced geotechnical professional as described in Section 2 of the Queenstown Lakes District Council's Land Development and Subdivision Code of Practice. At the completion of onsite earthworks, the geo-professional shall incorporate the results of ground bearing test results for each residential allotment within the subdivision regardless of whether affected by development cut and fill earthworks and include the issue of a Geotechnical Completion Report and Schedule 2A certificate covering all lots within the subdivision. This shall include certification that all areas of fill within the residential allotments within the subdivision has been placed in accordance with the requirements of NZS 4431:2022.

The Schedule 2A certification shall include a statement under Clause 3(e) covering Section 106 of the Resource Management Act 1991. In the event the Schedule 2A includes

limitations or remedial works against any lot(s) the Schedule 2A shall include a geotechnical summary table identifying requirements against each relevant lot in the subdivision for reference by future lot owners. Any remedial works outlined on the Schedule 2A that requires works across lot boundaries shall be undertaken by the consent holder prior to 224(c) certification being issued.

- k) All vehicle access, manoeuvring and parking areas associated with the development shall be subject to a post construction safety audit by an independent traffic engineer in accordance with the NZTA Manual "Road Safety Audit Procedures For Projects" at the consent holders cost and the results shall be submitted to Council for review and certification. Should the review recommend any further works required to achieve a safe traffic environment, the consent holder shall have these works approved by Council and implemented prior to occupation of the units.
- l) The submission of Completion Certificates from the Contractor and the Engineer advised in Condition (5) for all engineering works completed in relation to or in association with this subdivision (for clarification this shall include, but not be limited to, all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.
- m) All newly constructed gravity foul sewer and stormwater mains shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used and lateral connections shall be inspected from inside the main. The CCTV shall be completed and reviewed by Council before any surface sealing.
- n) All signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public or private roads (if any), created by this subdivision.
- o) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.
- p) All earth worked and/or exposed areas created as part of the subdivision shall be top-soiled and grassed, revegetated, or otherwise permanently stabilised.
- q) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
- r) Hydrant testing shall be carried out during the peak period of an average day to confirm that there are sufficient hydrants with adequate pressure and flow to service the development with a Class FW2 fire risk in accordance with Appendix G of SNZ PAS 4509:2008 NZ Fire Service Code of Practice for Firefighting Water Supplies. Any lesser risk must be approved in writing by Fire & Emergency NZ, Queenstown Office. The testing shall be carried out by a suitably qualified and experienced person (SQEP) as defined in section 1.8 of QLDC's Land Development and Subdivision Code of Practice and evidence of the SQEP suitability to undertake or oversee such testing shall be submitted with the hydrant testing results. The results shall be submitted to Council and all related costs shall be borne by the consent holder.

Note: these works are identified as temporary solutions for Stages 3 – 7 and are not required should a roading link connecting the Northlake Special Zone with Aubrey Road (via Peak View Ridge or in the vicinity of) be consented and constructed.

- s) The consent holder shall obtain a Full Council decision confirming that all areas of reserve have been formally agreed to be vested.
- t) Prior to s224c certification of the relevant stage, the consent holder shall fully implement all road/street landscaping and planting as shown on the landscape plan approved by condition

(9), and landscaping within lots as shown on the landscape plan(s) approved by Condition 1 in relation to the southern boundary of the site.

- u) Unless agreed otherwise by the Parks and Open Spaces Planning Manager, prior to s224c certification for Stage 5, the consent holder shall construct the pedestrian/cycle connection from the south-west corner of the development site to Aubrey Road (via Peak View Ridge) in accordance with Council standards.
- v) Prior to s224c certification of Stage 5A of the subdivision the consent holder shall construct a shared use cycle/pedestrian path across the connection reserve from the development to the Sticky Forest walkway to the west in accordance with Council standards.
- w) The consent holder shall enter into a maintenance agreement under s207A of the Local Government Act 2002 Amendment Act (LGA) as per clause 7.4.11.2 of the QLDC LDSCoP 2025, with the QLDC Parks and Reserves Department, with the obligation being upon the consent holder to fulfil the requirements detailed in (a) to (e) below. The maintenance period shall be three (3) years from any issue of 224(c):
 - i. All new assets, including irrigation and fencing, shall be kept in good working order and be free of defects or disrepair;
 - ii. Trees and vegetation shall be irrigated and maintained to an acceptable standard as specified by QLDC Parks and Reserves Planning team. It shall be the responsibility of the consent holder to ensure that any new plantings, as shown on the approved landscape plans, that die or decline at any time over the three (3) year maintenance period following the initial planting shall be replaced. The replacement plants shall be of the same species, grade and size as the original specimens and planted no later than the following planting season or as instructed by QLDC;
 - iii. The vested reserve(s) shall be kept in a tidy condition and shall be free of litter and refuse;
 - iv. Health and safety plans shall be provided for all non-QLDC approved contractors undertaking maintenance in the reserves or road reserves.
 - v. On completion of construction, asbuilts for walkways (and grassed areas if any), which are to be vested with Council, to be provided as per Land Development and Subdivision Code of Practice (dated 2025).

Advice Note: Asbuilt submission package, including asbuilt specs and guidelines, available on the QLDC LDSCoP 2025 website:

<https://www.qldc.govt.nz/services/resourceconsents/land-developments-and-subdivisions>

- x) Prior to s224c certification, all new reserve and road reserve asset information shall be submitted electronically with spatial attributes as outlined in Schedule 1D of the QLDC LDSC 2025.

Ongoing Conditions/Consent Notices

19. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant to s.221 of the Act.
 - a) A consent notice condition pursuant to s.221 of the Resource Management Act 1991 shall be registered on the Records of Title for the relevant lots providing for the performance of any ongoing requirements for protection of secondary flow paths or minimum floor levels for buildings, where deemed necessary by Council to satisfy Condition 7(d)(iii) above. The final wording of the consent notice instrument shall be checked and approved by the Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected.
 - b) In the event that the Schedule 2A certificate and Geotechnical Completion Report issued under this consent contains limitations, such as specific foundation requirements for each lot that does not meet NZS3604 foundation conditions, or remedial works required on particular

lots, then a consent notice shall be registered on the Records of Title for the affected lots detailing requirements for the lot owner(s).

- c) At the time a residential unit is constructed the owner for the time being shall construct a sealed vehicle crossing to the site to Council's standards. The design of the vehicle crossing shall be subject to approval by Council under a 'Connection to Council Service Application', unless otherwise approved under resource consent. The approval should be obtained and construction of the crossing approved by a Council Inspector prior to occupation of the residential unit. The vehicle crossings to the following lots shall be in the locations specified below:
- Lot 142: Towards the northwestern corner of the lot
 - Lot 153: 500mm from the northwestern corner of the lot or the southeastern corner
 - Lot 154: 500mm from the northwestern corner of the lot or the southeastern corner
 - Lot 193: 500mm from the northeastern corner of the lot or the southwestern corner
 - Lot 238: Towards the northeastern corner of the lot
 - Lot 242: 500mm from the eastern corner of the lot or the western corner
 - Lot 253: Towards the southeastern corner of the lot
 - Lot 272: Towards the eastern corner of the lot
 - Lot 288: 500mm from the southwestern corner of the lot or towards the northeastern corner
 - Lot 289: 500mm from the southeastern corner of the lot or towards the northwestern corner
 - Lot 294: Towards the western corner of the lot
 - Lot 798: Towards the southeastern corner of the lot or towards the northwestern corner
 - Lot 799: Towards the southwestern corner of the lot
- d) Any vehicle crossing that is constructed at the time of subdivision shall not be moved, realigned or widened, unless otherwise approved via a resource consent or Connection to Council Services Application.
20. In the event that the Engineering Acceptance issued under Condition (5) contains ongoing conditions or requirements associated with the installation, ownership, monitoring and/or maintenance of any infrastructure subject to Engineering Acceptance, then at Council's discretion, a consent notice (or other alternative legal instrument acceptable to Council) shall be registered on the relevant Records of Title detailing these requirements for the lot owner(s). The final form and wording of the document shall be checked and approved by Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected. The applicant shall liaise with the Subdivision Planner and/or Manager of Resource Management Engineering at Council in respect of the above. All costs, including costs that relate to the checking of the legal instrument by Council's solicitors and registration of the document, shall be borne by the applicant.
- [Note: This condition is intended to provide for the imposition of a legal instrument for the performance of any ongoing requirements associated with the ownership, monitoring and maintenance of any infrastructure within this development that have arisen through the detailed engineering design and acceptance process, to avoid the need for a consent variation pursuant to s.127 of the Resource Management Act].*
21. All boundary fences along or adjoining any areas of reserve shall be no greater than 1.2 metres in height and shall be no less than 50% visually permeable..

Covenant

22. The consent holder shall ensure that a fencing covenant, required under s6 of the Fencing Act 1978, is registered on all land to ensure that any reserves to vest in QLDC are protected and that Council has no liability to contribute towards any work on a fence between a public reserve vested in or administered by the Council and any adjoining land.

Environmental Management

23. At least 15 working days prior to any works commencing on site the Consent Holder shall submit an Environmental Management Plan (EMP) as required by condition 3 to Council's Monitoring and Enforcement Team for review and acceptance **HOLD POINT 1**. This document must be prepared by a Suitably Qualified and Experienced Person. The EMP shall be in accordance with the principles and requirements of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans* and specifically shall address the following environmental elements as specified in the guidelines:
- a) Administrative Requirements
 - (i) Weekly site inspections
 - (ii) Monthly environmental reporting
 - (iii) Independent audit by Suitably Qualified and Experienced Person
 - (iv) Notification and management of environmental incidents
 - (v) Records and registers
 - (vi) Environmental roles and responsibilities of personnel (including nomination of Principal Contractor)
 - (vii) Site induction
 - b) Operational Requirements
 - (i) Erosion and sedimentation (including Erosion and Sediment Control Plan) be prepared by a Suitably Qualified and Experienced Person)
 - (ii) Water quality
 - (iii) Dust
 - (iv) Cultural heritage
 - (v) Noise
 - (vi) Vibration
 - (vii) Indigenous vegetation clearance
 - (viii) Chemical and fuel management
 - (ix) Waste management
24. Prior to ground-disturbing activities on the initial stage of works or any subsequent new stage of works, the Consent Holder shall engage a Suitably Qualified and Experienced Person to prepare and submit an Erosion and Sediment Control Plan (ESCP) to Council's Monitoring and Enforcement Team for review and acceptance. This plan shall be a sub-plan of the overarching EMP required in Conditions 3 and 4, and must be prepared in accordance with the requirements outlined on pages 13 – 18 in *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*. These plans must be updated when:
- a) The construction program moves from one Stage to another; or
 - b) Any significant changes have been made to the construction methodology since the original plan was accepted for that Stage; or
 - c) There has been an Environmental Incident and investigations have found that the management measures are inadequate.
25. Prior to commencing ground-disturbing activities, the Consent Holder shall nominate an Environmental Representative for the works program in accordance with requirements outlined on pages 9 and 10 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
26. Prior to commencing ground disturbing activities, the Consent Holder shall ensure that all staff (including all sub-contractors) involved in, or supervising, works onsite have attended an Environmental Site Induction in accordance with the requirements on page 8 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.

During construction:

27. Prior to bulk earthworks operations (and vegetation clearance) for the initial stage or any subsequent new stage of works, the Consent Holder must install erosion and sediment controls in accordance with the ESCP as well as provide As-built documentation for these controls overseen by a Suitably Qualified and Experienced Person **HOLD POINT 2**. It is noted that earthworks required to construct environmental management controls are allowed to commence once Council has provided notice that **HOLD POINT 1** has been met.
28. All works shall be undertaken in accordance with the most current version of the EMP as accepted as suitable by Council.
29. The EMP shall be accessible on site at all times during work under this consent.
30. The Consent Holder shall establish and implement document version control. Council shall be provided with an electronic copy of the most current and complete version of the EMP at all times.
31. The Consent Holder shall develop and document a process of periodically reviewing the EMP as outlined on page 6 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*. No ground disturbing activities shall commence in any subsequent stage of development until an EMP has been submitted and deemed suitable by Council 's Monitoring and Enforcement Team.
32. The Consent Holder shall undertake and document weekly, and Pre and Post-Rain Event site inspections as outlined on pages 10 and 11 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
33. A SQEP shall monitor the site monthly to ensure that the site is complying with its EMP, identify any new environmental risks arising that could cause an environmental effect and suggest alternative solutions that will result in more effective and efficient management. This must include a specific audit by the SQEP of the effectiveness of the ESCP. The outcome of these inspections should be included in the Monthly Environmental Report referred to Condition 15 below.
34. The Consent Holder shall complete and submit exception reporting to QLDC in the form of a monthly environmental report. The monthly environmental report shall be submitted to QLDC's Regulatory Department within five (5) working days of the end of each month.
35. In accordance with page 9 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*, where any Environmental Incident where the EMP has failed leading to any adverse environmental effects offsite occurs the Consent Holder shall:
 - a) Report to QLDC details of any Environmental Incident within 12 hours of becoming aware of the incident.
 - b) Provide an Environmental Incident Report to QLDC within 10 working days of the incident occurring as per the requirements outlined in Section 3.3.1 of *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
36. Environmental records are to be collated onsite and shall be made available to QLDC upon request; immediately if the request is made by a QLDC official onsite and within 24 hours if requested by a QLDC officer offsite. Records and registers to be managed onsite shall be in accordance with the requirements outlined on page 14 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*.
37. Any Discharge (refer definition in the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans*) that leaves the site shall comply with the Water Quality Discharge Criteria outlined on page 19 of the *Guideline*. with the exception of Total Suspended Solids which should be at a concentration of no more than 25mg/L.

38. The Earthworks shall be undertaken in accordance with the relevant conditions imposed on the subdivision consent RM250003 and align with the EMP accepted under RM240469.

Hours of Operation – Earthworks

20. Hours of operation for earthworks, shall be Monday to Saturday (inclusive): 8.00am to 6.00pm. Sundays and Public Holidays: No Activity

In addition, no heavy vehicles are to enter or exit the site, and no machinery shall start up or operate earlier than 8.00am. All activity on the site is to cease by 6.00pm.

Accidental Discovery Protocol

21. If the consent holder:

- a) does not have an archaeological authority from Heritage New Zealand Pouhere Taonga *and* discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder shall without delay:
 - (i) notify Council, Tangata whenua and Heritage New Zealand Pouhere Taonga and in the case of skeletal remains, the New Zealand Police.
 - (ii) stop work within the immediate vicinity of the discovery to allow a site inspection by the Heritage New Zealand Pouhere Taonga and the appropriate runanga and their advisors, who shall determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.

Any koiwi tangata discovered shall be handled and removed by tribal elders responsible for the tikanga (custom) appropriate to its removal or preservation. Site work shall recommence following consultation with Council, the New Zealand Pouhere Taonga, Tangata whenua, and in the case of skeletal remains, the New Zealand Police, provided that any relevant statutory permissions have been obtained.

- b) discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder shall without delay:
 - (i) stop work within the immediate vicinity of the discovery or disturbance and;
 - (ii) advise Council, the Heritage New Zealand Pouhere Taonga and in the case of Maori features or materials, the Tangata whenua and if required, shall make an application for an Archaeological Authority pursuant to the New Zealand Pouhere Taonga Act 2014 and;
 - (iii) arrange for a suitably qualified archaeologist to undertake a survey of the site.

Site work may only recommence following consultation with Council.

Advice Note:

- This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information, please contact the DCN Officer at QLDC.

For Your Information

Monitoring

The conditions in your decision will advise if monitoring is required. To assist with compliance of your resource consent, and to avoid your monitoring deposit being used before your development starts, please complete the “[Notice of Works Starting Form](#)” and submit it to the Monitoring Planners by email at RCMonitoring@qldc.govt.nz or via upload to the Community Portal using this [link](#).

Environmental Management Plan

Please be aware of your requirements to appropriately manage environmental effects associated with your activity. Site management means having adequate controls in place on your site. This will ensure compliance is achieved and harmful by-products of construction activities do not damage the environment or cause nuisance to neighbours. We’ve provided some [advice](#) to help you mitigate any possible adverse effects that may be generated on your site as a result of construction related activities.

Engineering Acceptance

You may also have conditions that require you to apply for Engineering Acceptance. To apply, please complete the Engineering Acceptance Application Form through the Community Portal, using this [link](#). Information to help you upload your forms and documents can be found [here](#). Further information regarding Engineering Acceptance can be found [here](#).

Development Contribution

If this decision requires a development contribution (DC) charge, we will be sending a notice in due course. To answer questions such as what is a DC charge, when a DC charge is triggered and timing of payments, this information is available [here](#). If you wish to make a DC estimate calculation yourself, please use this [link](#). Full details on current and past policies can be found [here](#).

Updated Land Use Conditions RM180502

General Conditions

1. That the development must be undertaken/carried out in general accordance with the plans:

- 'Master Plan' Job No W4843 Sheet 1 Rev I 17/05/2018
- Staging Plan [Drawing 21091, 111, Rev 4, dated 30.07.25]
- 'Design Surface Contour Plan' Job No W4843 Sheet 102 Rev I 17/05/2018
- 'Bulk Earthworks Concept Plan' Job No W4843 Sheet 201 Rev I 17/05/2018
- 'Bulk Earthworks Plan Section A-AA' Job No W4843 Sheet 202a Rev I 17/05/2018
- 'Bulk Earthworks Plan Section B & C' Job No W4843 Sheet 202b Rev I 17/05/2018
- 'Road Hierarchy Plan' Job No W4843 Sheet 300 Rev I 17/05/2018
- 'Pedestrian and Cycle Connections' Job No W4843 Sheet 301 Rev I 17/05/2018
- 'Typical Section Road Type A' Job No W4843 Sheet 303a Rev I 17/05/2018
- 'Typical Section Road Types B, D' Job No W4843 Sheet 303b Rev I 17/05/2018

stamped as approved on 27th November 2018

and the application as submitted, with the exception of the amendments required by the following conditions of consent.

2. This consent shall not be exercised and no work or activity associated with it may be commenced or continued until the following charges have been paid in full: all charges fixed in accordance with section 36(1) of the Resource Management Act 1991 and any finalised, additional charges under section 36(3) of the Act.
3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991.

Roading Upgrades

4. At the time the subdivision application is lodged for the area covered by this Outline Development Plan, the roading plan for that application shall include, as relevant to the following development stages, the following roading works:
 - Stage 3: the closure of the existing vehicle linkage to Mount Nicholas Avenue and the establishment of traffic calming measures, generally in accordance with Landpro Transport Infrastructure Plans [Drawings 21091, 128.01 and 128.02] dated [25.09.25], to the satisfaction of Queenstown Lakes District Council.
 - The establishment of a traversable mini-roundabout within the existing road corridor at the intersection of Outlet Road, Northlake Drive and Joe Brown Drive, generally in accordance with the Landpro Transport Infrastructure Plans [Drawings 21091, 128.03, 128.04 and 128.05] dated [25.09.25], to the satisfaction of Queenstown Lakes District Council.

At a stage agreed with Queenstown Lakes District Council, the above roading details are identified to address safety and efficiency effects arising from traffic generated by the development approved by Resource Consent RM180502, as amended by RM250003. However, this condition shall cease to have effect if and when a roading connection along Peak View Ridge (or in the vicinity of), connecting the Northlake Special Zone with Aubrey Road, is consented and constructed. If such a road has been consented but not yet constructed, the required roading upgrades necessary to comply with this condition may be delayed and implemented through a consent notice condition registered against the balance title, allowing an appropriate time for the Peak View Ridge Road to be constructed.

Open Space

5. Any application for subdivision (excluding boundary adjustments) shall include a detailed landscape plan for open space areas within the application area that meets the following objectives:
 - Identifies the intended purpose of the open space
 - Contains landscaping that is appropriate to the purpose of the space
 - Identifies all plant species
 - Identifies long-term management considerations
 - Integrates with adjoining land uses
 - Is consistent with Crime Prevention through Environmental Design (CPTED) principles.

Design Control

6. Any application for subdivision shall include a set of design controls for residential sections, prepared by a suitably qualified person, to be certified by Council or a Council Representative qualified in Urban Design that meets the following objectives;

- (a) Provides mechanism to ensure house designs that address road frontages and public spaces

- (b) Maximise solar gain through appropriate location of living spaces

The design controls shall be included with any subdivision application and shall be provided for inclusion as a consent notice or covenant to be registered on the relevant residential sections within the subdivision area.

Engineering

6. All engineering infrastructure associated with future development under RM180502 shall be designed in accordance with the Queenstown Lakes District Council District Plan and the Queenstown Lakes District Council's policies and standards, being the Queenstown Lakes District Council – Land Development & Subdivision Code of Practice adopted on 3rd May 2018 and subsequent amendments to that document up to the date of issue of any resource consent, except where specified otherwise.
7. At the time a subdivision application is lodged to undertake the subdivision indicated on the Allenby Farms Ltd –Master Plan and approved by resource consent RM180502, as a minimum all transportation engineering infrastructure shall comply with the following or such other standard as agreed to by Council;

Roads 1, 2, 16 (Collector Roads)

Designed and formed in accordance with the QLDC LDCP, Table 3.2 “Suburban, Live and Play, Primary Access to housing up to 800 du”, Figure E13 (target operating speed of 50 km/hr) with the exception that a 2.5m wide shared use (cycle/pedestrian) path shall be installed on one side.

Roads 3-14 (Local Roads)

Designed and formed in accordance with the QLDC LDCP, Table 3.2 “Suburban, Live and Play, Primary Access to housing up to 200 du”, Figure E12 (target operating speed of 40 km/hr).

Road 15 (Local Road – Cul-De-Sac)

Designed and formed in accordance with the QLDC LDCP, Table 3.2 “Suburban, Live and Play, Access to houses/townhouses up to 20 du”, Figure E12 (target operating speed of 20 km/hr).

Access Lanes 1 & 2 (Private)

Designed and formed in accordance with the QLDC LDCP, Table 3.2 “Suburban, Live and Play, Access to housing 1-3 du”, Figure E9 (target speed 10 km/hr).

The above designs shall achieve the required vehicle speed environments, taking into account the findings and recommendations of the Carriageway Consulting speed environment assessment email ref 14234-190518-joyce dated 19/05/2018 and provided with the application for the Outline

Development Plan consent RM180502. Any traffic calming measures shall ensure integration of pedestrian facilities, cycling facilities, parking layout and streetscapes into the overall design to achieve the target operating speeds.

8. Unless otherwise agreed with Queenstown Lakes District Council, prior to Stage 5 of the subdivision the consent holder shall confirm details for the formation of shared use cycle/pedestrian path from the south-west corner of the development site (Road 1) to Aubrey Road (via Peak View Ridge) in accordance with Council standards.
9. Prior to Stage 5A of the subdivision the consent holder shall confirm details for the formation of a shared use cycle/pedestrian path to the Sticky Forest walkway to the west in accordance with Council standards.
10. Prior to subdivision of any lots the consent holder shall confirm that required upgrades to the greater Council wastewater network to service the relevant stage have either been undertaken, or are suitably programmed to be undertaken, to service the lots in accordance with Council standards.
11. Prior to subdivision of any lots the consent holder shall confirm that required upgrades to the greater Council water supply network have either been undertaken, or are suitably programmed to be undertaken, to service the lots in accordance with Council standards.
12. Prior to subdivision of any lots above RL355m the consent holder shall confirm the establishment (or suitable detail for the establishment) of a local water pressure boosting system, or alternatively an additional high point reservoir, to meet minimum domestic water pressure requirements in accordance with Council standards.
13. Prior to subdivision of any lots above RL370m the consent holder shall confirm the establishment (or suitable detail for the establishment) of a fire fighting water supply to service the lots in accordance with PAS SNZ 4509 -2008.
14. Prior to subdivision development a Traffic Management Plan is required to be approved by Council for all construction traffic movements to/from development. This shall ensure mitigation of safety and nuisance effects on the existing surrounding road network.
15. Prior to subdivision of Stages 4 and/or 5 the consent holder shall confirm that only overland flows from the lots south of Road 12 are designed to flow to the southern catchment and associated southern detention pond, overland flow from all other lots shall be to the eastern catchment and associated detention. All primary stormwater piped flows shall be back towards the east and without potential for pipe surcharge back into the southern catchment.
16. With the subdivision application the consent holder shall submit to the Manager of Resource Management Engineering at Council for review and certification a Construction Management Plan addressing the following matters as a minimum:
 - Control of dust;
 - Silt and sediment control;
 - Earthworks debris deposited on streets;
 - Construction noise;
 - Traffic management;
 - Hours of construction;
 - Access from the surrounding road network
 - Control of stormwater overland flows. Specifically to limit increased risk of flooding (and sedimentation) to existing properties to the south-east of the site.

APPENDIX 2 – APPLICANT’S AEE



Application for Resource Consent to the Queenstown Lakes District Council | WFH Properties Limited

*Subdivision and land use consent for 278
residential allotments associated with Activity Area
B1 and E4 of the Northlake Special Zone,
Pembroke Heights, Wanaka*

20 December 2024



Document prepared by:

Town Planning Group (NZ) Limited

Phone: 0800 224 470

Email: office@townplanning.co.nz

Web: www.townplanning.co.nz

Offices in Tāhuna and Ōtautahi

Use and Reliance

This report has been prepared by Town Planning Group (NZ) Ltd on the specific instructions of our Client. It is solely for our Client's use for the purpose for which it is intended in accordance with the agreed scope of work. Town Planning Group (NZ) Ltd does not accept any liability or responsibility in relation to the use of this report contrary to the above, or to any person other than the Client. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate, without independent verification, unless otherwise indicated. No liability or responsibility is accepted by Town Planning Group (NZ) Ltd for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



Contents

1	Introduction	6
2	Site and Surrounds	8
2.1	Site Description	8
2.2	Resource consent background	9
2.3	Geotechnical and natural hazards	10
2.4	Site contamination	11
3	Description of the Proposal	12
3.1	Subdivision	12
3.2	Residential Activity / Density	13
3.3	Structure Plan and Outline Development Plan	13
3.3.1	Northlake Structure Plan	13
3.3.2	Outline Development Plan Resource Consent RM180502	14
3.4	Earthworks and Environmental Management	16
3.5	Transport, Access and Parking	17
3.6	Infrastructure	17
3.6.1	Stormwater	18
3.6.2	Wastewater	19
3.6.3	Water Supply	19
3.6.4	Other Services	20
4	Statutory Provisions	21
4.1	Queenstown Lakes District Plan	21
4.1.1	Northlake Special Zone Chapter	21
4.1.2	Consents Required	21
4.1.3	Relevant Rules the Activity Complies With	22
4.1.4	Summary of Activity Status	23
4.2	National Environmental Standards	23
4.3	Other Resource Consents	24
5	Assessment of Environmental Effects	25
5.1	Consistency with the Northlake Structure Plan and ODP RM180502	25
5.1.1	Residential Lot Layout	25
5.1.2	Roading Upgrades	26
5.1.3	Open Space / Reserve / Design Controls	27
5.1.4	Summary	28
5.2	Property Access and Sight Distance of Vehicle Crossing from Intersections	28
5.3	Natural Hazards and Other Hazards	28
5.4	Water Supply, Stormwater, Wastewater, Energy and Telecommunications	29
5.5	Open Space and Recreation	29
5.6	Urban Design/Design Control	31



5.7	Protection of Vegetation and Landscape	32
5.8	Easements	32
5.9	Earthworks	32
5.10	Conclusion	33
6	Statutory Assessment.....	34
6.1	Section 95, RMA	34
6.1.1	Section 95A Assessment	34
6.1.2	Section 95B Assessment	34
6.2	Section 104(1)(a), RMA.....	35
6.3	Section 104(1)(b), RMA.....	35
6.3.1	Operative District Plan	35
6.3.2	Proposed District Plan.....	37
6.4	Section 104(1)(c) RMA.....	37
6.5	Part 2, RMA.....	39

Supporting Information

[A]	Application Form/s
[B]	Records of Title and Instruments
[C]	Stage 1-2 Resource Consents (RM220913, RM23.046.01 and RM23.046.02)
[D]	ODP RM180502
[E]	Stage 3-7 Bulk Earthwork Resource Consents (RM24.397 and RM240469)
[F]	Geotechnical Report
[G]	Preliminary Site Investigation Report
[H]	Proposed Subdivision Plans
[I]	Transport Assessment(s) of Northburn Road
[J]	Compliance Assessment against Conditions of ODP RM180502
[K]	Infrastructure Report
[L]	Transport Assessment of Stage 3-7 Subdivision
[M]	Open Space and Urban Design Report
[N]	Design Controls and Urban Design Certification

Figures

Figure 1	Site and Zoning (QLDC GIS)	6
Figure 2	Site Location (GRIP Maps)	8
Figure 3	Site Location – ODP Planning Maps (QLDC GIS).....	9
Figure 4	Site Location – PDP Planning Maps (QLDC GIS)	9
Figure 5	Proposed Subdivision Plan – Stages 3-7	12
Figure 6	Northlake Special Zone Structure Plan.	13
Figure 7	Approved ODP RM180502	14



Figure 8 Approved Roading Network – Northlake RM240663.....	15
Figure 9 Proposed Retaining Locations (Red and White)	16
Figure 10 Existing Stormwater Drainage Catchments (Stormwater Design Report).....	18
Figure 11 Proposed Stormwater Drainage Catchments (Stormwater Design Report)	19
Figure 12 Stage 3 Reserve Plan (Reset)	30
Figure 13 Stage 5 Reserve Plan (Reset)	31
Figure 14 Stage 3-7 Bulk Earthworks Plan – Approved Plan RM240469	33



1 Introduction

WFH Properties Limited (**the Applicant**) seeks subdivision and land use resource consents to undertake a staged subdivision comprising a total of 278 residential lots, and lots for roading, access, and recreation reserves at Pembroke Heights, Wanaka. The proposed subdivision is in general accordance with the Stages 3 to 7 of Outline Development Plan resource consent RM180502 (**ODP RM180502**). The application for subdivision will also include limited earthworks within the area subject to Stages 3 to 7 of ODP RM180502, with these bulk earthworks authorised through RM240469.

The subject site (**the site**) is 37.2ha in area and located in the southwest corner of the Northlake Special Zone. The Site is zoned Northlake Special Zone (**NSZ**) under the Operative Queenstown Lakes District Plan (**ODP**) and contains Activity Areas B1, E4 and two Tree Protection Areas as identified on the NSZ Structure Plan. The wider subdivision includes the development of a stormwater retention basin and open space area in accordance with RM180502. The subdivision and earthworks relating to Stages 1 and 2 are nearly completion as per the RM220913. The zone and location of the site is shown in **Figure 1** below.

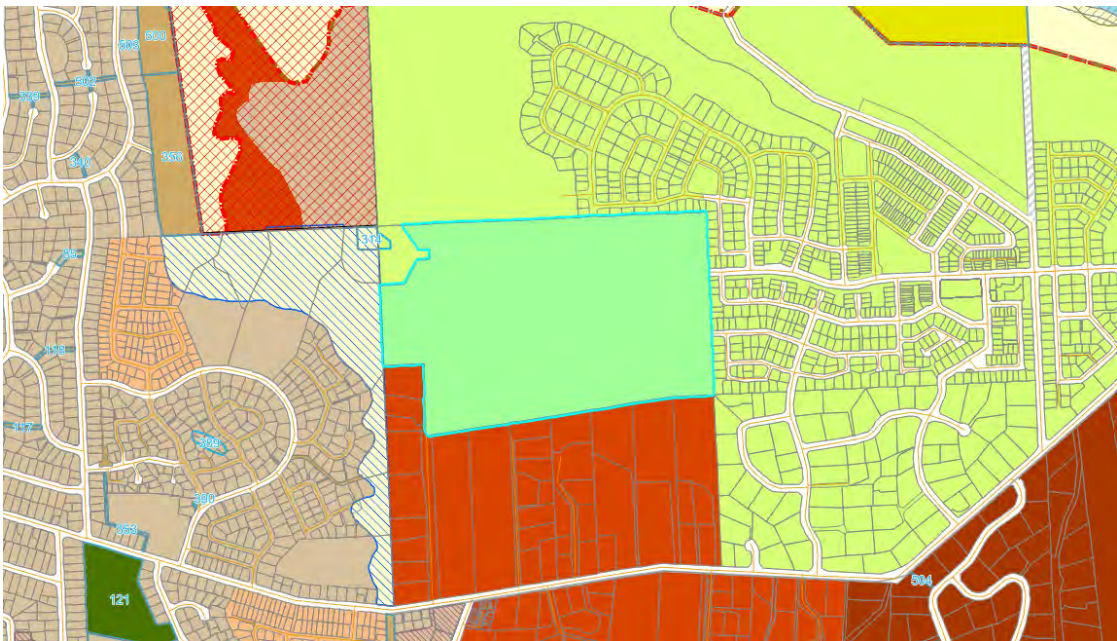


Figure 1 Site and Zoning (QLDC GIS)

Relevant application forms have been appended to this application as **Attachment [A]**.

Resource consent is required under the ODP as a **Restricted Discretionary Activity** for subdivision, earthworks and minor transport related non-compliances associated with sight distances from vehicle access and minimum distances of crossings from intersections for individual allotments.

Overall, adverse effects on, or associated with infrastructure, stormwater, urban design roading (including wider strategic transport outcomes), contaminated land, adherence



with the ODP, open space and recreation and earthworks and erosion and sediment management have been investigated and assessed, and supported by expert technical reports to ensure the adverse effects on the environment are managed so that they are less than minor.

The proposed subdivision will achieve the objectives of the NSZ, is generally consistent with ODP RM180502 and will contribute to a diversity of housing opportunities in the Upper Clutha.



2 Site and Surrounds

2.1 Site Description

The site is located in the north-eastern extent of the Wanaka urban environment and located west of Albert Town, and south of the Clutha River Mata-Au (**Figure 2**).



Figure 2 Site Location (GRIP Maps)

The site is legally described as Section 2 SO 576961 and Lot 1 DP 529345 as contained within Records of Title 1132247 and 858370 respectively. The Applicant is the owner of the Site. **Attachment [B]** contains the Record of Title and relevant interests.

Northlake Drive and Mount Nicholas Avenue adjoin the eastern boundary of the site. Access to the site is also available via Peak View Ridge, a right of way located off Aubrey Road, and Riverslea Road. The existing topography of the site is characterised as undulating with slopes up to 30 degrees, and a general fall from the higher elevated parts of the site in the west toward the east and south, which is reflected in the proposed stormwater management regime.

It is noted that land development works are progressing within the site as part of Stage 1 and 2, with these the subject of resource consents RM220913, RM23.046.01 and RM23.046.02 (enclosed as **Attachment [C]**).

The site is located in the south-eastern extent of the NSZ as identified in **Figure 3** below and is bordered on its north and east boundaries by the NSZ, along the west boundary, the Rural Zone and Building Restriction Area, which includes a Council reservoir (Designation #314). A portion of the Site's west boundary and all of the



southern boundary adjoins the Large Lot Residential A Zone under the Proposed Queenstown Lakes District Plan (PDP) (**Figure 4**).

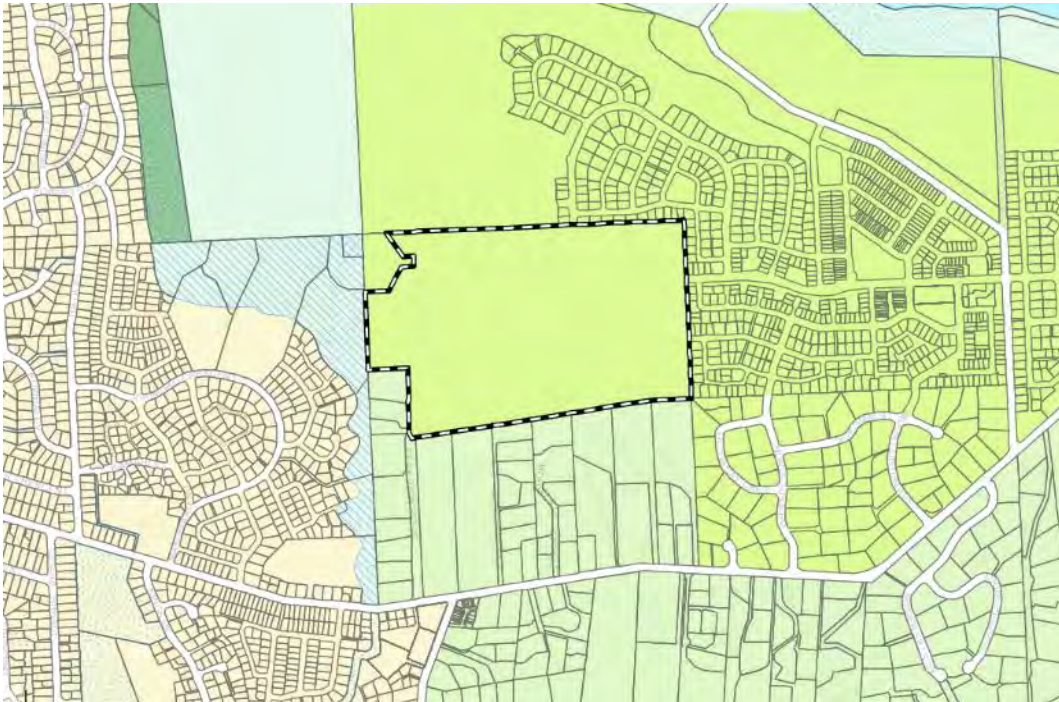


Figure 3 Site Location – ODP Planning Maps (QLDC GIS)

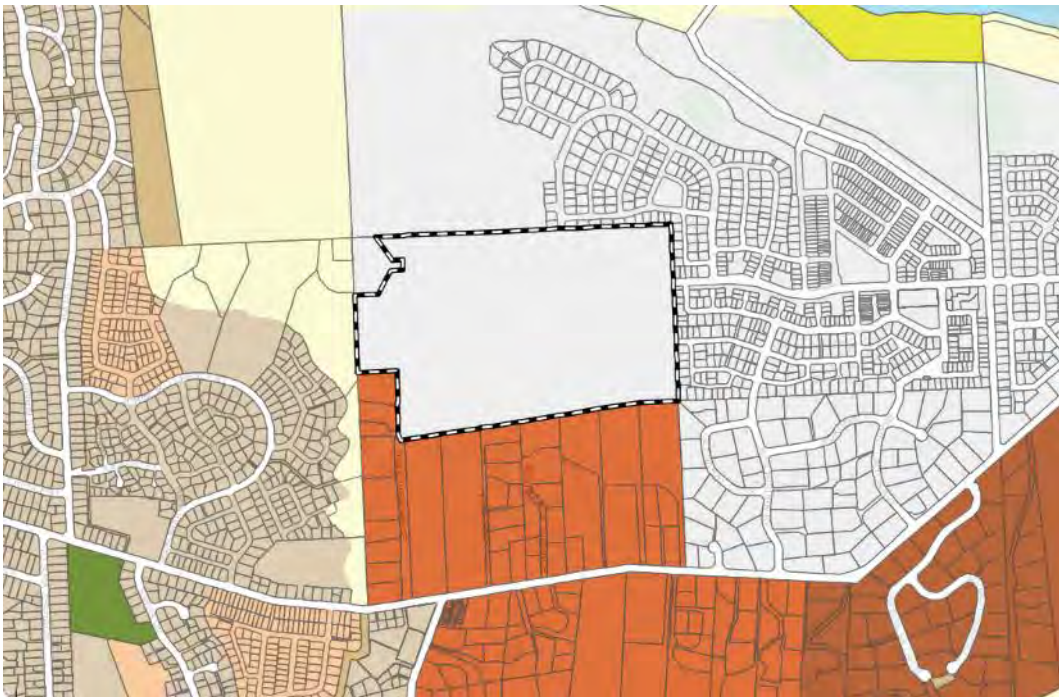


Figure 4 Site Location – PDP Planning Maps (QLDC GIS)

2.2 Resource consent background

The relevant resource consent background for the site is outlined as follows:

- RM180502 (refer **Attachment [D]**), granted 28 November 2018, approved an Outline Development Plan enabling a staged residential subdivision of 354 residential allotments, including allotments for roading, access, stormwater and recreation reserves at Allenby Farm, Wanaka (now known as Pembroke Heights).
- RM220913, granted 10 May 2023 for subdivision and land use consent for 74 residential allotments with associated earthworks, access and servicing, associated with the Stage 1-2 residential development at Pembroke Heights, Wanaka.
- RM23.046, granted 10 May 2023 for earthworks associated with residential development and associated discharge of sediment to land as part of the Stage 1-2 residential development at Pembroke Heights, Wanaka.
- RM24.397 (refer **Attachment [E]**), granted 25 September 2024 for earthworks associated with residential development and associated discharge of sediment to land as part of the Stage 3-7 residential development at Pembroke Heights, Wanaka.
- RM240469 (refer **Attachment [E]**), granted 16 December 2024 for bulk earthworks associated with the Stage 3-7 residential development at Pembroke Heights, Wanaka.

2.3 Geotechnical and natural hazards

The soil character is identified and described in the Insight Engineering Geotechnical Report (**Attachment [F]**) as comprising glacial till, with a topsoil depth of 0.2-0.4m followed by dry to moist, sandy silt with minor fine to coarse gravel and trace cobbles. Soils encountered within the proposed fill areas generally comprised dense, sandy, fine to coarse gravel with cobbles and boulders (outwash deposits), with underlying till deposits also encountered.

In terms of groundwater, this was encountered in a single test pit only. Minor quantities of water flowed at a depth of 1.2m, however the overlying materials were noted to be wet and surface water was present at this location. The Insight Engineering Geotechnical report identifies that the soils at the site are potentially dispersive and susceptible to erosion when exposed to water, and wind and the generation of dust is a potential hazard.

The Geotechnical Report identifies the Cardrona-Hawea Fault located approximately 2.3km to the south-east of the Site, and the North-West Cardrona Fault located 3.6km to the southwest of the site, and the Alpine Fault located approximately 100km west of the Site. However, the Geotechnical Report does not identify any particular recommendations or limitations associated with future development on the Site. Nor are any other hazard related matters such as liquefaction, slope stability or debris flow from flooding identified as matters requiring further investigations or remedial measures.



2.4 Site contamination

The Preliminary Site Investigation (**PSI**) in **Attachment [G]** has assessed the suitability of site for residential activity as required by the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations (**NESCS**), also addressed under the statutory framework below. The PSI found that the site has been used for grazing of livestock since at least 1964. No evidence of activities identified in the NESCS as hazardous activities and industries list (**HAIL**) were found on the site and contamination impacts are therefore considered unlikely to have occurred at the property.



3 Description of the Proposal

3.1 Subdivision

The subdivision proposes to create the following lots, as identified in the Proposed Subdivision Plans enclosed as **Attachment [H]** and **Figure 5**, for the following purposes:

- Residential (totalling 278 Lots):
 - Stage 3A – 38 lots;
 - Stage 3B – 14 lots;
 - Stage 4 – 62 lots;
 - Stage 5 – 59 lots;
 - Stage 6 – 49 lots;
 - Stage 7 – 56 lots;
- Roads (and an access lot) to vest; and
- Reserves to vest (recreation, local purpose).

The Applicant seeks that the subdivision is staged in any order, subject to the relevant infrastructure and services appropriately installed.

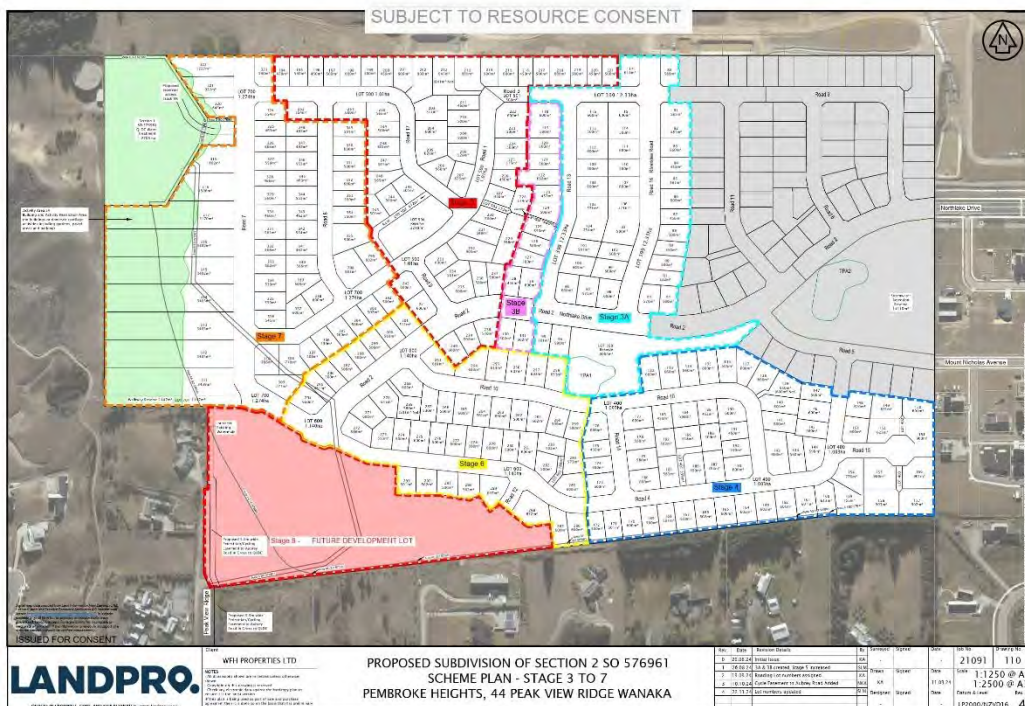


Figure 5 Proposed Subdivision Plan – Stages 3-7



3.2 Residential Activity / Density

The 278 lots created for residential activity will be intended to be developed by future landowners for residential activity. Residential activity on these lots has been approved under the NSZ provisions by way of the approval of ODP RM180502. Following the grant of this resource consent application, the subsequent lodgement of the subdivision plan with the Council will give effect to¹ this consent and the residential activity will be authorised on an enduring basis.

3.3 Structure Plan and Outline Development Plan

3.3.1 Northlake Structure Plan

As identified in **Figure 6**, the wider site is identified within Activity Area (AA) B1, and also contains part of AA E4, with two Tree Protection Areas (TPA) identified as Areas 1 and 2 on the NSZ Structure Plan. The NSZ Structure Plan identifies Peak View Ridge as a 'Required walkway/cycleway', and the connection with Peak View Ridge with Aubrey Road as one of several 'Secondary entries (indicative)'. The proposed residential densities associated with the subdivision, when combined with the Stage 1 and 2 development, are in accord with that approved by RM180502 (i.e. a total of 354 residential allotments), notwithstanding the provision of a future development lot.

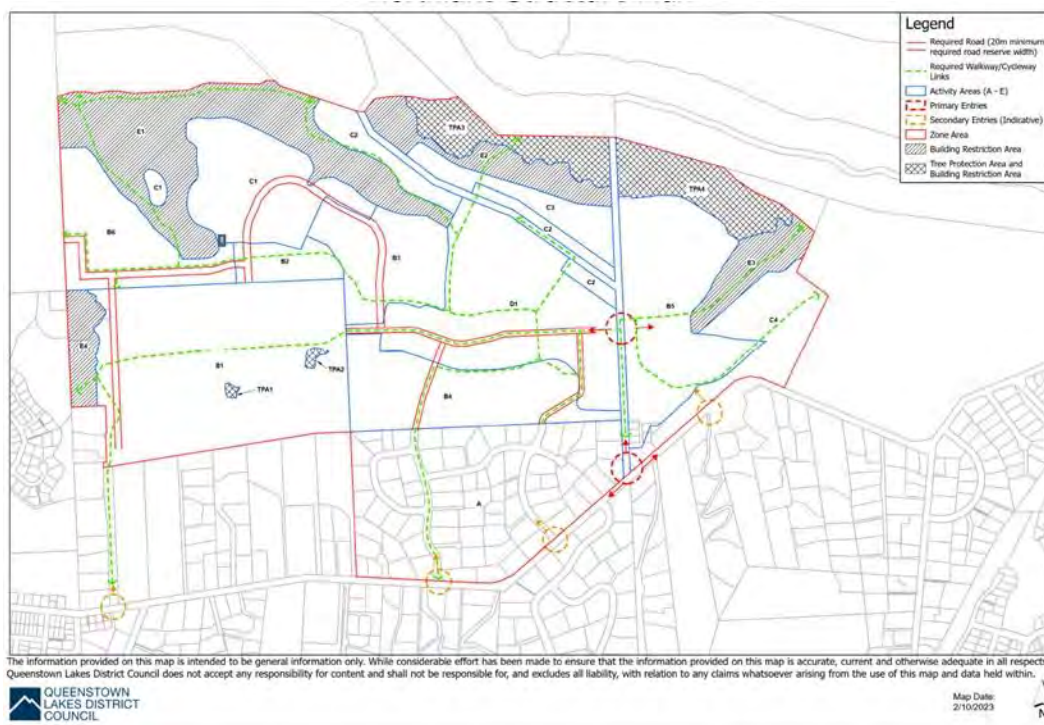


Figure 6 Northlake Special Zone Structure Plan.

¹ As provided by s 125(2) RMA 1991 providing the survey plan is deposited in accordance with s 224 RMA 1991.

3.3.2 Outline Development Plan Resource Consent RM180502

Resource consent RM180502 was granted on 27 November 2018 for an ODP activity, which is required as a prerequisite to any residential activity within the NSZ. The NSZ chapter text states that an important component of the Zone is the need to submit an ODP as part of an application for consent to specified activities prior to development, to ensure the Zone is developed in an integrated manner. **Figure 7** shows approved ODP RM180502.

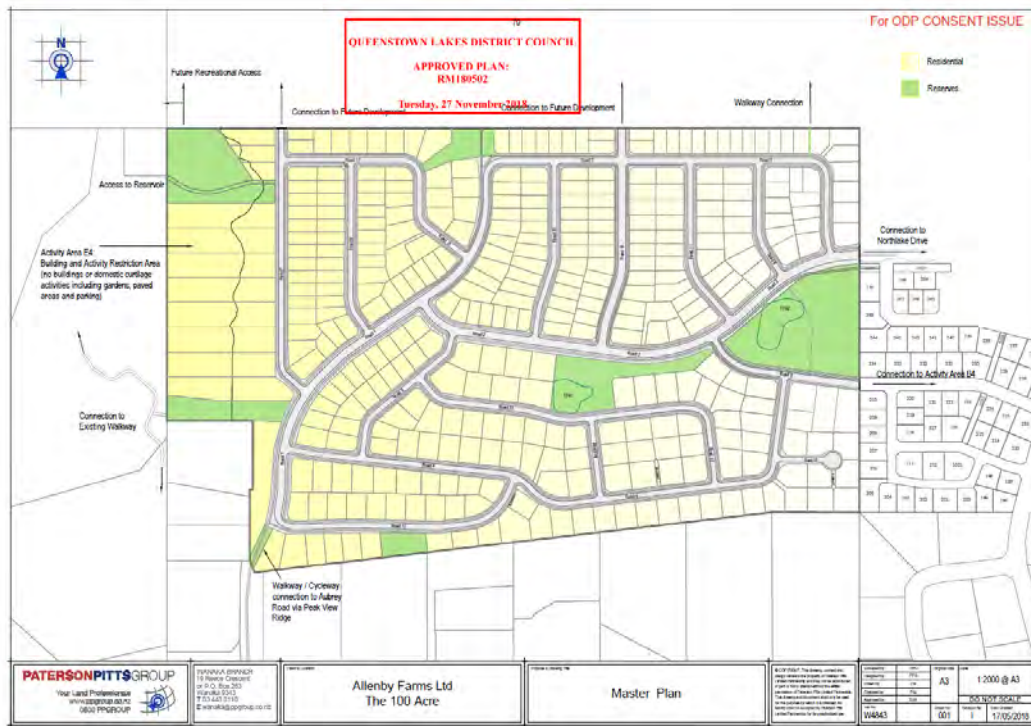


Figure 7 Approved ODP RM180502

This resource consent application is the second in terms of subsequent subdivision and development under the approved ODP RM180502. The proposal aligns with and is consistent in terms of roading connections with subdivisions undertaken within the Northlake Special Zone, but outside the area subject to RM180502. ODP RM180502 identifies three roading connections to the site and the wider Northlake development and several open space areas.

The proposed subdivision has generally adopted the approved roading and open space configuration, noting that there are some minor adjustments to the lot layout and sizing. The proposed roading layout is in general accordance with ODP RM180502, albeit noting some minor changes to ensure integration with the road connections to the north (including a wider road corridor as per the decision on Plan Change 54), as illustrated in **Figure 8**.

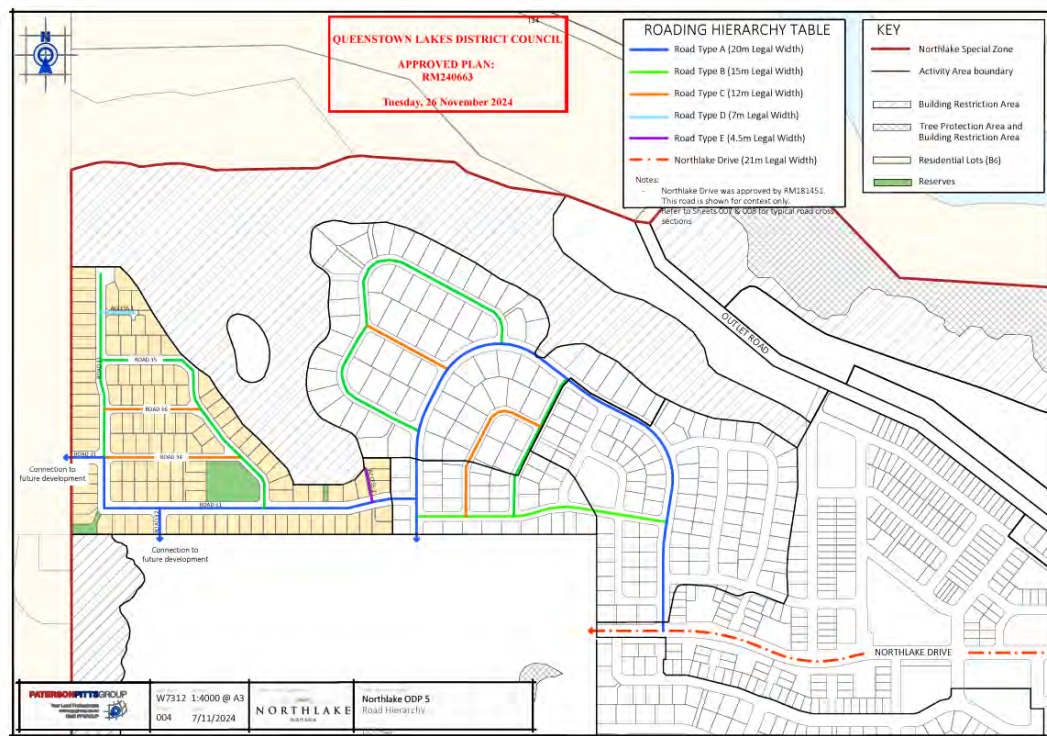


Figure 8 Approved Roding Network – Northlake RM240663

The proposed residential density is consistent with ODP RM180502, with a range of densities provided, but remaining within the envelope of 354 residential allotments. It is noted however that a future development lot has been proposed in the southwestern corner of the site, with this lot intended to preserve the ability to respond to any future decisions around potential strategic roding connections to Aubrey Road, and that these can be accommodated whilst achieving an efficient residential subdivision outcome.

The reserve and open space layout is generally consistent with ODP RM180502, albeit noting that a smaller reserve has been relocated to a more appropriate location within the overall subdivision and is of a larger overall area. This relocation was driven to ensure greater accessibility to open space areas and recognise the lack of any adjoining open space reserve to the north as part of the Northlake Stage 17 and 18 development areas.

Whilst the proposed subdivision is considered to be generally in accord with ODP RM180502 in terms of the key matters associated with subdivision design, it is noted that ODP RM180502 contains a number of conditions, most notably a 'roding upgrade' condition. This matter has been investigated at length with engagement occurring with QLDC, with potential solutions provided to achieve the intent of the condition, as identified in the Transport Assessments for Northburn Road enclosed as **Attachment [I]**. A complete assessment against the relevant consent conditions of ODP RM180502 is enclosed as **Attachment [J]**, with suitable assessment provided in **SECTION 5**.

3.4 Earthworks and Environmental Management

As identified, the bulk earthworks associated with Stage 3-7 have been recently authorised through the issue of RM24.397 and RM240469 (refer **Attachment [E]**). The proposed subdivision incorporates these earthworks, albeit noting that some additional minor contouring / finishing works may be undertaken to establish platforms, with this minor in extent and within the scope and details of the approved consents. However, the application seeks to ensure that the earthworks identified in RM24.397 and RM240469 are associated with the present subdivision application, to ensure that ground level is reset as part of the subdivision in accordance with the definitions of “building height” and “ground level” in the District Plan. The relevant design contours are identified as part of the above consents, with relevant assessment matters addressed in those decisions (including comprehensive environmental management procedures), and within **SECTION 5** as relevant.

In addition to the above, it is noted that the proposed bulk earthworks will involve areas of retaining, with any retaining designs required to ensure compliance with the relevant recommendations of the Geotechnical Report, or be the subject of site specific engineering design solutions required. The location of expected retaining walls is detailed in **Figure 9**.

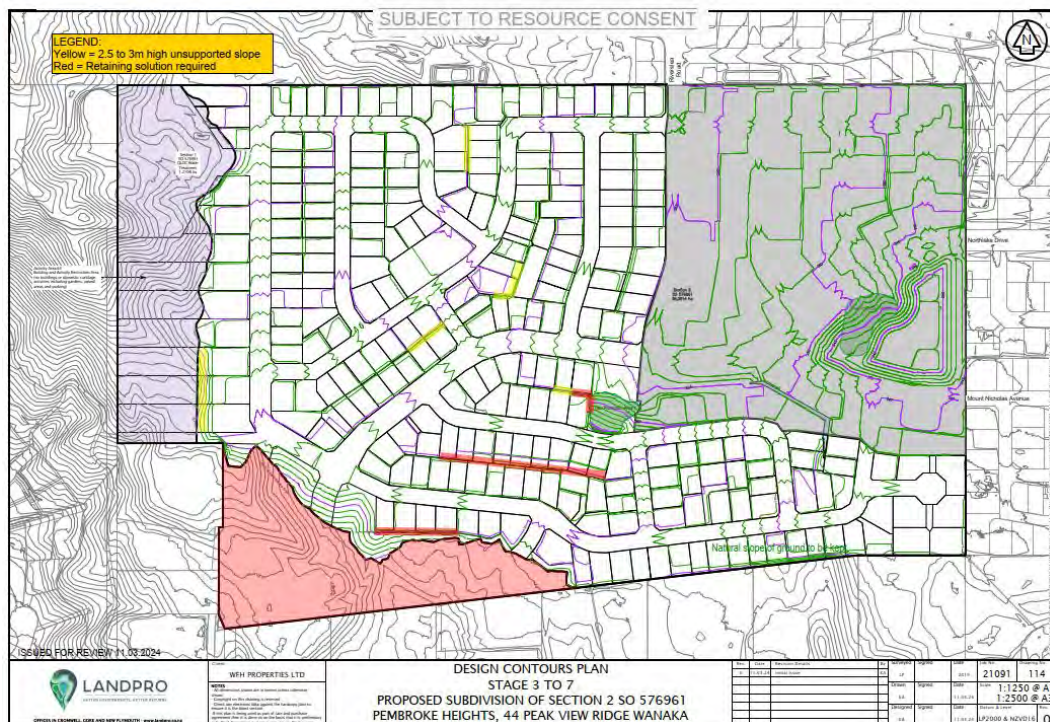


Figure 9 Proposed Retaining Locations (Red and White)

It is anticipated that these retaining walls can be addressed through engineering approval processes, or through building consent processes, consistent with the approach to retaining works as part of the Stage 1 and 2 development areas.



3.5 Transport, Access and Parking

As identified in the Infrastructure Report enclosed as **Attachment [K]**, the proposed roading corridors have been identified, with cross sections provided. In addition, a detailed Transport Assessment (refer **Attachment [L]**) has been undertaken, with this identifying only minor non-compliances in relation to sight distances for vehicle crossings and from intersections, for which resource consent is sought. The proposed subdivision layout and range of densities proposed all provide allotments of sufficient size and dimension to provide for the relevant on-site parking requirements and will be provided with legal access in accordance with Council's standard.

The proposed subdivision design and associated roading design outcomes ensure that a safe and efficient transport network can be achieved, albeit noting that detailed design matters can be considered as part of engineering approvals. In any event, the key roading outcomes are summarised as follows:

- The four key roading typologies, designed in accordance with the QLDC LDGP, Table 3.2 "Suburban, Live and Play, Primary Access to Housing 1 to 6 du", in the proposed Stages 3 to 7 are:
 - Collector Roads (Roads 2, 7 & 16): Designed in accordance with Figure E13 with a target operating speed of 50 km/hr, with the exception that the 2.5m wide shared use (cycle /pedestrian) path shall be installed on one side only.
 - Local Roads (Roads 8-10 & 12-14): Designed in accordance with Figure E12 with a target operating speed of 40 km/hr.
 - Local Road – Cul-De-Sac (Road 15): Designed in accordance with Figure E12 with a target operating speed of 40 km/hr.
 - Private Access Lane Lots: Designed for 6 units in accordance with Figure E9 with a target operating speed of 10 km/hr.

Additionally, an approximately 5.5m wide legal easement for cycleway and walking access connects the subdivision to Aubrey Road via Peak View Ridge, with this to be provided within the boundaries of Lot 1 DP 529345.

3.6 Infrastructure

The relevant infrastructure matters associated with the Stage 3-7 subdivision are detailed in the Infrastructure Report enclosed as **Attachment [K]**. This includes a comprehensive stormwater design report prepared by Riley Consultants Limited. Whilst the infrastructure report should be referred to for full details, the following summary information is noted:

3.6.1 Stormwater

The Stormwater Design Report has identified three main catchments running through the Site (pre-development):

1. Eastern Catchment 1 (EC1 - 16.39ha) located in the central portion of site
2. Eastern Catchment 2 (EC2 – 8.44ha) located along the northern section of site comprising of a significant off-site area, which runs general west-to-east and discharges into the Northlake development.
3. The Southern Catchment (SC – 13.28ha) runs north-to-south and discharges through private property to Aubrey Road.

The catchment forms wide ephemeral overland flow channels through the development area with no formed primary channels. The discharge point from the eastern catchments downstream of Northlake is across Outlet Road approximately 330m north of Aubrey Road intersection. To the east of Outlet Road, the channel enters a more deeply incised and steep gully draining to the north-east to the Clutha River. The southern catchment appears to pond within private property before discharging into Aubrey Road and, ultimately, to Lake Wanaka. Illustrations of the pre-development catchment and post development catchments are in Attachment B of the Stormwater Design Report and in **Figure 10** and **Figure 11** below.

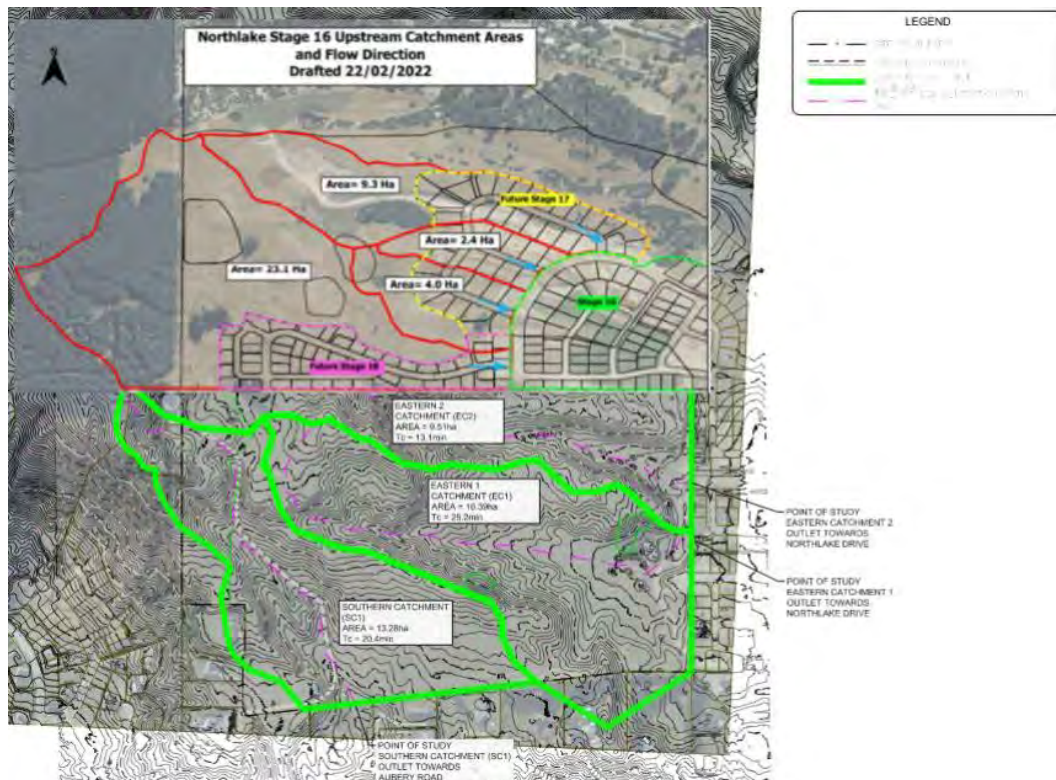
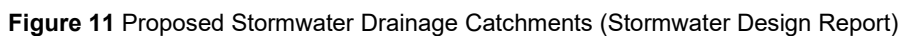


Figure 10 Existing Stormwater Drainage Catchments (Stormwater Design Report)



3.6.2 Wastewater

3.6.3 Water Supply



Fluent Solutions has prepared a water modelling and sizing report for Stages 3-7 (**Water Reticulation Report**), detailing the design considerations for servicing the proposed lots. The Northlake water supply reservoir and pump require a capacity upgrade before more than 38 lots can be developed in these stages. Stage 3 is divided into Stage 3A (38 lots) and Stage 3B (14 lots) to manage the upgrade requirements.

The new lots will be serviced for potable supply by appropriately sized pressurised water trunk mains sited within the corridors of the proposed roads. New separate water connections will be established onto the new mains in accordance with the Code of Practice diagram B2-3, including Acuflo Manifold.

Firefighting protection for Stages 3 to 7 will be provided via fire hydrants designed in accordance with PAS SNZ 4509:2008 and fitted to the reticulated trunk mains.

3.6.4 Other Services

The Landpro Report contains letters from Aurora and Frednets confirming supply of the electricity and telecommunications.



4 Statutory Provisions

4.1 Queenstown Lakes District Plan

The Queenstown Lakes District Plan comprises two volumes based on geographic area (distinguished as zones). These two volumes are generally referred to as the ODP and PDP. Council notified its decisions on Stage 1 of the PDP on 7 May 2018, its decisions on Stage 2 of the PDP on 21 March 2019 and its decisions on Stages 3 and 3B on 1 April 2021. There are a number of appeals ongoing on these decisions. Where there are rules in the PDP that are treated as operative under s.86F of the RMA, corresponding rules in the ODP are treated as inoperative.

In this case there are no relevant rules under the PDP, as the subject site has not been included in PDP Stages 1, 2 or 3. To this end, only the ODP provisions are of relevance to the proposed works.

4.1.1 Northlake Special Zone Chapter

As identified in **Figure 3** above the site is located within the NSZ Zone (refer **Figure 6**). The NSZ is subject to the ODP District Wide Chapters. The wider site is subject to the NSZ AA B1 and E4, and two TPAs as identified. This proposal affects land within both AAs and TPA1, however no trees are proposed to be removed from TPA1.

4.1.2 Consents Required

Resource consent is required for the following:

- **Restricted Discretionary Activity** under District Wide Subdivision Rule 15.2.3.3(xi) for subdivision in the Northlake Special Zone.
 - (a) The extent to which the subdivision is consistent with the Northlake Structure Plan and any relevant consent's Outline Development Plan consented under Rule 12.34.2.3.i or Rule 12.34.2.3.ii;
 - (b) The extent to which the subdivision would undermine the integrity of the Northlake Structure Plan and any relevant consent's Outline Development Plan consented under Rule 12.34.2.3.i or Rule 12.34.2.3.ii;
 - (c) Those matters in respect of which the Council has reserved control under Rule 15.2.3.2. These matters are:
 - 15.2.6 Lot sizes and dimensions
 - 15.2.7 Subdivision design
 - 15.2.8 Property Access²
 - 15.2.10 Natural and other Hazards
 - 15.2.11 Water supply

² Controlled Activity Rule 15.2.9 related to esplanade provisions and is not relevant. Controlled Activity Rule 15.2.21 Earthworks applies in any zone except the Special Zones listed in Section 12, which includes the NSZ.



- 15.2.12 Stormwater Disposal
 - 15.2.13 Sewage Treatment and Disposal
 - 15.2.15 Energy Supply and Telecommunications
 - 15.2.16 Open Space and Recreation
 - 15.2.17 Protection of Vegetation and Landscape
 - 15.2.18 Easements
 - 15.2.20 Affordable Residential Lots (only relevant to AA D1)
- **Restricted Discretionary Activity** under Northlake Special Zone Rule 12.34.4.1(ix) Earthworks exceeding 200m³ within a 12-month period and exposing greater than 400m² soil and exceedance of cut and fill heights (associated with cut, fill and retaining works), albeit noting the bulk of these works have been approved through RM240469.
 - **Restricted Discretionary Activity** under Transport Rule 14.2.2.3(ii) as the proposal breaches site standards for:
 - o 14.2.4.2 (iv) Minimum Sight Distances from Vehicle Access. There are 65 lots where the expected 34m sight distance is not achieved.
 - o 14.2.4.2 (vi) Distance of Vehicle Crossings from Intersections. There are 28 allotments where it is not possible to provide the required 25m separation between a driveway and the nearest intersection.

4.1.3 Relevant Rules the Activity Complies With

The following rules, while not intended to be an exhaustive list, have been identified as relevant to the activity and which the activity is considered to be compliant with:

(a) Northlake Special Zone

- Rule 12.34.2.5 restricts the felling of trees in a Tree Protection Area. The activity does not propose to remove any trees from TP1 or TP2 which are located on the Site and the activity complies with this rule.
- Rule 12.34.2.5vii. identifies that any building (including buildings ancillary to residential use) and any domestic curtilage activities, including gardens, paved areas, and parking (except for the purpose of vehicle access) in Activity Areas E1-E4 is non-complying. The proposal does not seek to provide for any buildings of activities which would breach this requirement.
- Rule 12.34.2.5 viii identifies that the use or development of land within any of Activity Areas B1 to B6, C1 to C4 and D1 that is not in accordance with Rule 12.34.2.3.i or Rule 12.34.2.3.ii in respect of all of that Activity Area or under Rule 12.34.2.4.ii in respect of part of that Activity Area. The proposed subdivision is considered to be in general accordance with ODP RM180502.

(b) Section 15 Subdivision

- Rule 15.2.3.3 requires a discretionary activity resource consent for any subdivision of a lot in any zone which complies with all of the Zone



Subdivision Standards, but which contains an Area of Significant Indigenous Vegetation listed in Appendix 5 or a Heritage Item or Archaeological Site listed in Appendix 3.

The site contains two protected features, being TPA 1 and TPA 2, which are both identified in Appendix 3 of the ODP as protected features. The TPA's across the site are incorporated within the recreation reserves. While TP1 and TP2 are identified in Appendix 3, they are not listed as Heritage items, rather they are protected tree items. Having reviewed other resource consents granted by the Council in relation to the site and other parts of the NSZ containing TP3 and TP4 this rule was not triggered.

- Rule 15.2.3.3 identifies that subdivision not identified as a controlled activity or a non-complying activity is a discretionary activity with the exercise of the Council's discretion limited to the matter(s) subject to that standard. Subsequent Rule 15.2.3.3(x) states that any subdivision of any of Activity Areas B1 to B5, C1 to C4 and D1 into more than one lot prior to a grant of consent for the relevant Activity Area under Rule 12.34.2.3.i or Rule 12.34.2.3.ii, shall be a non-complying activity. The proposed subdivision is considered to be generally in accord with ODP RM180502.
- Rule 15.2.8.2A (Zone Subdivision Standards – Northlake Special Zone – Access onto Aubrey Road, requires that no additional vehicle access shall be created from Activity Area onto Aubrey Road. The activity does not involve any subdivision of Activity Area A and complies with this rule.

4.1.4 Summary of Activity Status

Overall, resource consent is required for a **Restricted Discretionary Activity**.

4.2 National Environmental Standards

In terms of compliance or otherwise with National Environmental Standards (**NES**), the only NES that is of potential relevance to this proposal is the NES for Assessing and Managing Contaminants in Soil to Protect Human Health (**NESCS**).

The NESCS applies to a piece of land where the activities involve the following:

- Removal or replacement of an underground fuel storage system
- Soil sampling
- Soil disturbance
- Subdivision of land
- Change in use of land.

The PSI determined if potentially contaminating historical activities pose an unacceptable risk to human health during and post site development, and whether a detailed site investigation or resource consent would be required under the NES-CS. The PSI found that the site has been used for grazing of livestock since at least 1964.



No evidence of activities identified in the NES-CS as hazardous activities and industries list (**HAIL**) were found on the site and contamination impacts are therefore considered unlikely to have occurred at the property.

Based on the current contamination status of the site, given the potential sources identified, it is considered highly unlikely that there will be a risk to human health if the site is developed and used for residential purposes.

4.3 Other Resource Consents

The Applicant has obtained resource consents authorised the required bulk earthworks associated with Stage 3-7 under the following resource consents:

- RM24.397 (refer **Attachment [E]**), granted 25 September 2024 for earthworks associated with residential development and associated discharge of sediment to land as part of the Stage 3-7 residential development at Pembroke Heights, Wanaka.
- RM240469 (refer **Attachment [E]**), granted 16 December 2024 for bulk earthworks associated with the Stage 3-7 residential development at Pembroke Heights, Wanaka.



5 Assessment of Environmental Effects

In accordance with Section 88 and Schedule 4 of the RMA an assessment of any actual or potential effects on the environment that may arise from the proposal is required with any details of how any adverse effects may be avoided, remedied or mitigated. Accordingly, the below is an assessment of effects relative to the scale and significance of the proposed activity.

The Assessment has utilised the matters of discretion applicable to the rules in which consent is required under, and the relevant assessment matters to structure the assessment as follows:

- The extent to which the subdivision is consistent with the Northlake Structure Plan and ODP RM180502, whether the activity undermines the integrity of the Structure Plan or ODP.
- Those matters in respect of which the Council has reserved control under Rule 15.2.3.2, being grouped as follows (if not already addressed above):
 - Property access
 - Natural and other hazards;
 - Services being water supply, stormwater, wastewater, energy and telecommunications;
 - Open space and recreation;
 - Urban Design/Design Control;
 - Protection of Vegetation and Landscape; and
 - Easements.
- Earthworks matters

5.1 Consistency with the Northlake Structure Plan and ODP RM180502

As identified in **SECTION 3.2.2**, the proposed subdivision is considered to be in general accordance with ODP RM180502 having regard to key matters such as subdivision, design and layout, urban design outcomes, and services. However, it is noted that ODP RM180502 is subject to a number of conditions, for which a compliance statement has been undertaken, with this included within **Attachment [J]**. With this in mind, the following considers those aspects of the proposed subdivision which directly respond to those key conditions of ODP RM18052.

5.1.1 Residential Lot Layout

The layout of the residential allotments has been adjusted slightly in relation to the approved ODP RM180502, with this reflecting a more balanced and desirable



residential design layout, whilst remaining within the total density envelope authorised (of 354 residential allotments). The most notable departure from the ODP RM180502 is that a future development lot is proposed in the southwestern corner of the site, which preserves the potential to accommodate a future roading link to Aubrey Road should this be advanced. The redesigned layout however still achieves the general outcomes sought by the ODP, and do not have a material difference on the effects already assessed, and approved, under the original ODP application.

5.1.2 Roading Upgrades

Condition (4) of ODP RM180502 identifies a requirement for roading upgrades to be undertaken to support development beyond Stages 1 and 2, with the condition reading as follows:

At the time the subdivision application is lodged for the area covered by this Outline Development Plan, the roading plan for that application shall include indented parking, broken yellow no-parking lines, and/ or additional footpath or shared path foot/cycle paths on Road 5, Mount Nicolas Avenue and Northburn Road necessary, to the satisfaction of Council, to address safety and efficiency effects arising from traffic generated by the development approved by Resource Consent RM180502 subject to the following.

(a) *This condition shall only apply to:*

(i) Any application for subdivision consent within stages 3, 4 and 5. For the avoidance of doubt it does not apply to any subdivision applications for stages 1 and 2;

(ii) Any earlier application for subdivision consent which includes any part of Road 5 shown on the ODP, but only in respect of that part of Road 5.

(b) This condition shall cease to have effect if and when a roading connection along Peak View Ridge, connecting the Northlake Special Zone with Aubrey Road, is consented and constructed. If such a road has been consented but not yet constructed, the required road upgrades necessary to comply with this condition may be delayed to be implemented through a consent notice condition registered against the balance title which allows an appropriate time for the Peak View Ridge Road to be constructed.

At this point in time, the proposed subdivision does not propose a roading connection along Peak View Ridge, with this outcome facing a number of legal and practical challenges which prevent its achievement. The subdivision design however provides for a future development lot in the southwestern corner of the site, with this ensuring that should the challenges be addressed, a future road connection can be achieved.

The Transport Assessment of Northburn Road (enclosed as **Attachment [I]**) identifies significant challenges in modifying the layouts of Road 5, Northburn Road, and Mount Nicholas Avenue with parking restrictions, indented parking lanes, and footpaths/cycle paths as required by the consent condition. This would necessitate major road reconstruction, and some sections would still not comply with the Code of Practice. This approach is costly, disruptive to residents, and may not achieve the desired outcomes.

Therefore, the Applicant has proposed an alternative solution, diverting traffic back to the primary route of Northlake Drive, Outlet Road, and Aubrey Road. The Transport Assessment considers that adding speed tables on Northburn Road and a hump on Mount Nicholas Avenue will encourage drivers to use the Northlake Drive, Outlet Road,



and Aubrey Road route, as it offers minimal time difference and avoids the inconvenience of traffic calming measures.

As such, traffic calming on Northburn Road and Mount Nicholas Avenue, along with future measures within the WFH site west of Mount Nicholas Avenue, will better meet the consent condition's intent and outcomes. This approach is not expected to negatively impact efficiency or road safety, as it redirects traffic to routes designed for higher volumes.

The Applicant acknowledges that any upgrade works will require ongoing engagement with QLDC as the Road Controlling Authority, and that the works would be occurring within the legal road corridors and able to be undertaken as a permitted activity. Further, the Transport Assessment of Northburn Road identifies one potential option for consideration, with other options potentially available for further consideration (i.e. reduction in speed limits) which may achieve the intent of the condition. Whilst it is acknowledged that the proposed subdivision does not achieve compliance with Condition 4 of ODP RM18052, it is considered that a suitable alternative design outcome can be advanced that achieves the intent of the condition, should this be required.

5.1.3 Open Space / Reserve / Design Controls

The reserve spaces set out in ODP RM180502 differ slightly to that proposed under this application and detailed within the Open Space and Urban Design Report (refer enclosed as **Attachment [M]**), whereby the reserve at the northern boundary of the site is to be set out more centrally, on the corner of Road 1 and Road 17.

The reserve space set out in the ODP RM18052 has a total area of 1,600m², whilst the one proposed has a total area of 2,219m², providing for an increased area of nearly 40%, whilst also being located in a more central and accessible location within the Stage 5 area. As assessed in Section 5.6, below, the proposed recreation reserve is appropriately located and designed to ensure the intent of the ODP RM180502 is met.

In accord with Condition 5 of ODP RM180502, a detailed landscape plan for the reserves have been provided, with this provided for within **Attachment [M]**.

In accord with Condition 6 of ODP RM18052, design controls that have been certified by an urban design expert have been provided, with the controls and the certification statement enclosed as **Attachment [N]**.

It is noted that Conditions 8 and 9 require details around the formation of shared use cycle / pedestrian paths (to Aubrey Road (prior to Stage 5) and to Sticky Forest (prior to Stage 3)). The proposed subdivision design provides for the shared cycle / pedestrian paths, with an approximately 5.5m easement provided across Lot 1 DP 529345 providing access to Aubrey Road, with a walkway reserve proposed to connect with the existing walking easement trails leading to Sticky Forest. It is considered that the specific detail of these shared use paths is most appropriately addressed through engineering approval processes and imposed by way of consent conditions.



5.1.4 Summary

Whilst there are some minor variances to the approved ODP RM180502, the proposed activity is considered to be generally consistent with both the Northlake Structure Plan and the related ODP RM180502, with any variation being carefully considered and will provide the same, if not greater, outcomes as anticipated by the ODP.

5.2 Property Access and Sight Distance of Vehicle Crossing from Intersections

Attachment [L] comprises a Transport Assessment from Carriageway Consultants, with this assessing the effects of the non-compliance associated with several lots not achieving the minimum sight distances from vehicle access, and the minimum distances of vehicle crossings from intersections. Further, the Transport Assessment includes an assessment of compliance against the QLDC Land Development and Subdivision Code of Practice. The key conclusions are summarised as follows:

- Of the proposed 278 lots, there are 65 lots where the expected 34m sight distance is not achieved. However, each of these has been evaluated, and at least one location identified for each lot where the sight distance that can be provided is appropriate for the operating speed of the frontage road.
- Of the proposed 278 lots, there are 28 lots where it is not possible to provide required 25m separation between a driveway and the nearest intersection. However, each location has been assessed and it is considered that provided that the driveway is located as far from the centre of the nearest intersection as possible, the driveway locations can be supported due to the separation distance, the driveway being on the opposite side to the minor intersection approach, low traffic flows and driver familiarity with the layout.

In addition, the Transport Assessment identifies a non-compliance with the Code of Practice in relation to the provision of a footpath along Roads 7 and 16, with this associated with the Road Type E13 design outcomes. This non-compliance is minor in nature in that 2m footpaths are required on each side of the road, whereas the proposed designs provide for a 2.5m shared path on one site, and a 1.5m footpath on the site. Carriageway Consulting considered that this is an appropriate outcome that provides an appropriate level of service moving forward.

Overall, it is considered that any adverse effects arising from site access related matters are insignificant, with matters of detail able to be addressed as part of future engineering approval processes.

5.3 Natural Hazards and Other Hazards

The Geotechnical Report from Insight Engineering in **Attachment [F]** does not identify any specific natural hazard matters that need to be addressed or resolved. To the



extent relevant in the context of other hazards, the PSI, enclosed as **Attachment [G]** confirms that there is no past or present use of HAIL activities.

Adverse effects on the environment associated with the subdivision and development and natural and other hazards will be less than minor.

5.4 Water Supply, Stormwater, Wastewater, Energy and Telecommunications

The Infrastructure Report in **Attachment [K]** has identified that water, wastewater, electricity and telecommunications connections are available with sufficient capacity.

The Stormwater Design Report (attached as Appendix E to the Landpro Infrastructure Report) identifies that the post development stormwater has been designed to cater for 100-year event of 12-hour duration, with sufficient retention and treatment of stormwater occurring on site prior to stormwater entering the existing reticulated stormwater network.

Adverse effects on services and stormwater management have been demonstrated to be able to be designed and located so that the adverse effects on the environment are less than minor.

5.5 Open Space and Recreation

The Applicant has undertaken early engagement with the QLDC Parks and Recreation teams with a view to ensuring the reserve plans respond to any concerns prior to lodgement. This has involved the circulation of draft reserve plans, with feedback provided on the same. Reset Urban Design (**Reset**) have subsequently prepared an Open Space and Urban Design Report enclosed as **Attachment [M]**, which amongst other matters, achieves compliance with Condition 5 of RM180502 which states:

Any application for subdivision (excluding boundary adjustments) shall include a detailed landscape plan for open space areas within the application area that meets the following objectives:

- *Identifies the intended purpose of the open space*
- *Contains landscaping that is appropriate to the purpose of the space*
- *Identifies all plant species*
- *Identifies long-term management considerations*
- *Integrates with adjoining land uses*
- *Is consistent with Crime Prevention through Environmental Design (CPTED) principles.*

The report identifies and describes the site context, entry points and views from the site. In brief, we note the following:

The Stage 3 recreation reserve area is consistent with that identified in the ODP RM180502, in terms of location and shape. It is noted that whilst the Stage 5 reserve area is not located in the same space as identified in the ODP, it is of general accordance in size and format.



The Reset report that the Stage 3 reserve is in a prominent location along key road frontages making it suitable for 'connector' space and for amenities that are typically provided in a community park. The reserve will promote connectedness with accessible walking routes, especially along Northlake Drive to the Stage 1 reserve, ensure walking and cycling connections align with the Northlake Structure Plan and provide community amenities like a playground, seating, and shelter on flatter terrain near the main road (**Figure 12**). There has been care taken to design around the tree protection area, this will be a feature of the park, adding natural scenery for users whilst using the walkways.



Figure 12 Stage 3 Reserve Plan (Reset)

The reserve in Stage 5 lends itself more to being a neighbourhood park suitable for amenities related to children's play, seating, a kick-around space and landscaping with specimen trees to provide shade. The area features road frontage on all sides, allowing for multiple access points and ease of entry. Its flat terrain, with a gradient generally less than 5%, is ideal for creating open spaces for informal play, such as kicking a ball. Located in a quieter neighbourhood away from busier roads, the site offers opportunities for amenities catering to younger children and families. Additionally, the provision of elements like shelter and trees ensures protection from sun and rain (**Figure 13**).



Figure 13 Stage 5 Reserve Plan (Reset)

Both reserves had been assessed, by Reset, under the Crime Prevention Through Environmental Design (**CPTED**). The design for Stage 3 and Stage 5 reserves focuses on accessibility, visibility, and community amenities. The Stage 3 Reserve will have pathway access from two streets, connecting to a shared path along Road 2, with a southern access point designed for a gentle slope. The Stage 5 Reserve features a main access point at the corner of its southern and eastern boundaries, with a loop path connecting all frontages.

Both reserves ensure good visibility and surveillance, with minimal planting to maintain sightlines. Stage 3's amenities are easily accessible from the street, while Stage 5's main activity zone is at a visible corner, with quieter spaces near homes for privacy. The reserves offer community amenities like shelters and play areas, using quality materials for durability and ease of maintenance. The reserves ensure consistency with the key CPTED principles.

5.6 Urban Design/Design Control

As identified in **SECTION 5.1.3**, Condition 6 of RM180502 requires the following:

Any application for subdivision shall include a set of design controls for residential sections, prepared by a suitably qualified person, to be certified by Council or a Council Representative qualified in Urban Design that meets the following objectives;

- (a) Provides mechanism to ensure house designs that address road frontages and public spaces*
- (b) Maximise solar gain through appropriate location of living spaces*

The design controls shall be included with any subdivision application and shall be provided for inclusion as a consent notice or covenant to be registered on the relevant residential sections within the subdivision area

A set of design controls have been prepared that address how future buildings will successfully address road frontages and open spaces by offering design advice on



collectively considering outlook space and outdoor spaces and open engagement with the street and open spaces beyond the residential allotment. Reset have reviewed these design controls and providing a statement confirming that they meet the requirements of Condition 6.

5.7 Protection of Vegetation and Landscape

The Site contains two areas of protected vegetation (TPA1 and TPA2) with Stages 3 to 7 including TPA1. These areas are not proposed to have any protected vegetation removed. The reserve plan discussed above identifies the retention of TPA1 as part of one of the reserves.

5.8 Easements

A range of easements are identified in the proposed subdivision plans. However, any new or modified easements and associated cancellation of redundant easements can be undertaken through the section 223 certification process.

5.9 Earthworks

The bulk earthworks associated with Stages 3-7 have been considered by QLDC and ORC, with resource consents granted for the same (refer **Attachment [E]**). For brevity, the assessment contained within the above applications is referred to, however the following provides some brief assessment focused on the changes arising from the incorporation of the earthworks as part of the proposed subdivision. These changes are considered to be focused on the 'resetting' of ground levels, and associated amenity effects arising from the proposed design contours. In this regard, we note the following:

- The earthworks have resulted in the ground level of the site being raised in some areas, which as a result would allow some additional building height on these allotments, as height will be measured from the new 're-set' ground level as opposed to the natural ground level.
- The earthwork design contours have been identified in response to the engineering design requirements for stormwater management / levels and defined stormwater catchments, and to ensure suitable boundary amenity outcomes are achieved. The outcome of the earthworks is a reduction in the catchment currently flowing towards the south. In terms of the particular 'fill' areas in proximity to external boundaries, this is isolated to specific areas as identified in **Figure 14**. With respect to these areas, we note:
 - o The works along the northern boundary are proposed to achieve alignment with adjacent contours within the Northlake development, approved via RM240552. As a consequence, the ground levels in this



location will generally align with that of the residential properties to the north.

- o The fill proposed in the vicinity of 18 Mount Roy Terrace in the southern portion of the site involves a relatively gentle batter slope, as approved by RM240469. This consent requires the establishment of a planted buffer area, which will serve to maintain amenity for the properties to the south.
- o The fill proposed in the eastern is limited to a small area, with the fill serving to align with the existing contours of the land to the east (refer cross sections in approved RM240469).

Overall, it is considered that the effect of the ground level change for any adjacent persons will be less than minor in terms of dominance, shading and amenity due to the minor ground level change, and the consistency of the ground level that will result. Further, the gentle batter slope and provision of a landscaped buffer will serve to maintain and enhance the amenity at the boundary interface.

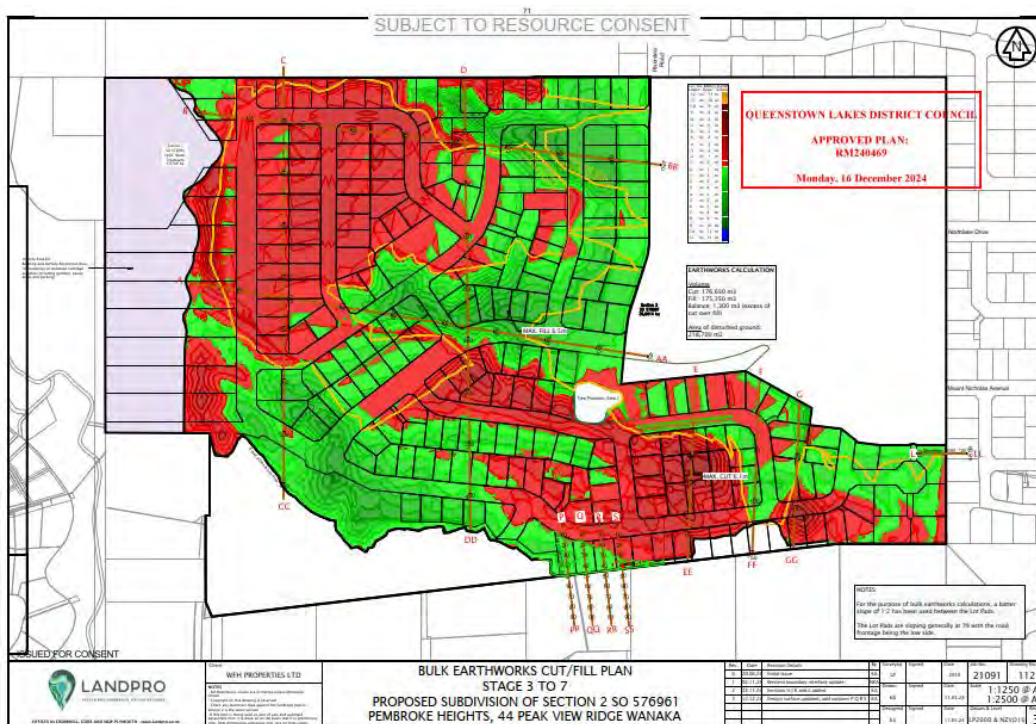


Figure 14 Stage 3-7 Bulk Earthworks Plan – Approved Plan RM240469

5.10 Conclusion

Adverse effects on, or associated with infrastructure, stormwater, urban design, roading, contaminated land, adherence with the ODP, open space and recreation and earthworks and erosion and sediment management have been investigated and assessed, and supported by expert technical reports to ensure the adverse effects on the environment are managed so that they are less than minor.

6 Statutory Assessment

6.1 Section 95, RMA

6.1.1 Section 95A Assessment

Section 95A of the RMA considers the need for public notification and sets out four steps in a specific order to be considered in determining whether to publicly notify.

In terms of Step (1), public notification is not requested, Section 95C pertaining to notification in the event that further information is not provided under Section 92 is not applicable, and the application is not being made jointly with an application to exchange recreation reserve land under Section 15AA of the Reserves Act 1977.

In terms of Step (2), the activity is for a restricted discretionary activity and the district plan identifies that notification is precluded, as discussed above in Section 4.13. In the case that the Council engage Section 95 the adverse effects on the environment have been shown to be appropriately managed and the adverse effects on the environment will be minor.

Moving to Step (3), notwithstanding that notification is precluded, for the avoidance of doubt there are no rules which requires public notification and adverse effects on the environment are not more than minor.

Lastly, in terms of Step (4) as no special circumstances are considered to apply public notification is not required under any of the pathways in Section 95A.

6.1.2 Section 95B Assessment

In terms of Step (1), there are no affected protected customary rights or customary marine title groups in terms of Subclause (2), nor is the proposed activity on or adjacent to, or may affect land that is the subject of a statutory acknowledgement made in accordance with an Act specified in Schedule 11 in terms of Subclause (3).

In terms of Step (2), the activity is for a restricted discretionary activity and the district plan identifies that notification is precluded, and no persons are considered affected, as discussed above in Section 4.13. In the case that the Council engage Section 95 the adverse effects on any person have been shown to be appropriately managed and the adverse effects will be less than minor.

Step (3); notwithstanding that notification is precluded, for the avoidance of doubt there are no rules which requires public notification and adverse effects on any persons are considered to be less than minor, for all the reasons set out in the preceding description of the proposal and assessment. For the avoidance of doubt, it is noted that the proposed subdivision does not propose to use Peak View Ridge for vehicle access (addressed under Rule 12.34.3(i)), however a walkway / cycle link is proposed, in accord with the Structure Plan.



In terms of Step (4), no special circumstances exist therefore the application may be processed on a non-notified basis.

6.2 Section 104(1)(a), RMA

Section 104(1) of the RMA requires that the consent authority must, subject to Part 2, have regard to a range of matters when considering an application. **SECTION 5** of this application addresses the matters contained in Section 104(1)(a) and (ab).

6.3 Section 104(1)(b), RMA

Section 104(1)(b) requires that the provisions of any national policy statement, the Operative Plan, or any other matter the consent authority considers relevant and reasonably necessary, to be considered when assessing an application. In this instance, the relevant planning documents are the ODP and the PDP.

The following objectives and policies of the NSZ (Section 12 of the ODP) are considered of most relevance to the proposal.

6.3.1 Operative District Plan

4.4.1 Northlake Special Zone

12.33.2 Objectives and Policies

Objective 1 – Residential Development

A range of medium to low density and larger lot residential development in close proximity to the wider Wanaka amenities.

Policies

- 1.1 *To establish a mix of residential densities that will provide a residential environment appealing to a range of people.*
- 1.2 *To enable medium density living within the less sensitive parts of the zone in order to give Northlake a sense of place and to support a neighbourhood commercial and retail precinct.*
- 1.4 *To enable and encourage low density residential activities within Activity Areas B1 – B5.*
- 1.5 *To enable and encourage larger residential lot sizes within Activity Areas C1 – C3.*
- 1.6 *To enable and encourage medium density residential activities within Activity Area D1.*
- 1.9 *To enable affordable housing by providing for cost effective development and by requiring a range of lot sizes and housing typologies, including 20 affordable lots (as defined in Rule 15.2.20.1).*

The proposed subdivision will achieve Objective 1 and related Policy 1.2 by implementing a subdivision which is generally consistent with the approved ODP RM180502. The residential densities proposed are of a low density suburban nature and consistent with the NSZ.

Objective 2 – Urban Design



Development demonstrates best practice in urban design and results in a range of high quality residential environments.

Policies

- 2.2 To require development to be consistent with the Northlake Structure Plan
- 2.3 To require the use of Outline Development Plans in resource consent applications for Activity Areas B1 to B5, C1 to C4 and D1 in order to:
 - implement the objectives and policies of the Zone and the relevant Activity Area and the Northlake Structure Plan;
 - determine the general location of anticipated future activities and built form within the Activity Area;
 - achieve any required density range within the relevant Activity Area;
 - achieve appropriate integration of anticipated future activities.
- 2.4 To achieve a high level of integration through residential lot layout, street design, recreational areas (including walkways/cycleways, parks and open spaces) and landscaping through the resource consent process using Outline Development Plans.
- 2.5 To ensure that development recognises and relates to the wider Wanaka character and is a logical extension of the urban form of Wanaka

Objective 3 – Connectivity

Development that is well-connected internally and to networks outside the zone.

Policies

- 3.1 To ensure that roading is integrated with existing development and the existing road network.
- 3.2 To promote a logical and legible road layout, minimising cul-de-sacs where practical.
- 3.3 To require public cycling and walking trails through the zone that link to existing and potential trails outside the zone.
- 3.4 To enable public transport to efficiently service the area, now and in the future.
- 3.5 To reduce travel distances through well connected roads.
- 3.6 To provide safe, attractive, and practical routes for walking and cycling, which are well linked to existing or possible future passenger transport and local facilities and amenities within the zone.

The Open Space and Urban Design Report prepared by Reset (refer **Attachment [M]**) and open space report which integrates the recreation reserves with indicative open space areas, will encourage best practice urban design, in particular the way in which low density suburban dwellings interact with open space, road frontage and solar orientation. The activity is generally consistent with an approved ODP and is consistent with Policy 2.3. The Landscape Report demonstrates public connections through the proposed reserve and connection with the wider suburban roading and public open space environment.

Whilst the proposed subdivision is generally in accord with ODP RM180502, it is noted that there are some minor departures proposed. These minor departures are considered to provide a superior outcome having regard to reserve provision and the protection of future strategic transport connections, should they be advanced. Further, the density outcomes remain in accord with the total envelope identified by ODP RM180502 of 354 residential allotments. With particular regard to the roading upgrade requirement identified in Condition 4 of ODP RM180502, the Transport Assessment for Northburn Road enclosed as **Attachment [I]** identifies an alternative upgrade outcome



is available. The alternative upgrade is subject to QLDC feedback and further engagement, however, should it be necessary as part of the present subdivision, it achieves the intent of RM180502 to ensure the safety and efficiency of the Mount Nicholas Avenue and Northburn Road. The proposal provides for the required walkways to Aubrey Road and Sticky Forest, ensuring suitable connectivity is achieved.

The activity is considered to be consistent with Objectives 2 and 3, and the relevant related policies.

Objective 5 – Recreation

The establishment of areas for passive and active recreation.

Policies

- 5.1. *To identify areas for passive and active recreation, and to encourage connections between recreational areas.*

The Open Space and Urban Design Report (refer **Attachment [M]**) identifies passive and active recreation which is generally consistent with the approved ODP RM180502.

Objective 6 – Infrastructure

Provision of servicing infrastructure to cater for demands of development within the zone in an environmentally sustainable manner and to enhance wider utility network systems where appropriate.

Policies

- 6.1. *To provide safe and efficient road access to the zone from Aubrey Road and Outlet Road.*
- 6.2. *To provide for transport network upgrades when required.*
- 6.3. *To design local streets to ensure safe, low speed traffic environments.*
- 6.4. *To utilise low impact design solutions that minimise adverse environmental effects resulting from stormwater runoff.*

The subdivision will provide for appropriate infrastructure, including the roading in general accordance with approved ODP RM180502 and the stormwater management regime has used a low impact design. The proposal will achieve Objective 6.

6.3.2 Proposed District Plan

The Strategic objectives and policies of the PDP are relevant to this proposal. They are overarching and general directional provisions which seek that development and activities are undertaken in accordance with zoning. In this case the proposal is aligned with the intentions of the zoning and therefore it is consistent the PDP Strategic Directions.

6.4 Section 104(1)(c) RMA

With regard to Section 104(1)(c), the Kāi Tahu ki Otago Natural Resource Management Plan 2005 (**NRMP**) is considered to be a relevant other matter for the consideration of this application and is assessed below:

Provision		Assessment
Section 5 – Otago Region		
5.2.iii - Objective	<i>The mana of Kāi Tahu ki Otago is upheld through the management of natural, physical and historic resources in the Otago region.</i>	The proposed sediment design is considered consistent with best practise for erosion and sediment control measures for earthworks of this nature, including dust management. It is not anticipated that any sediment will be discharged to any surface waterbody, with all discharges to land being treated through filtration prior to reaching groundwater. A spill management plan is included in the EMP. The site is to be partially revegetated as part of the overall development works, albeit noting that future urban development will occur in due course. The subject site is not identified as of historic value or significance in terms of Kāi Tahu cultural or spiritual beliefs and no sites of settlement or activity have been identified within this area. In addition, an ADP is volunteered as a condition of consent.
5.3.3.ii - Policy	<i>The waters of the Otago Catchment are healthy and support Kāi Tahu ki Otago customs.</i>	
5.3.5.4 - Policy	<i>To protect and restore the mauri of all water</i>	
5.3.5.10 - Policy	<i>To encourage all stormwater be treated before being discharged.</i>	
5.3.5.14 - Policy	<i>To encourage Management Plans for all discharge activities that detail the procedure for containing spills and including plans for extraordinary events.</i>	
5.3.5.16 - Policy	<i>To require re-vegetation with locally sourced indigenous plants for all disturbed areas. Re-vegetation should be monitored by an assessment of the vegetative cover at one growing season after establishment and again at three seasons from establishment</i>	
5.3.5.54 - Policy	<i>To promote land use that suits the type of land and climatic conditions</i>	
5.4.3.ii Objective	<i>Kāi Tahu ki Otago have access to Wahi tapu.</i>	
5.4.4.5 – Policy	<i>To promote the use of Accidental Discovery Protocols for any earth disturbance work</i>	
5.4.4.6 - Policy	<i>To require all Māori archaeological finds to remain the cultural property of Kāi Tahu ki Otago.</i>	
5.6.3.i – Objective	<i>The relationship that Kāi Tahu ki Otago have with land is recognised in all resource management activities and decisions</i>	
5.6.3.14 – Policy	<i>To require all earthworks, excavation, filling or the disposal of excavated material to:</i> <i>i. Avoid adverse impacts on significant natural landforms and areas of indigenous vegetation;</i> <i>ii. Avoid, remedy, or mitigate soil instability; and accelerated erosion;</i>	



Provision		Assessment
	<i>iii. Mitigate all adverse effects.</i>	
5.7.2.iii – Objective	<i>The life supporting capacity and mauri of air is maintained for future generations.</i>	
5.7.3.1 – Policy	<i>To require earthworks and discharges to air consider the impact of dust and other air-borne contaminants on health, mahika kai, cultural landscapes, indigenous flora and fauna, wāhi tapu and taoka</i>	
Section 10 – Clutha/Mata-Au Catchment		
10.2.3.5 - Policy	<i>To discourage activities that increases the silt loading in waterways or reaches of waterways</i>	The Applicant is proposing to implement an ESCP that will ensure no sediment will be discharged to any waterway as well as implementing an ADP at all times. The proposal is consistent with these Policies.
10.3.3.2 – Policy	<i>To require accidental discovery protocols for any earth disturbance activities</i>	

The application is consistent with the above Objectives and Policies of the NRMP.

6.5 Part 2, RMA

A consent authority is generally no longer required to consider Part 2 of the RMA beyond its expression in the relevant statutory documents. Notwithstanding this and noting the requirements of Schedule 4 of the RMA, we provide the following assessment against Part 2 of the RMA.

The purpose of the RMA, as set out under Section 5 (2) is to promote the sustainable management of natural and physical resources. The relevant matters in Sections 6, 7 and 8 of the RMA also require consideration. There are no matters of national importance under Section 6 that need to be recognised and provided for in this application.

The RMA specifies that particular regard shall be had to the relevant other matters listed in Section 7 including:

...

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

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

...

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

The proposal is considered to efficiently use the natural and physical resources of the site. The proposal aligns with the outcomes anticipated within the NSZ and is compatible with the surrounding nature and scale of development for the zone. Further, the site can be efficiently serviced to provide for residential subdivision and



development, with appropriate controls in place to manage any actual or potential adverse effects associated with land development works. To this end, the proposal is considered to maintain and enhance amenity values and the quality of the environment.

For the reasons outlined in this report, the proposal is consistent with the purpose and principles under Section 5, and the associated matters under Part 2 of the RMA. The proposal represents an efficient use of natural and physical resources, and will be undertaken in a manner which avoids, remedies and mitigates potential adverse effects on the environment. It is considered that the proposal is consistent with the purpose and principles of the RMA and accords with the definition of sustainable management.

Overall, for the reasons outlined above, the activity can be granted on a non-notified basis subject to appropriate conditions.

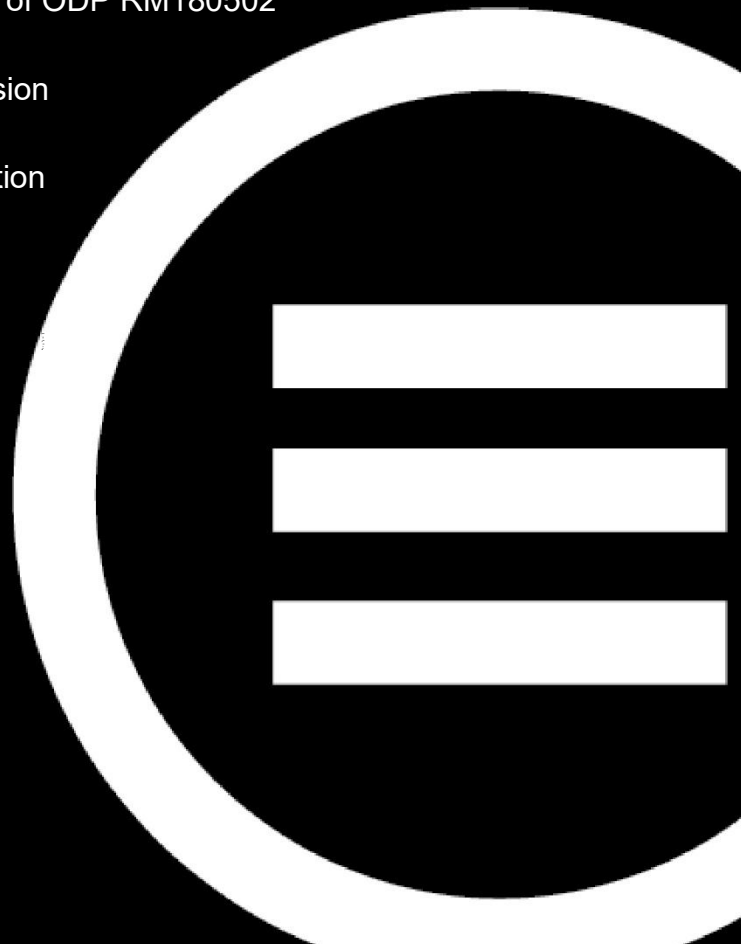


Supporting Information:

SHAREFILE LINK:

[STAGE 3-7 SUBDIVISION APPLICATION - QLDC LODGEMENT 20.12.24](#)

- [A] Application Form
- [B] Records of Title and Instruments
- [C] Stage 1-2 Resource Consents (RM220913, RM23.046.01 and RM23.046.02)
- [D] ODP RM180502
- [E] Stage 3-7 Bulk Earthwork Resource Consents (RM24.397 and RM240469)
- [F] Geotechnical Report
- [G] Preliminary Site Investigation Report
- [H] Proposed Subdivision Plans
- [I] Transport Assessment(s) of Northburn Road
- [J] Compliance Assessment against Conditions of ODP RM180502
- [K] Infrastructure Report
- [L] Transport Assessment of Stage 3-7 Subdivision
- [M] Open Space and Urban Design Report
- [N] Design Controls and Urban Design Certification





Our Ref: 2394-20

25 November 2025

Nathan O'Connell
Consultant Planner
Queenstown Lakes District Council

VIA EMAIL: nathan.o'connell@qldc.govt.nz

Dear Nathan,

**RM250003 | STAGE 3-7, PEMBROKE HEIGHTS, WANAKA
ADDENDUM TO ASSESSMENT OF ENVIRONMENTAL EFFECTS**

We refer to our recent correspondence and discussions regarding the above resource consent application, and specifically the further changes proposed in relation to the 'roading upgrade works' anticipated by the Outline Development Plan resource consent 'ODP RM180502'. The purpose of this addendum is to identify the changes now proposed from those detailed in the application lodged with Queenstown Lakes District Council (**QLDC**) on 7 January 2025. The application is now amended to include the following matters:

- The proposed roading upgrade works, which comprise traffic calming measures, restrictions on through-movement via Mount Nicholas Avenue, and a mini-roundabout at the Outlet Road / Northlake Drive / Joe Brown Avenue intersection. These works are temporary pending confirmation of a future connection to Aubrey Road, with the final design to be determined through the engineering review and acceptance processes for RM250003.
- A variation to ODP RM180502 to identify and give effect to the above roading upgrade works, as discussed and confirmed with QLDC's Property and Infrastructure team, including corresponding amendments to Condition 4 (and minor amendments to Conditions 1 and 8).
- A partial cancellation of Consent Notice 11450029.2, insofar as it applies to the allotments subject to RM250003.

Offices in Queenstown and Christchurch

Website: www.townplanning.co.nz | **Postal:** PO Box 35, Christchurch | **Phone:** 0800 224 470

For the avoidance of doubt, this addendum supplements the assessment contained in the original application and supporting attachments, which remain relevant and should continue to be relied upon. For the purposes of clarity, this addendum is structured as follows:

- A description of the proposed roading upgrade works forming part of RM250003, including the corresponding proposed conditions;
- The proposed changes to the conditions of RM180502, with associated commentary; and
- The proposed partial cancellation of Consent Notice 11450029.2, accompanied by an assessment of environmental effects proportionate to the scale and significance of the changes sought.

A number of transportation assessments¹ have been provided since lodgement, with these providing the context and support of the proposed temporary roading works, the most recent of which provides a summary of the works in response to matters raised by QLDC's Property and Infrastructure team. These transport assessments are enclosed as **Attachment [A]** and **[B]**. The present application therefore provides a concise and focused summary of the updated proposal.

1 AMENDMENTS TO RM250003

As outlined in the resource consent application, a number of discussions were held with QLDC's Property and Infrastructure team prior to lodgement regarding the roading upgrade works identified in Condition 4 of ODP RM180502. These discussions have continued following lodgement, supported by additional transport assessment work and the identification of appropriate temporary roading measures to service Stages 3 to 7. The context, assessment and rationale for these works are comprehensively detailed in the transport assessments prepared by Carriageway Consulting (refer **Attachments [A]** and **[B]**). By way of summary, the proposed temporary roading works comprise the following:

- The implementation of traffic calming measures (for example, road humps) at several locations within Northlake (refer Figure 6 of Attachment [A]), aligning with pedestrian desire lines where practicable.
- The restriction of a connecting through-route between the site and Mount Nicholas Avenue.
- The establishment of a mini-roundabout within the existing road reserve at the Outlet Road / Northlake Drive / Joe Brown Drive intersection.

Initial concept plans for these roading upgrade works are enclosed as **Attachment [C]**. The detailed design of the works is considered most appropriately addressed through QLDC's engineering review and acceptance processes, enabling the Council to consider the extent and detail of the works in conjunction with the wider infrastructure requirements of the subdivision. The works can then be required to be completed prior to the issue of the section 224(c) certificate. To this end, and consistent with our recent correspondence, the following conditions are proposed to recognise and provide for the roading upgrade works as part of

¹ Carriageway Consulting Letter, dated 31 July 2025 (Attachment [A]) and Carriageway Consulting Letter, dated 26 September 2025 (Attachment [B])



RM250003. Notwithstanding this, we respectfully request an opportunity to review the final draft suite of conditions prior to any decision on RM250003.

RM250003 Subdivision Consent – Proposed Road Upgrade Conditions

Condition [XXX]

Prior to commencing works on the site, with the exception of earthworks including associated controls approved through the Environmental Management Plan (EMP) process within this consent, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition [XXX], to detail the following requirements:

- *The detailed design of the traffic calming works (including their location and extent) and temporary closure arrangements of the Mount Nicholas Road connection, generally as identified in the Landpro Transport Infrastructure Plans [Drawings 21091, 128.01 and 128.02] dated [25.09.25], and at the discretion of QLDC with these to be undertaken as part of Stage 3.*
- *Intersection modelling by a suitably qualified and experienced practitioner, to be submitted as part of the Stage 3 Engineering Review and Acceptance application, to determine when the temporary mini-roundabout at the intersection of Outlet Road, Northlake Drive and Joe Brown Drive will be required. The modelling shall include:*
 - *baseline data demonstrating the current level of service; and*
 - *forecast modelling showing how the level of service changes as each stage of development proceeds.*

The outcome of the modelling shall determine the timing at which installation of the temporary mini roundabout is necessary and appropriate from a traffic safety and efficiency perspective.

- *The detailed design of the temporary mini roundabout within the existing road corridor at the intersection of Outlet Road, Northlake Drive and Joe Brown Drive, generally as identified in the Landpro Transport Infrastructure Plans [Drawings 21091, 128.03, 128.04 and 128.05] dated [25.09.25].*

NOTE: these works are identified as temporary solutions for Stages 3-7, and are not required should a roading link connecting the Northlake Special Zone with Aubrey Road (via Peak View Ridge, or in the vicinity of) be consented and constructed.

Condition [XXX]

To be completed before issue of the s224(c) certificate

Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:

- *The completion and implementation of the transport infrastructure works detailed in condition [XXX] which apply to that specific stage, unless QLDC Property and Infrastructure Engineers agree to an alternative stage or timing arrangement.*

NOTE: these works are identified as temporary solutions for Stages 3-7, and are not required should a roading link connecting the Northlake Special Zone with Aubrey Road (via Peak View Ridge, or in the vicinity of) be consented and constructed.

As outlined, the enclosed transport assessments provide a comprehensive assessment of the proposed roading works, with these works supporting the subdivision and development of



Stages 3-7. The roading upgrade works are proposed to occur within the existing transport corridor, and can be undertaken as a permitted activity under the District Plan. To this end, based on the above conditions, any actual or potential adverse effects from the proposed roading works are considered to be less than minor, and able to be addressed through standard construction measures.

2 PROPOSED CHANGES TO ODP RM180502

As detailed in the transport assessment enclosed as **Attachment [A]**, ODP RM180502 prescribes a roading upgrade requirement. However, the specific upgrade works identified are considered impracticable and unlikely to achieve the expected outcomes. Accordingly, pursuant to section 127 of the RMA, several minor changes are proposed to ODP RM180502 to reflect the revised roading upgrade outcomes identified through RM250003. The proposed changes to the conditions of ODP RM180502 are outlined as follows:

- A minor amendment to the list of approved plans in Condition 1, ensuring that the staging plan aligns with that submitted as part of RM250003, noting that the subdivision consent conditions prescribe works to be undertaken in accordance with the relevant subdivision stages.
- A minor amendment to the roading upgrade requirement in Condition 4 to ensure consistency with the revised works identified in RM250003.
- A minor amendment to the shared use cycle and pedestrian path requirement in Condition 8 to provide flexibility for the timing of the works, subject to agreement from QLDC. It is noted that no change is proposed to the current timing prescribed in the condition, which remains prior to Stage 5.

The above changes are technical in nature and are intended to achieve alignment with the works identified as part of RM250003, while providing appropriate flexibility to account for the potential complexities associated with delivering the shared use cycle and pedestrian path. It is considered that any actual or potential adverse effects arising from the proposed changes will be negligible, noting that these matters have been comprehensively assessed as part of RM250003.

The following identifies the specific changes to the conditions of ODP RM180502 (added text shown in **bold underline**, deletion shown as ~~strikethrough~~), along with associated explanatory assessment commentary on the changes:



Proposed Changes to Conditions of ODP RM180502		
#	Condition Text	Commentary
1	<i>That the development must be undertaken/carried out in general accordance with the plans:</i> Paterson Pitts Group • 'Master Plan' Job No W4843 Sheet 1 Rev I 17/05/2018 • 'Staging Concept H' Job No W4843 Sheet 2 Rev I 17/05/2018 <u>Staging Plan [Drawing 21091, 111, Rev 4, dated 30.07.25]</u> • 'Design Surface Contour Plan' Job No W4843 Sheet 102 Rev I 17/05/2018 • 'Bulk Earthworks Concept Plan' Job No W4843 Sheet 201 Rev I 17/05/2018 • 'Bulk Earthworks Plan Section A-AA' Job No W4843 Sheet 202a Rev I 17/05/2018 • 'Bulk Earthworks Plan Section B & C' Job No W4843 Sheet 202b Rev I 17/05/2018 • 'Road Hierarchy Plan' Job No W4843 Sheet 300 Rev I 17/05/2018 • 'Pedestrian and Cycle Connections' Job No W4843 Sheet 301 Rev I 17/05/2018 • 'Typical Section Road Type A' Job No W4843 Sheet 303a Rev I 17/05/2018 • 'Typical Section Road Types B, D' Job No W4843 Sheet 303b Rev I 17/05/2018 <i>stamped as approved on 27th November 2018 <u>and [XXX]</u></i> <i>and the application as submitted, with the exception of the amendments required by the following conditions of consent.</i>	The proposed Stage 3 to 7 development plans are generally consistent with the approved plans, subject to some minor variations. However, to ensure clarity regarding the staging of development, and recognising that specific works are tied to particular stages, it is proposed to replace the currently approved staging plan with the staging plan submitted as part of RM250003. For completeness, the proposed Staging Plan, previously provided to Council, is enclosed again as Attachment [D].
4	At the time the subdivision application is lodged for the area covered by this Outline Development Plan, the roading plan for that application shall include indented parking, broken yellow no parking lines, and/ or additional footpath or shared path foot/cycle paths on Road 5, Mount Nicolas Avenue and Northburn Road necessary, to the satisfaction of Council, to address safety and efficiency effects arising from traffic generated by the development approved by Resource Consent RM180502 subject to the following: (a) This condition shall only apply to:	The proposed changes seek to align the roading upgrade works with those discussed and confirmed with QLDC's Property and Infrastructure team as part of RM250003. In this respect, the changes simply identify the required roading upgrades as part of Stage 3, consistent with the scope outlined in RM250003. This ensures that the subdivision remains aligned with, and is implemented in accordance with, ODP RM180502.

Proposed Changes to Conditions of ODP RM180502		
#	Condition Text	Commentary
	(i) Any application for subdivision consent within stages 3, 4 and 5. For the avoidance of doubt it does not apply to any subdivision applications for stages 1 and 2; (ii) Any earlier application for subdivision consent which includes any part of Road 5 shown on the ODP, but only in respect of that part of Road 5. (b) This condition shall cease to have effect if and when a roading connection along Peak View Ridge, connecting the Northlake Special Zone with Aubrey Road, is consented and constructed. If such a road has been consented but not yet constructed, the required road upgrades necessary to comply with this condition may be delayed to be implemented through a consent notice condition registered against the balance title which allows an appropriate time for the Peak View Ridge Road to be constructed. <u>At the time the subdivision application is lodged for the area covered by this Outline Development Plan, the roading plan for that application shall include, as relevant to the following development stages, the following roading works:</u> <u>Stage 3: the closure of the existing vehicle linkage to Mount Nicholas Avenue and the establishment of traffic calming measures, generally in accordance with Landpro Transport Infrastructure Plans [Drawings 21091, 128.01 and 128.02] dated [25.09.25], to the satisfaction of Council.</u> <u>Stage 3, unless an alternative and later stage is agreed with QLDC Property and Infrastructure Engineers, the establishment of a mini-roundabout within the existing road corridor at the intersection of Outlet Road, Northlake Drive and Joe Brown Drive, generally in accordance with the Landpro Transport Infrastructure Plans [Drawings 21091, 128.03, 128.04 and 128.05] dated [25.09.25], to the satisfaction of Council.</u> <u>The above roading details are identified to address safety and efficiency effects arising from traffic generated by the development approved by Resource Consent RM180502, as amended by [XXX]. However, this condition shall cease to have effect if and when a roading connection along Peak View Ridge (or in the vicinity of), connecting the Northlake Special Zone with Aubrey Road, is consented and constructed. If such a road has been consented but not yet constructed, the required roading upgrades necessary to comply with this</u>	

Proposed Changes to Conditions of ODP RM180502		
#	Condition Text	Commentary
	<u><i>condition may be delayed and implemented through a consent notice condition registered against the balance title, allowing an appropriate time for the roading connection to be constructed.</i></u>	
8	<u><i>Unless otherwise agreed to by Council, Pprior to Stage 5 of the subdivision the consent holder shall confirm details for the formation of shared use cycle/pedestrian path from the south-west corner of the development site (Road 1) to Aubrey Road (via Peak View Ridge) in accordance with Council standards.</i></u>	As discussed, given the potential complexities associated with the shared use cycle and pedestrian path, and its relationship to a future roading connection to Aubrey Road, an opportunity has been included within the condition to enable the timing of these works to be coordinated directly with QLDC. While no change is proposed to the specified timing of the path, which remains prior to Stage 5, this approach provides for greater efficiency by avoiding the need for a further formal variation should the works be undertaken at a later stage.

3 CANCELLATION OF CONSENT NOTICE 11450029.2

Consent Notice 11450029.2 was imposed on the underlying Record of Title through a boundary adjustment subdivision consent (RM171015, as varied by Consent Order ENV-2018-CHC-187). The notice addresses matters relating to access and servicing of the balance allotment. It is considered that the matters identified in Consent Notice 11450029.2 will become redundant following the grant of consent for RM250003, which will include conditions relating to access and the provision of infrastructure services in accordance with QLDC standards and requirements. Accordingly, pursuant to section 221(3) of the RMA, it is proposed to partially cancel Consent Notice 11450029.2 insofar as it applies to the allotments subject to RM250003.

The details of Consent Notice 11450029.2, including its background and an assessment supporting its partial cancellation across the recently completed Stages 1 and 2, have recently been considered by QLDC under RM250546 (a copy of which is included as **Attachment [E]**). That decision is relied on for the purposes of support and assessment. However, the following summary points are noted, and are considered proportionate to the scale and significance of any effects associated with the partial cancellation of Consent Notice 11450029.2.

Consent Notice 11450029.2 identifies the following:

CONDITION

a) Lot 1 is intended for the purpose of access.

Advice Note: Lot 2 Deposited Plan 529345 is a balance allotment intended for further development and has not been serviced in accordance with Council's standards and no development contributions have been paid. At the time of any future development of Lot 2, all necessary services shall be provided to the lot (and any additional lots) in accordance with Council's standards and connection policy as they apply at the time of the future development. For the purposes of this condition the term "necessary services" includes wastewater disposal, water supply, stormwater disposal, telecommunications and electricity supply. The costs of providing services and making any connections shall be borne by the owner of the lot for the time being and they shall also pay to Council any applicable development contributions at that time.

With respect to the above, Lot 1 relates to an allotment associated with Peak View Ridge in the southwestern corner of the site, with the consent notice condition recording that the intended purpose of the allotment is for access. The Advice Note relating to Lot 2 identifies the balance nature of that allotment, noting that no services have been established to the site and that all necessary services and development contributions are required to be provided at the time of future development.

While the partial cancellation of Consent Notice 11450029.2 is a discretionary activity under section 221(3) of the RMA, it is considered that the cancellation will not give rise to any actual or potential adverse effects, subject to RM250003 prescribing all relevant access, infrastructure servicing and development contribution requirements. To this end, there are no parties considered to be adversely affected by the partial cancellation.

The relevant objectives and policies are contained in Part 15 (Subdivision, Development and Financial Contributions) of the Operative District Plan. Objective 1 and its associated policies seek appropriate servicing, safe and efficient access and suitable connectivity. Objective 2 requires the costs of services to be met by subdividers. The partial cancellation relates only to



the allotments subject to RM250003, and all servicing and access requirements will be met through that consent. The proposal is therefore consistent with the relevant objectives and policies of Part 15. Accordingly, it is considered that QLDC can grant the requested partial cancellation of Consent Notice 11450029.2 under section 221(3) of the RMA.

4 SUMMARY

We trust the above appropriately identifies and assesses the proposed changes from those detailed in the application originally lodged with QLDC on 7 January 2025. In this respect, we note the following summary comments:

- The proposed roading upgrade works forming part of RM250003 have been subject to comprehensive transport assessment, and engagement with QLDC, and are considered appropriate having regard to the scope of Stages 3–7.
- The proposed changes to ODP RM180502 seek to recognise the proposed roading upgrade works, and ensure alignment and consistency with RM250003, while providing flexibility to adjust the timing of the shared use cycle/pedestrian path.
- The proposed partial cancellation of Consent Notice 11450029.2 simply seeks to remove a redundant legal instrument following RM250003.

Overall, it is considered that any actual or potential adverse effects associated with the proposed changes will be less than minor and remain appropriate in the context of the development authorised through ODP RM180502. Further, for the reasons outlined above and within the supporting transport assessments, it is considered that the proposal remains consistent with the relevant objectives and policies of the Northlake Special Zone and the wider District Plan.

Your sincerely



Daniel Thorne

Director

daniel@townplanning.co.nz

027 465 8099

ENCL: [A] Carriageway Consulting Letter, dated 31 July 2025
 [B] Carriageway Consulting Letter, dated 26 September 2025
 [C] Landpro Transport Infrastructure Concept Plans
 [D] Subdivision Staging Plan
 [E] RM250546



CCL Ref: 14865-310725-thorne

31 July 2025

Daniel Thorne
Town Planning Group Limited

By e-mail only: daniel@townplanning.co.nz



A. PO Box 29623, Christchurch, 8540
P. 03 377 7010
E. office@carriageway.co.nz

Dear Dan

Stages 3-7 WFH Subdivision, Wānaka: Traffic Generation and Access Matters

Further to our e-mails and discussions, this letter sets out the transportation matters relating to access to the WFH subdivision in Wānaka, and proposes potential options for roading solutions.

Introduction

There is a consent condition for the WFH subdivision that:

At the time the subdivision application is lodged for the area covered by this Outline Development Plan, the roading plan for that application shall include indented parking, broken yellow no parking lines, and/ or additional footpath or shared path foot/cycle paths on Road 5, Mount Nicholas Avenue and Northburn Road as necessary, to the satisfaction of Council, to address safety and efficiency effects arising from traffic generated by the development approved by Resource Consent RM180502.

We previously provided advice to the WFH site (**the site**) which is the “area covered by the Outline Development Plan” described in the condition of consent. When this area was initially progressed, it was anticipated that there would be access via Northlake Drive and also via a new roading connection to Aubrey Road via an upgraded Peak View Ridge. As the latter provided the most direct route towards Wānaka, it was expected to carry the bulk of the traffic associated with development of the site (90%).

As matters transpired, the roading connection to Peak View Ridge could ultimately not be progressed. This then led to an expected outcome of all traffic from the site being expected to travel via the Northlake roading network, towards the east.

On reviewing this change, the Council’s consultant traffic engineer at the time identified that not having Peak View Ridge available for traffic would lead to an increase in vehicles using Road 5, Mount Nicholas Avenue and Northburn Road. In response to this, the applicant offered a condition of consent to upgrade the roads that had been identified by the Council to better enable them to accommodate higher traffic flows. Ultimately this led to the Council consultant planner considering that “the adverse effects associated with all vehicular traffic accessing the area from the east have been mitigated sufficiently such that the adverse effects are less than minor”¹. Coupled with this, the planner also noted that because the upgrading works were anticipated to be solely within the road reserve, they fell within the permitted baseline because at any time the Council could change the road layout and design without the need for a resource consent².

¹ Decision report for RM180502, page 6

² Ibid

Ultimately then, this led to RM180502 authorising an Outline Development Plan for a 354-lot residential subdivision, subject to the 'roading upgrade' condition as outlined above and which is the subject of this letter.

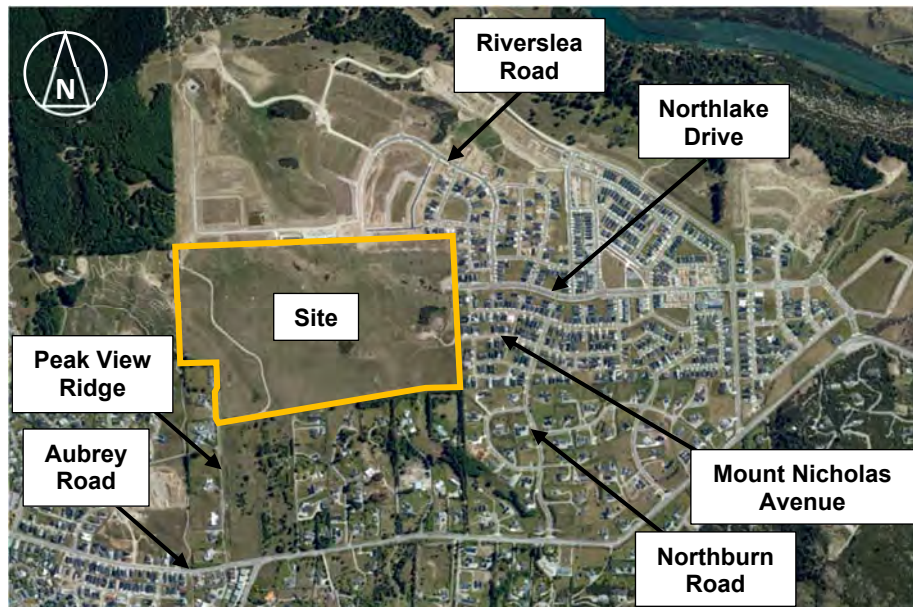


Figure 1: Site Location

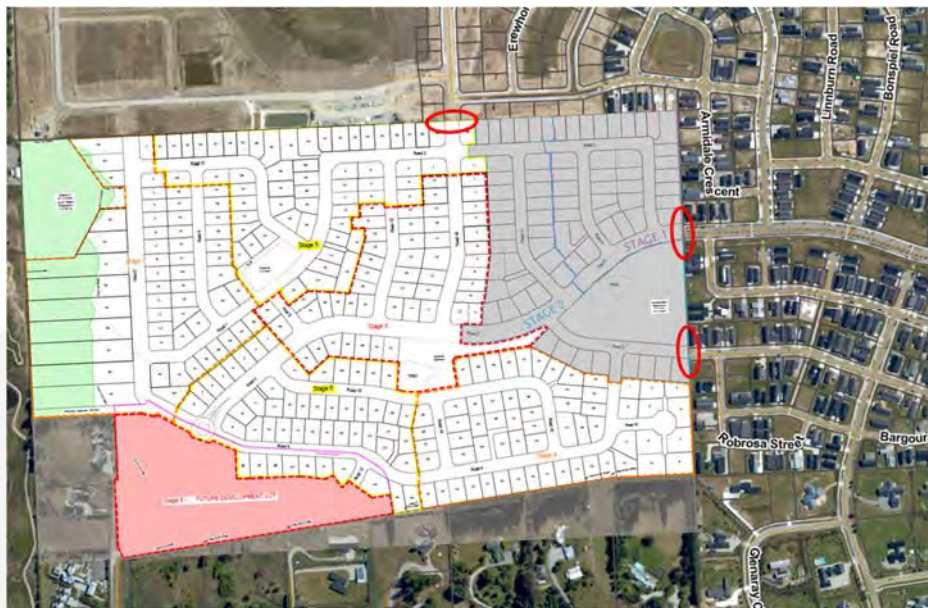


Figure 2: WFH Site in Context of Northlake Roading Network with External Linkages Highlighted

Roading Geometries

As they were intended to be secondary routes, Mount Nicholas Avenue and Northburn Road have not been formed in a manner which supports high traffic volumes.

Mount Nicholas Avenue has a 15m legal width, a 5.7m wide carriageway (plus the channel to the kerbface) with on-street parking occurring within the movement lanes. There is a footpath of 1.5m width on each side. The road is subject to a 40km/h speed limit.



Photograph 1: Typical Cross-Section of Mount Nicholas Avenue

This cross-section aligns with Road Type E12 of the Council's current Land Use and Subdivision Code of Practice (**Code of Practice**), for a road serving no more than 100 residences (and beyond this, parking is expected to be indented).

The northern part of Northburn Road is constructed within a 20m wide legal reserve, with a 5.7m wide carriageway (plus the channel to the kerbface) and indented parking bays. This cross-section aligns with Road Type E12, for a road serving up to 200 residences. The speed limit is 40km/h.



Photograph 2: Typical Cross-Section of Northern Part of Northburn Road

The southern part of Northburn Road also has a 20m wide legal reserve, but the road is constructed with a rural type of cross-section with swales and shoulders. The movement lane is 6.5m wide, and there is one shared walking and cycling route on the western side of the road. The speed limit is 40km/h and there is a road hump at the southern end of the road, just north of its intersection with Aubrey Road.



Photograph 3: Typical Cross-Section of Southern Part of Northburn Road

This configuration does not meet the Code of Practice, but is closest to Road Type E3 (which is suitable for serving up to 150 residences) or Road Type E12 (as above).

Traffic surveys were carried out on Northburn Road in December 2023, which showed peak hour traffic volumes on the road of 190 vehicles (two-way), suggesting that Northburn Road is approaching its maximum theoretical capacity under the Code of Practice of 200 vehicles per hour³. By way of context, the Northlake Special Zone was consented on the basis of each occupied residence generating 0.9 vehicle movements in the peak hours, suggesting that the road presently carries the traffic associated with around 210 occupied residences.

The WFH subdivision would add a further 350 vehicle movements (approximately) onto the network once the residences are occupied. For clarity, the construction of residences has a much lower traffic generation, and is therefore not relevant for the purposes of this assessment, rather, it is the use of the residences for day-to-day living that gives rise to the potential effects.

Distribution of Traffic from the WFH Subdivision

Mount Nicholas Avenue and Northburn Road were recently assessed by the Council when considering Plan Change 54 in Northlake. The Council's consultant traffic engineer concluded that *"Northburn Road has no residual capacity to absorb any further traffic other than that already consented in the Northlake Investments Limited development. The restriction of traffic from the WFH development into Mount Nicholas Avenue and Northburn Road [is needed] to prevent adverse negative safety and operational effects on the greater network"*⁴.

Drivers typically choose their route by seeking to minimise journey times. The conclusion above was based on the Mount Nicholas Avenue and Northburn Road route being the shortest route from the western parts of the Northlake Special Zone, which translates into it being the fastest route for drivers travelling to and from the WFH site (which, for clarity, forms part of Northlake Special Zone). and so it can be expected that the bulk of drivers will therefore choose this route.

³ For clarity, traffic volumes fluctuate on a daily basis but even allowing for this, there is little 'headroom' to the threshold of 200 vehicle movements in the peak hour.

⁴ Page 1 of Appendix 1B to the s 42A report, produced by Stantec



When the Northlake Special Zone was approved through Plan Change 45, and for the initial stages of the Northlake Investments Limited subdivision, the analysis of the routing of traffic was based on the prevailing speed limit regime at the time:

- Northlake Drive having a posted speed limit of 50km/h. The road was designed with limited side friction and so an operating speed of around 50-55km/h was allowed for;
- Outlet Road having a posted speed limit of 70km/h. The road was designed with no side friction and so an operating speed of around 70-75km/h was allowed for;
- Aubrey Road having a posted speed limit of 70km/h. The road has little side friction and so an operating speed of around 70-75km/h was allowed for;
- Mount Nicholas Avenue and Northburn Road also had posted speed limits of 50km/h, but due to higher levels of side friction from private driveways and their geometries, their expected operating speeds was lower than 50km/h.

Consequently, although the route for WFH traffic via Northlake Drive, Outlet Road and Aubrey Road was some 0.8km longer than via Mount Nicholas Avenue and Northburn Road, it was also considerably faster. As drivers usually select their route based on travel speed, the expected routing for traffic was via the Northlake Drive, Outlet Road and Aubrey Road. For this reason, Northlake Drive was designed for, and Outlet Road was upgraded for, accommodating the vast majority of the traffic associated with the Northlake Special Zone on the basis that as it was the faster route, it would be preferred by drivers.

Subsequent to the approval of Plan Change 45, the Northlake Structure Plan and the consenting and design of much of the roading network, the speed limits in the area were changed. All roads were reduced to a 40km/h speed limit, other than Aubrey Road where a 60km/h speed limit was put in place. This had the effect of reducing the differences in journey time between the two route options, and even allowing for side friction, the Mount Nicholas Avenue and Northburn Road route becomes faster and therefore more attractive as a route for drivers from the Northlake subdivision (onto which traffic from the WFH subdivision would then be added because it is also the fastest route for those residents also).

As can be seen from Figure 2 above, there are essentially three points of access to the WFH subdivision, being Lammermoor Street to the north, Northlake Drive to the northeast and Mount Nicholas Avenue to the southeast. Lammermoor Street represents a route that introduces a large increase in journey time, and it has therefore not been considered further (although it remains a practical route in the event that other roads were temporarily blocked). The two most viable and practical routes are therefore via Mount Nicholas Avenue and Northburn Road, or via Northlake Drive. For the reasons set out above, the first of these options is now the fastest and shortest route, and therefore the one that drivers are most likely to use.

This letter is written on the basis that the Council's position remains the same as presented at PC54, that traffic associated with the WFH development should be "*restricted*" from using Mount Nicholas Avenue and Northburn Road. We highlight that if the Council's position was to be slightly different, and that a proportion of WFH traffic could be permitted to use these roads then our calculations and conclusions would potentially be different. For completeness, we have also adopted an approach that drivers will typically seek to use the quickest route.



Overview of Possible Solutions

Roading Improvements

In our view, if there was to be no intervention or change to the prevailing roading network, it is likely that the vast majority of traffic generated by the WFH would travel via Mount Nicholas Avenue and Northburn Road.

At the outset, the road types in the Code of Practice are the same as those in the overarching Standard NZS4404:2010. However the traffic volumes that are cited in both documents are much lower than the maximum theoretical capacity of a traffic lane, of 3,600 vehicles per hour (as per the Austroads Guide to Traffic Management Part 3). Put another way, the traffic-carrying capacity of the southern part of Northburn Road is 24 times greater than the Code of Practice sets out. From previous discussion with the authors of Standard NZS4404:2010, we understand that the road types presented in the Standard were intended to also take into account traffic noise and air quality, as well as intangible matters such as resident expectations, ability to cross the road and perceptions of amenity.

This being the case, we consider that from a solely traffic engineering and capacity perspective, the operation of the southern part of Northburn Road could be improved with only minor revisions:

- Mark with road with parking restrictions throughout to reduce any side friction. The size of the lots fronting the road is large, and so any visitor-related parking could take place on the lots, meaning that this revision would not inconvenience residents.
- The current shared walking and cycling route is 2m wide. This could be changed to provide a 3.0m width, more suited to a higher-volume route, through removal of part of the landscaping strip.

The existing carriageway width is sufficient to accommodate even greater traffic volumes than the road currently carries, but minor widening could be undertaken to increase the shoulder widths if needed.

It would also be possible to reconstruct the northern part of Northburn Road to fully meet the Code of Practice, since it lies within a 20m legal width.

The situation is more complex on Mount Nicholas Avenue, where the requirement to add two 2.5m wide parking lanes to the 5.7m carriageway (plus the channel to the kerbface) and two 1.5m footpaths⁵ would mean that essentially the whole 15m legal width of the road would be utilised, with minimal room for verges or landscaping. Further, the frequent driveways will make the provision of indented bays difficult, with a resultant displacement of parked vehicles onto adjacent roads. It is also likely that because the road would need to be widened, this would create adverse gradients and breakover angles for the driveways that serve the residences on the road. We also highlight that to meet the Code of Practice, a further 5m of legal width has to be acquired for the road, and this land presently lies within the private lots that front onto the road.

Overall then, we consider that attempting to make revisions to the existing roading network as per the wording of the consent condition is likely to be costly and impracticable. The southern part of Northburn Road would be the most cost-effective to implement to provide a practical roading solution, although this would not meet the Code of Practice. To meet the expectations of the Code of Practice then full reconstruction would be required on Northburn Road plus all of Mount Nicholas

⁵ This would be a departure from the Code of Practice as this road type requires two 2.0m footpaths



Avenue. Even then, there would be deviations from Code of Practice on Mount Nicholas Avenue due to the limited legal width.

We highlight two further matters. Firstly, as traffic on a road increases, the Code of Practice sets out that gradients should diminish. For Road Type E13, a maximum 10% gradient is expected but Northburn Road appears steeper than this in places. Secondly, the widening of the northern part of Northburn Road and Mount Nicholas Avenue would potentially affect any services within the road, further adding to cost.

In summary then, we consider that there are practical difficulties with attempting to align Northburn Road and Mount Nicholas Avenue to the standard expected in the Code of Practice. It would be costly, difficult to achieve due to the need for third party land, and would introduce adverse effects for existing development, and so we do not recommend that this is taken forwards.

Speed Limit Changes

As noted above, the roading network in the area was not designed for the current speed limit regime. To that end, we have considered whether it would be possible to undertake engineering measures that artificially increase the journey time via Mount Nicholas Avenue and Northburn Road, such that the traffic patterns revert to what was initially expected, of drivers preferring to use Northlake Avenue, Outlet Road and Aubrey Road.

There are a variety of well-recognised ways in which vehicle speeds can be reduced. We initially considered the following:

- Banning turns or changing priorities to artificially increase the route length via Northburn Road
 - o This type of technique is fairly common in urban areas.
 - o In this location though we consider that there are insufficient intersections to have much of an effect, plus the generally low traffic volumes mean that it would not be very effective.
 - o It is also likely that many drivers would simply ignore the ban and turn anyway.
- Converting priority intersections to roundabouts
 - o This creates a situation where drivers have to slow down in locations where they presently have priority.
 - o However this would result in six roundabouts along Northburn Road which would be an unusual design.
 - o Roundabouts are also not ideal where they are located on a gradient, and there would be issues in achieving the appropriate sightlines due to the residential lot boundaries.
 - o Drivers may also 'straight line' the roundabouts, creating an adverse a road safety effect
- Increasing the speed limits to make Northlake Drive and Aubrey Road faster
 - o There is limited ability to do this as it falls to the relevant local authority.
 - o Increasing speed limits will also likely result in adverse road safety outcomes
- Decreasing speed limits on Northburn Road.
 - o An initial assessment suggested that this would only be effective if the speed limit was reduced to 30km/h or lower
 - o Notwithstanding that it would be difficult to implement a reduction in the speed limit, it would be highly uncommon to do this without some form of physically restricting vehicle speeds.

This then means that some form of traffic calming scheme appears to be the most viable option.



We then considered the likely speed environments. From the eastern boundary of the WFH site, via Northlake Drive, Outlet Road and Aubrey Road to the southern end of Northburn Road, assuming people travel slightly faster than the speed limit (5km/h more than posted), would take about 165 seconds. Thus, for Northlake Drive, Outlet Road and Aubrey Road to be a competitive option, taking into account the shorter travel distance, an operating speed in the order of 20-25km/h would be required on Northburn Road.

In order to implement such a reduction, we have carried out an assessment of operating speeds from first principles using the following:

- Allow for a hump to be 5m long and for an operating speed of 25km/h;
- Allow for drivers to decelerate at 3m/s/s (as per the Austroads Guide to Road Design Part 3) for a comfortable deceleration rate;
- Allow for drivers to accelerate by 1km/h for every 5m of travel (as per the Austroads Guide to Road Design Part 3); and
- Allow for drivers to accelerate to 40km/h in-between humps before they have to slow down again.

This then suggests that to accelerate to 40km/h from 25km/h will require 75m, and to decelerate to 25km/h from 40km/h will require 15m. Adding the length of the hump itself, this suggests a separation of 95m. However it also results in an average speed of 32km/h, higher than desirable to discourage use of the route.

Upon reviewing the patterns of the existing roading network, we note that there are regular intersections along Northburn Road with a separation of 115m. We have recalculated the speed profile if speed tables instead of humps were used instead. Speed tables are longer than humps) and the speed over the table can be somewhat lower, at 20km/h. In this case, the profile would be:

- Pass over speed table: 15m at 20km/h;
- Accelerate to 37km/h: taking 85m;
- Decelerate for the next speed table: taking 15m;
- Therefore a separation of 115m is appropriate; and
- An average speed of 27km/h is attained.

It is our experience that drivers prefer to avoid traffic calmed routes, and thus while this speed is slightly more than preferred, we consider it is sufficiently close to the range in which Northlake Drive / Outlet Road and Aubrey Road is faster, that it will result in the diversion of vehicles onto that route.

Traffic calming would also be required on Mount Nicholas Avenue to achieve slower speeds over the whole route from the WFH subdivision. We note the presence of a non-car route running north-south from Sawdon Street to Obelisk Street and consider that walking and cycling connectivity could be improved through the installation of a flat-topped road hump in this location (as well as the hump slowing traffic speeds). This location is 150m from the eastern boundary of the WFH site and consequently we consider that it would be possible to install any further traffic calming measures within the subdivision site rather than on existing roads within Northlake.

This would result in a concept scheme as shown below:



Figure 3: Concept Scheme for Traffic Calming on Northburn Road and Mount Nicholas Avenue (Mt Nicholas Avenue Remaining Open to WFH Traffic)

For completeness, we have considered two variations to this approach:

- Using lower road humps / tables:
 - o Lower humps or tables would result in a faster operating speed, and so would not achieve the reductions needed.
 - o Consequently if they were progressed then they would need to be more frequent.
- Using other types of traffic calming:
 - o Horizontal deflection measures such as build-outs are seen more favourably by drivers.
 - o However horizontal measures are less effective at reducing speeds, so they would need to be more frequent
 - o On the steeper sections of Northburn Road it would mean that drivers were regularly having to do a 'hill start', with a potential road safety issue of them rolling back into another road user behind

With Northburn Road becoming unattractive, the next route option for drivers is to travel via Mount Linton Avenue. However our calculations show that there is little difference between the times for travelling on the Northlake Drive / Outlet Road / Aubrey Road route compared to Mount Linton Avenue, as the extra distance on the former is offset by the higher speed limit on Aubrey Road. In our view then, there is little reason for drivers to choose to travel via Mount Linton Road.

Finally, we highlight that the initial work carried out by Northlake Investments Limited to design and construct Northlake Drive, and to reconstruct and substantially improve Outlet Road and its intersection with Aubrey Road, was carried out on the basis that this would be the route that all Northlake Special Zone traffic used. Consequently, the traffic calming scheme simply means that volumes on those roads would be those that were anticipated when the Structure Plan was approved, and we therefore do not expect that capacity or safety issues will arise from the increased traffic on this route.

Prohibit Traffic from Using Mount Nicholas Avenue

Since it is the connection to Mount Nicholas Avenue that gives rise to the Mount Nicholas Avenue / Northburn Road route being the fastest, one way to avoid this is to simply avoid any connection between the site and Mount Nicholas Avenue. Drivers would therefore be obliged to enter and exit the site via Northlake Drive, and to take an alternative route to reach Aubrey Road.

Once on Northlake Drive, there are several route options for a driver to reach Aubrey Road. From west to east, these are:

- Option 1 (red): Turning south onto Mount Nicholas Avenue, west onto Obelisk Street and south on Northburn Road; or
- Option 2 (yellow): Turning south onto Mount Nicholas Avenue and south on Northburn Road; or
- Option 3 (cyan): Turning south onto Cluden Crescent, west onto Obelisk Street and south on Northburn Road; or
- Option 4 (green): Turning south onto Cluden Crescent, west onto Obelisk Street, south onto Mount Nicholas Avenue and south on Northburn Road; or
- Option 5 (purple): Turning south onto Cluden Crescent and south onto Mt Linton Avenue;
- Option 6 (orange): Turning south onto Mt Linton Avenue; or
- Option 7 (blue): Turning south onto Outlet Road.

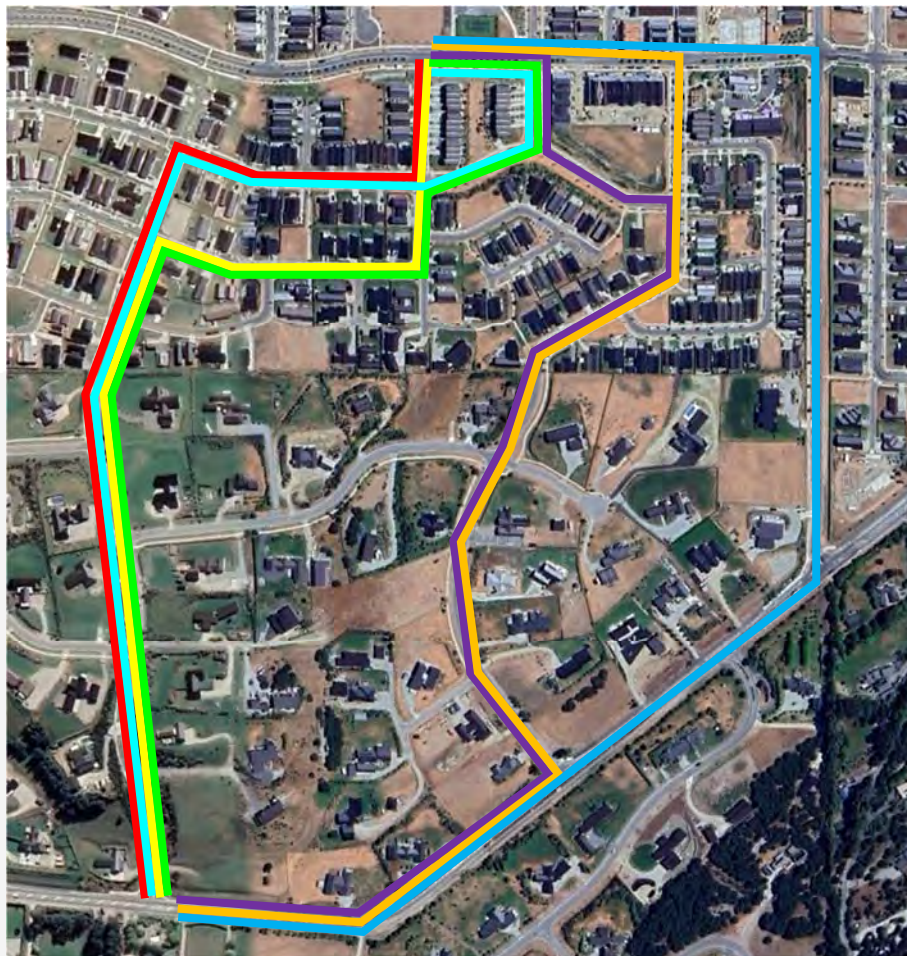


Figure 4: Location of Possible Route Options



In terms of the length of these routes:

- Option 1: 985m;
- Option 2: 1,005m;
- Option 3: 1,145m;
- Option 4: 1,170m;
- Option 5: 1,280m;
- Option 6: 1,335m;
- Option 7: 1,445m

It can be seen that Options 1 to 4, which all involve Northburn Road, are shorter than the two routes involving Mr Linton Avenue, which in turn are shorter than the route via Outlet Road.

In order to estimate travel time, we have adopted the following parameters:

- An assumed average speed of 40km/h on the minor roads, taking account of the side friction and generally narrower carriageways;
- An assumed average speed of 45km/h on Northburn Road and Mt Linton Avenue, taking account of the gradient;
- An assumed average speed of 50km/h on Northlake Drive and Outlet Road. Although the speeds are in excess of the posted limit, this lower side friction and more favourable road geometries;
- An assumed average speed of 60km/h on Aubrey Road;
- A 'penalty' of 5 seconds for turning through an intersection to take account of geometric delay.

This shows the following ranking when travel speeds are considered⁶:

- Fastest (shown green below)
 - o Option 1: 1.70 minutes;
 - o Option 2: 1.65 minutes;
- Medium (shown blue below)
 - o Option 5: 1.85 minutes;
 - o Option 6: 1.79 minutes;
 - o Option 7: 1.77 minutes;
- Slow (shown red below);
 - o Option 3: 1.91 minutes; and
- Slowest (shown purple below)
 - o Option 4: 2.05 minutes

That is, the route via Northburn Road (green) remains the fastest. However it can be seen that the route via Outlet Road and via Mt Linton Avenue (blue) is only slightly slower (around 0.12 minutes). We consider that this therefore creates the opportunity to encourage traffic onto Outlet Road and reduce the potential for increases on Northburn Road.

⁶ Two decimal places are provided, in order to minimise any rounding errors)



Figure 5: Fastest Route Options

One option would be to increase the speed limit on Outlet Road, and we find that with a 60km/h posted speed limit (the same as Aubrey Road), then the travel time for this route would reduce to 1.7 minutes. However as this is the same as via Northburn Road, and Northburn Road is shorter, we consider that this would not be sufficient to persuade drivers to avoid that route.

A second approach would be slow traffic on the roads between Northlake Avenue and Northburn Road. When this is considered further, we note that the two fastest routes (in green above) both use two roads just south of Northlake Drive (Obelisk Street and Mount Nicholas Avenue). However due to the commonality in these two routes, only a small number of traffic calming measures would be needed to ensure that all vehicles were intercepted.

We have revisited the scenario described above regarding the travel speeds of drivers passing over a road hump.

- Allow for drivers to approach a hump at 40km/h;
- Allow for a hump to be 5m long and for an operating speed of 25km/h;
- Allow for drivers to decelerate at 3m/s/s (as per the Austroads Guide to Road Design Part 3) for a comfortable deceleration rate. They therefore slow down over a distance of 12.5m
- They pass over the hump at 25km/h;
- They then accelerate again by 1km/h for every 5m of travel (as per the Austroads Guide to Road Design Part 3), meaning they are at 40km/h again in a distance of 75m.

This means that the area over which a hump affects vehicle speeds is calculated to be 92.5m. If a driver travels at a steady 40km/h over this distance then they would take 8.3 seconds. That is, a hump increases the journey time by 2 seconds.

In this case, the intent of providing humps would be to ensure that the journey time for the Outlet Road route was shorter than for all other options. This yields the following number of humps required on each route:

Route	Journey Times (Minutes)		
	No Intervention	Number of Humps	Resultant Time
1	1.70	3	1.80
2	1.65	5	1.82
3	1.91	-	1.92
4	2.05	-	2.05
5	1.85	-	1.85
6	1.79	1	1.82
7	1.77	-	1.77

Table 1: Journey Times for Route Options

This then means that the Outlet Road route is the fastest, and coupled with the inconvenience of negotiating road humps on other routes, we consider that this will be sufficient to ensure that Outlet Road becomes the favoured route.

Possible locations for humps are shown below, based on the principle of avoiding driveways and increasing amenity for non-car users. In that regard, flat-topped road humps can play an important role in enabling cyclists and pedestrians to cross the road more easily and safely. Consequently there is the potential for them to not only encourage use of the most suitable route for motorised traffic, but also encourage non-car travel too. Our approach has therefore been to locate them on pedestrian desire lines as far as possible.



Figure 6: Possible Locations for Traffic Calming



With this in place, we consider that this then promotes Outlet Road to be the faster route, and reinstates it to the role that was initially contemplated when the wider area was rezoned through Plan Change 45. In that regard, we highlight that the modelling of the Aubrey Road / Outlet Road intersection carried for the plan change resulted in this being constructed with a high capacity, and it was tested for 1,600 residences within Northlake. This is a much higher yield than is now anticipated, meaning that the intersection will have ample capacity for additional traffic.

We also note that the use of Outlet Road will create an incentive for more drivers to move onto this route. A driver using (say) Northburn Road or Mt Linton Avenue presently has to give-way to traffic on Aubrey Road. Consequently as more traffic uses Outlet Road, the traffic volumes travelling past Northburn Road and Mt Linton Avenue will increase and the gaps in the traffic stream for drivers trying to exit those roads will diminish. This then increases the delays for those drivers, making it more attractive (faster) for them to move onto Outlet Road instead.

Timing

In practice, it is unclear as to the extent to which drivers will prefer to use a more winding route on residential roads (such as Obelisk Street, Mount Nicholas Avenue and Cluden Crescent) and Northburn Road, where they need to 'give-way' at intersections and may need to stop for vehicles reversing onto the road, compared to the route via Northlake Drive and Outlet Road where they would be able to travel with fewer interruptions. However, we are confident that if drivers choose to use Northburn Road, then this will be evident prior to the latter stages of the subdivision being constructed.

With this in mind, we consider that the pragmatic approach is to put in place a provision that at any time prior to the issue of subdivision consents for Stage 7, the Council is able to request that the consent-holder undertakes an assessment of the extent to which Northburn Road is being used by traffic travelling to and from the WFH development, and that if necessary, the Council is then able to request that the traffic calming measures outlined above are to be put in place.

The general structure of such a condition would be that:

- The Council is able to request the consent-holder to undertake a survey of the vehicular travel between the WFH site and Northburn Road at any time prior to consents being issued for the last stage of the development;
- The survey is to be arranged by a suitably qualified traffic engineer in a way that demonstrates a robust outcome;
- The results are to be provided to the Council; and
- If the Council considers it necessary, then the consent-holder will arrange for traffic calming measures to be put in place in the general locations shown on Figure 6 above.

With regard to the practicality of such a survey, there are a number of ways in which this can be done to produce a reliable result. We do not consider that it is necessary to specify the methodology to be used, but by way of example, a vehicle registration number plate survey carried out at the interface of the WFH site and Northlake Drive, at the same time as a vehicle registration number plate survey carried out on Northburn Road, would be able to differentiate between the vehicles travelling to/from the WFH site and those associated with the Northlake subdivision.

In respect of the ability to construct traffic calming within the road, we highlight that District Plan Rule 29.4.13 is that "*construction of new transport infrastructure and the operation, use, maintenance, and repair of existing transport infrastructure*" is a Permitted Activity. In this case, '*transport infrastructure*' is defined as including "*traffic control devices*", and while not specifically mentioned in the District Plan definitions, traffic calming measures are classified as a traffic control



device (for example their use is regulated through the Traffic Control Devices Manual). Thus, subject to the Council's approval, the traffic calming devices can be installed without the need for further consents.

However we highlight that once a link is formed via Peak View Ridge, this becomes the most attractive route for drivers because it is the fastest. We expect that the Peak View Ridge link will be designed for the expected traffic volumes and will therefore be able to achieve the Council's Code of Practice. Thus we consider that at this time, the connection between the WFH subdivision and Mount Nicholas Avenue can be formed, because it will serve only local trips (with through traffic using the Peak View Ridge link). The clause regarding monitoring also becomes unnecessary, and in fact, any traffic calming installed under this clause could be removed if desired, because it will no longer serve a purpose in dissuading drivers from using less desirable routes.

Practical Issues with not Forming a 'Through Road'

Although it is uncommon for two short stubs to be formed as proposed, we highlight that the arrangement is already in place on the existing western section of Mount Nicholas Avenue and has been functioning without apparent concerns or difficulties for several years. On this basis we consider that the most likely issue will arise from rubbish collection as council refuse collection will not be able to take place from the new section of Mount Nicholas Avenue due to the lack of a turning head. This is easily resolved through residents simply placing their bins at the western end of the new part of the road for collection.

Summary

Based on our assessment, if the roading network remains 'as is', then this will lead to Mount Nicholas Avenue and Northburn Road becoming the most preferred route to and from Aubrey Road for traffic travelling to and from the WFH subdivision.

There are inherent practical difficulties in changing the current Northburn Road and Mount Nicholas Avenue road layouts using parking restrictions, indented parking lanes and adding footpaths/cyclepaths as set out in the consent condition. In particular, this would require major reconstruction of the roads and even then, some sections would not meet the Code of Practice. Overall, this approach would be costly, disruptive for residents and in our view is unlikely to achieve expected outcomes. We therefore do not recommend that this is pursued.

We consider that the intent of the condition of consent was to ensure that the efficiency and safety of Mount Nicholas Avenue and Northburn Road was preserved. We have therefore looked at alternative ways to achieving this outcome and devised an alternative approach of diverting traffic back onto the originally-intended primary route of Northlake Drive, Outlet Road and Aubrey Road.

One option is to maintain a link between the WFH subdivision and Mount Nicholas Avenue, and to implement substantial traffic calming on Northburn Road. Such a scheme would be extensive and be over the full length of the road. Again then, we do not consider that this should be progressed.

In the alternative, the link between the WFH subdivision and Mount Nicholas Avenue should not be formed. With Mount Nicholas Avenue being formed as a cul-de-sac, and drivers therefore directed onto Northlake Drive, Northburn Road would remain the shortest travel time to reach Aubrey Road but a modest amount of traffic calming on Obelisk Street, Mount Nicholas Avenue and Mt Linton Avenue, would be sufficient to encourage drivers to use Outlet Road and discourage them from using Northburn Road.



Since the extent to which drivers will use Northburn Road is not confirmed at present (as they may prefer to use a more direct route via Outlet Road instead of using the residential roads within Northlake), we consider that this can be monitored and the traffic calming measures installed if deemed necessary to address the issue.

We consider that the absence of a through route being provided via Mount Nicholas Avenue at the eastern boundary of the WFH site, coupled with traffic calming measures if necessary, will substantially mitigate the extent of traffic increase on Northburn Road.

Once the link to Peak View Ridge is formed, any issues with the use of Northburn Road will be resolved as Peak View Ridge becomes the fastest route. At this point, the connection between the two parts of Mount Nicholas Avenue can then be made, and any requirement for monitoring of Northburn Road falls away.

Overall then, we recommend that the approach taken forwards is:

- Not to form a connection between the WFH subdivision and Mount Nicholas Avenue; and
- Impose a 'monitoring' type clause to ensure that any traffic effects on Northburn Road can be identified, and mitigated as appropriate through traffic calming.

In passing we recommend that if a vehicular route is not available between both parts of Mount Nicholas Avenue, a walking and cycling link should still be provided so that non-car connectivity is maintained.

Please do not hesitate to contact me if you require anything further or clarification of any issues.

Kind regards

Carriageway Consulting Limited

Andy Carr

Traffic Engineer | Director

Mobile 027 561 1967

Email andy.carr@carriageway.co.nz

CCL Ref: 14865-260925-thorne

26 September 2025

Daniel Thorne
Town Planning Group Limited

By e-mail only: daniel@townplanning.co.nz



A. PO Box 29623, Christchurch, 8540
P. 03 377 7010
E. office@carriageway.co.nz

Dear Dan

Stages 3-7 WFH Subdivision ('Pembroke Heights'), Wānaka: Traffic Generation and Access Matters

In our letter of 31 July 2025, we set out a proposal for ensuring that traffic generated by Stages 3-7 of Pembroke Heights did not result in an inappropriate increase in traffic on Northburn Road and/or Mt Linton Avenue, with this involving:

- Not forming the connection between the WFH subdivision and Mount Nicholas Avenue;
- Imposing a 'monitoring' type clause to ensure that any adverse traffic effects on Northburn Road were identified, and mitigated as appropriate through traffic calming (which we suggested could be flat-topped road humps located on pedestrian desire lines at various locations).

Subsequently, we participated in a video conference to discuss our suggested approach with the Property and Infrastructure department of the Council¹. The outcome of the video conference was that further consideration was requested of the key intersections that would experience an increase in traffic as a result of the proposal to direct Pembroke Heights traffic towards using Outlet Road. This letter responds to this request.

At the outset we highlight that development of the Northlake Special Zone is still continuing, and so any traffic surveys carried out would only be a 'snapshot' of the prevailing situation at the time. It would be difficult in practice to relate the traffic flows to the extent of development (as information for the latter is difficult to ascertain) and the traffic volume data would quickly become obsolete as more development took place. Our assessment takes this into account.

Aubrey Road / Outlet Road Intersection

As set out in our previous letter, the initial trip distribution for the whole of the Northlake Special Zone was based on access being achieved via Outlet Road, for the reasons previously set out. In the Transportation Assessment for Plan Change 45 (which created the Northlake Special Zone), a total of 1,600 residences were anticipated to be formed within the zone, and the trip generation of the zone presented through Plan Change 45 is shown below:

¹ Attendees being Ms Monique Barnes of the Council, yourself and ourselves

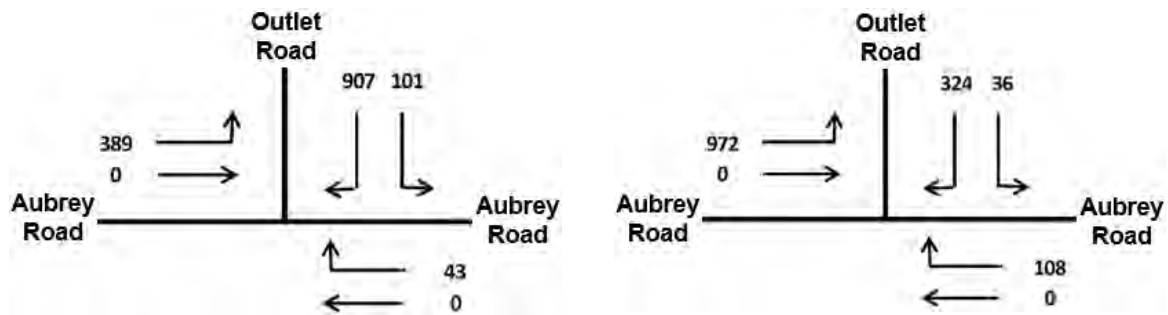


Figure 1: Traffic Generation of the Northlake Special Zone (Plan Change 45)

The traffic generation was based on a rate of 0.9 vehicle movements per household, and thus the intersection was anticipated accommodate 1,440 vehicles being generated by the development (two-way).

The number of lots within the Northlake Special Zone was recently set out within Table 4 of the Transportation Assessment for Plan Change 54, and making allowance for that plan change, 1,532 residences would be developed rather than 1,600 residences originally expected. We further highlight that the assessment of Hikuwai (RM170796) anticipated that of the total peak hour traffic generation from development of that area of 180 vehicle movements (two-way), 50 vehicle movements (two-way) would not use Outlet Road but would instead travel to and from the site via Joe Brown Drive towards the east.

We highlight two further matters:

- Inspection of aerial photographs shows that from the eastern end of Northlake Drive, a route eastwards via Joe Brown Drive onto Aubrey Road is around half the length (400m shorter) than the route via Outlet Road for eastbound vehicles. We therefore consider it is likely that a proportion of Northlake traffic heading to and from the east will use this route and will therefore not use the southern parts of Outlet Road; and
- Each lot in the Northlake Special Zone was assessed as generating 0.9 vehicle movements (two-way) in the peak hours but this was selected to be a 'conservative but reasonable' rate. Surveys of other developments suggest that the rate could be lower.

Overall then, we conclude that the traffic generation of the Northlake Special Zone that will pass through the Aubrey Road / Outlet Road intersection is at least 8% lower than that which was previously tested.

We also highlight that the intersection was fully upgraded as part of the Northlake subdivision to meet current standards, and was approved by the Council through Engineering Approvals. The intersection was reconstructed in mid-2017 to allow for the increased traffic and since this time only one crash has been recorded at the intersection. This occurred when a driver turned right out of Outlet Road and struck an eastbound vehicle on Aubrey Road. The crash did not result in any injuries, and the police report sets out that the main contributing factor was that the 'A' pillar of the vehicle exiting Outlet Road had obscured the visibility of the approaching traffic.

Overall then, we do not consider that any further assessment is required of this intersection.

Outlet Road / Northlake Drive / Joe Brown Drive Intersection

The assessment of Northlake through Plan Change 45 considered only the external connections between the site and the roading network, and internal intersections were not assessed other than to ensure that there were no impediments to meeting current standards and guides. At the time



that the first stages of the Northlake subdivision were brought forwards for consent, Joe Brown Drive and the Hikuwai subdivision were not consented, and so the Outlet Road / Northlake Drive intersection was a tee-intersection which had little traffic approaching from the north. As such it operated efficiently.

Since that time, the intersection has changed to a crossroads with Joe Brown Drive forming the eastern leg². This intersection was tested when Hikuwai was consented, and it is relevant for the current situation to understand this background. The analysis presented through RM170796³ was for the development of the entirety of Hikuwai, and concluded that:

- During the morning peak hour, at full development of Hikuwai, Northlake Drive would perform “*poorly*” with Level of Service F, and a delay of more than six minutes per vehicle. This was due to traffic turning right out of Northlake Drive having to wait for vehicles turning left out of Joe Brown Drive; and
- In the evening peak hour, although the delays were lower, Northlake Drive would again have Level of Service F with a delay of more than a minute per vehicle.

However the analysis for RM170796 also set out that it was not expected that this would arise in practice because it was expected that drivers would use alternative routes that were located closer to Wanaka. The analysis comments that there are “*five consented accesses*”, although we are only aware of two (Northburn Road and Mt Linton Avenue) and the current concerns relate to issues around higher traffic volumes on Northburn Road. Nevertheless, the anticipated outcome was that Northlake Special Zone traffic would use those alternative routes.

Importantly, the analysis for RM170796⁴ set out that “*in the unlikely event that the vehicle movements ... do turn out as modelled, the intersection could be upgraded to a small roundabout. The intersection was modelled converted to a roundabout and would result in an overall level of service of A for all legs.*” The Council agreed with this, noting “*if the delays remain high for the right turn movement then the intersection could be upgraded with a small roundabout*” and “*at this stage we would recommend that a decision on a roundabout be delayed until the road layout of the remaining development is agreed.*”

On this basis, we consider that the matter of this intersection has already been considered by the Council, with the anticipated outcomes that:

- Traffic from the Northlake Special Zone was expected to use Northburn Road and Mt Linton Avenue; but
- If more traffic was to use the eastern end of Northlake Drive and Outlet Road, then a small roundabout was an appropriate way of reducing delays and improving the level of service.

For completeness, we have reviewed the crash record at the intersection and note that two crashes have been recorded. One crash occurred when a driver exited Northlake Drive and collided with a southbound vehicle on Outlet Road. The crash did not result in any injuries, but the police record sets out that the drivers involved highlighted that the sightlines were limited due to landscaping (this may suggest that the intersection should be ‘stop’ controlled rather than ‘give-way’). One crash occurred when a westbound driver exiting Joe Brown Drive collided with a northbound vehicle on Outlet Road. The crash resulted in minor injuries, but it appears to have occurred prior to the speed

² Aerial photographs show the fourth leg was formed in early 2019 and opened to traffic in 2020

³ For completeness, the same analysis setting out the same conclusions has been presented for several subsequent subdivision applications in Hikuwai.

⁴ And also in subsequent subdivision applications



limit on the road reducing as the driver noted that they were travelling at 50-55km/h. That said, the nature and number of crashes is not untypical for an urban crossroads.

During the video conference, Ms Barnes highlighted that it was important to ensure that this intersection operates with appropriate levels of efficiency and safety, and we agree (although we are also mindful of the Council's position via RM170796). However we also note that the overarching solution presented within our previous letter of channelling vehicles to this intersection and onto Outlet Road is only a temporary solution until the link to Peak View Ridge is formed. At that time, due to the bulk of residents of the Northlake Special Zone travelling westwards towards Wanaka, we expect that traffic flows using the eastern parts of Northlake Drive will decrease substantially.

In our previous letter, we considered the routes of drivers travelling to and from Pembroke Heights and the range of options available to them. We concluded that a solution that put traffic calming measures in place on roads towards the northeast of the Northlake subdivision would be effective, but we also noted that in practice, it is unclear as to the extent to which drivers will prefer to use a more winding route on residential roads (such as Obelisk Street, Mount Nicholas Avenue and Cluden Crescent) and Northburn Road, where they need to 'give-way' at intersections and may need to stop for vehicles reversing onto the road, compared to a preference for the Northlake Drive / Outlet Road route via where they would be able to travel with fewer interruptions.

Given this uncertainty, we remain of the view that at the current time it is very difficult to be prescriptive as to the timing of when any interventions will be required, either to discourage the use of Northburn Road via the implementation of traffic calming, or to improve capacity at the Outlet Road / Northlake Drive / Joe Brown Drive intersection (other than to state that any such measures will not be necessary once the Peak View Ridge link is formed).

On balance then, we consider that the appropriate approach is for a 'monitoring-type' clause to be put in place for this intersection. From a technical perspective, the key aspects of this would be:

- A weekday morning peak hour traffic survey shall be carried out of the delays at the Outlet Road / Northlake Drive / Joe Brown Drive intersection (as this is the time that the Hikuwai analysis showed that the highest delays would arise);
- This can be done through setting up a video camera at the intersection, and then processing this subsequently to identify the actual delays arising to vehicles; and
- If the mean delay to vehicles⁵ exiting Northlake Drive and turning right indicates a poor level of efficiency, that is Level of Service E (being a delay of 35 seconds or more), then the intersection geometry will be improved to no worse than Level of Service D (being a delay of less than 35 seconds).

We consider that the timing of the monitoring is a matter to be discussed and agree with the Council, as is the nature of the improvements measures, although we also note that the provision of a small roundabout appears to have been agreed as a potential option.

In respect of the ability to construct intersection improvements, District Plan Rule 29.4.13 sets that "*construction of new transport infrastructure*" is a Permitted Activity. The District Plan specifies that '*transport infrastructure*' includes "*improving road geometry at intersections*" and also "*traffic control devices (including roundabouts and intersection controls)*". Thus, subject to the Council's approval as the road controlling authority, any intersection improvement scheme can be installed without the need for further consents.

⁵ This is the measure used to assess intersection performance in the Sidra Intersection software modelling package



For completeness, we confirm that these provisions would cease to apply once the Peak View Ridge link becomes available.

Summary

Based on our assessment, we consider that the Aubrey Road / Outlet Road intersection will carry fewer vehicles than it was designed for. Since it meets current standards and guides, and has an excellent road safety record, we do not consider that it requires any further evaluation.

The traffic volumes at the Outlet Road / Northlake Drive / Joe Brown Drive intersection are still changing due to ongoing development within the Northlake and Hikuwai subdivisions. However the analysis of Hikuwai that was presented as part of the subdivision application for that area showed that this intersection was expected to experience significant delays, but that a small roundabout was agreed as being an appropriate mitigation measure. On this basis, we consider that this intersection should be monitored, and that once delays show a poor level of service, improvement measures should be put in place. The timing for such monitoring surveys and the nature of the improvement measures are matters for further discussion with the Council.

Once the link to Peak View Ridge is available, it becomes the most convenient route for the bulk of Northlake residents and this then reduces the traffic flows through the Outlet Road / Northlake Drive / Joe Brown Drive intersection. Once this occurs, we consider that there is no need for any further monitoring of this intersection.

Please do not hesitate to contact me if you require anything further or clarification of any issues.

Kind regards

Carriageway Consulting Limited

Andy Carr

Traffic Engineer | Director

Mobile 027 561 1967

Email andy.carr@carriageway.co.nz

PLAN VIEW
SCALE 1:500 @ A3



PLAN VIEW
SCALE 1:100 @ A3



ISSUED FOR CONSENT 01.10.2025

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
-	-	-	-	-	-	-	21091	128_01
				Drawn	Signed	Date	Scale	
				JS		25.09.25	AS SHOWN	
				Designed	Signed	Date	Datum & Level	Rev.
				NKA		25.09.25	LINDIS PEAK 2000	-

LANDPRO.

OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH - www.landpro.co.nz

Client
WFH PROPERTIES LIMITED

NOTES
- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

BOLLARDS
TO PREVENT TRAFFIC FROM USING MOUNT NICHOLAS AVENUE
PROPOSED SUBDIVISION OF SECTION 2 SO 576961
STAGE 3-7 PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

SUBJECT TO RESOURCE CONSENT



CONCEPT PLAN ONLY. SUBJECT TO
CONSENT AND DETAILED DESIGN.

ISSUED FOR CONSENT 01.10.2025

Client
WFH PROPERTIES LIMITED

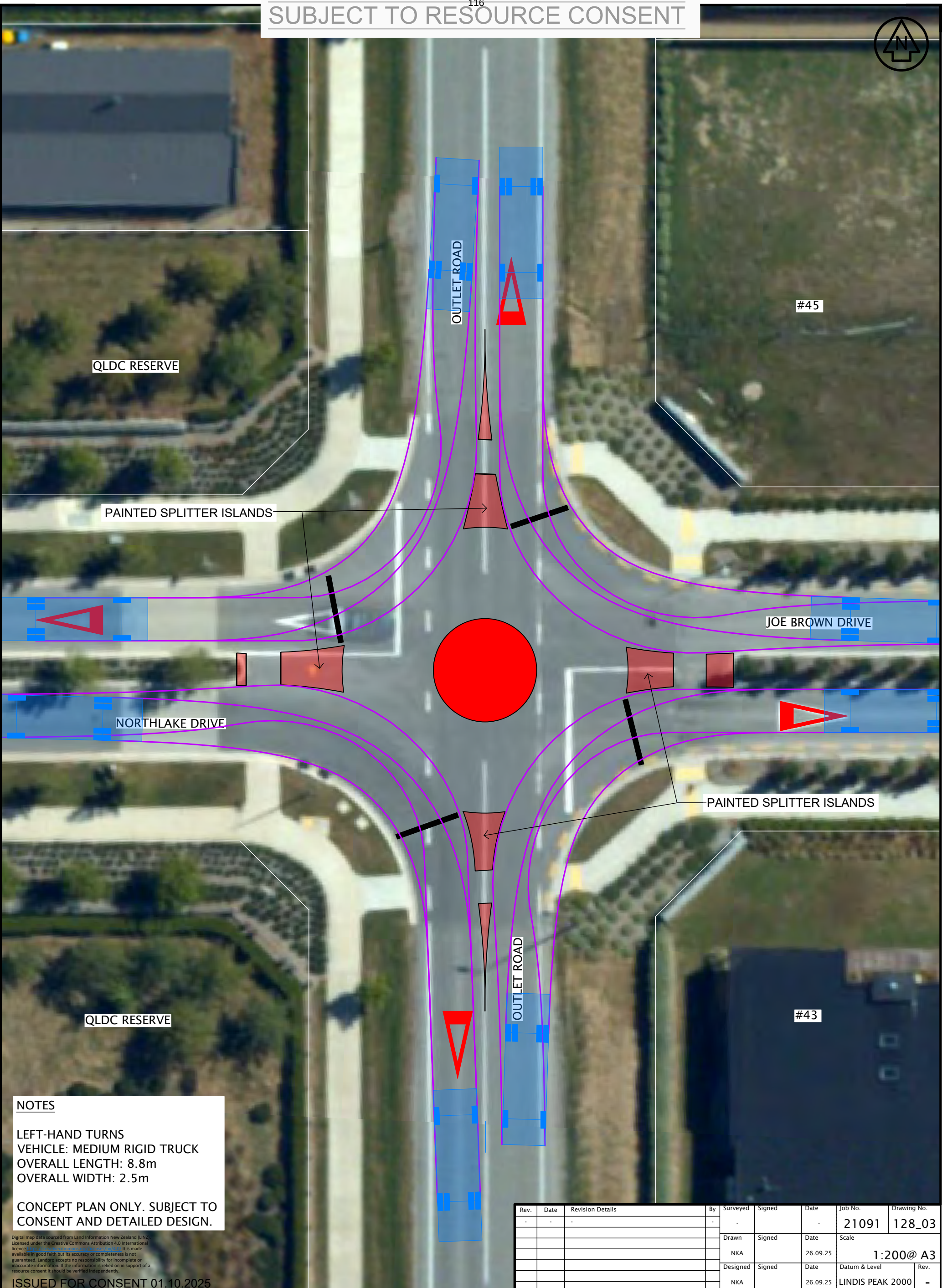
TRAFFIC CALMING MEASURES
RAISED PLATFORM LOCATIONS
MT NICHOLAS AVE, NORTHBURN RD, CLUDEN CRES, MT LINTON AVE
STAGE 3-7 PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

NOTES
- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
-	-	-	-	-	-	-	21091	128-02
				Drawn	Signed	Date	Scale	
				KA		25.09.25	1:1,500 @ A3	
				Designed	Signed	Date	Datum & Level	Rev.
				NKA		25.09.25	LINDIS PEAK 2000	-

LANDPRO.

OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH - www.landpro.co.nz



NOTES

LEFT-HAND TURNS
VEHICLE: MEDIUM RIGID TRUCK
OVERALL LENGTH: 8.8m
OVERALL WIDTH: 2.5m

CONCEPT PLAN ONLY. SUBJECT TO
CONSENT AND DETAILED DESIGN.

Digital map data sourced from Land Information New Zealand (LINZ).
Licensed under the Creative Commons Attribution 4.0 International
licence. It is made
available in good faith but its accuracy or completeness is not
guaranteed. Landpro accepts no responsibility for incomplete or
inaccurate information. If the information is relied on in support of a
resource consent it should be verified independently.

ISSUED FOR CONSENT 01.10.2025

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
-	-	-	-	-	-	-	21091	128_03
				Drawn	Signed	Date	Scale	
				NKA		26.09.25	1:200@ A3	
				Designed	Signed	Date	Datum & Level	Rev.
				NKA		26.09.25	LINDIS PEAK 2000	-

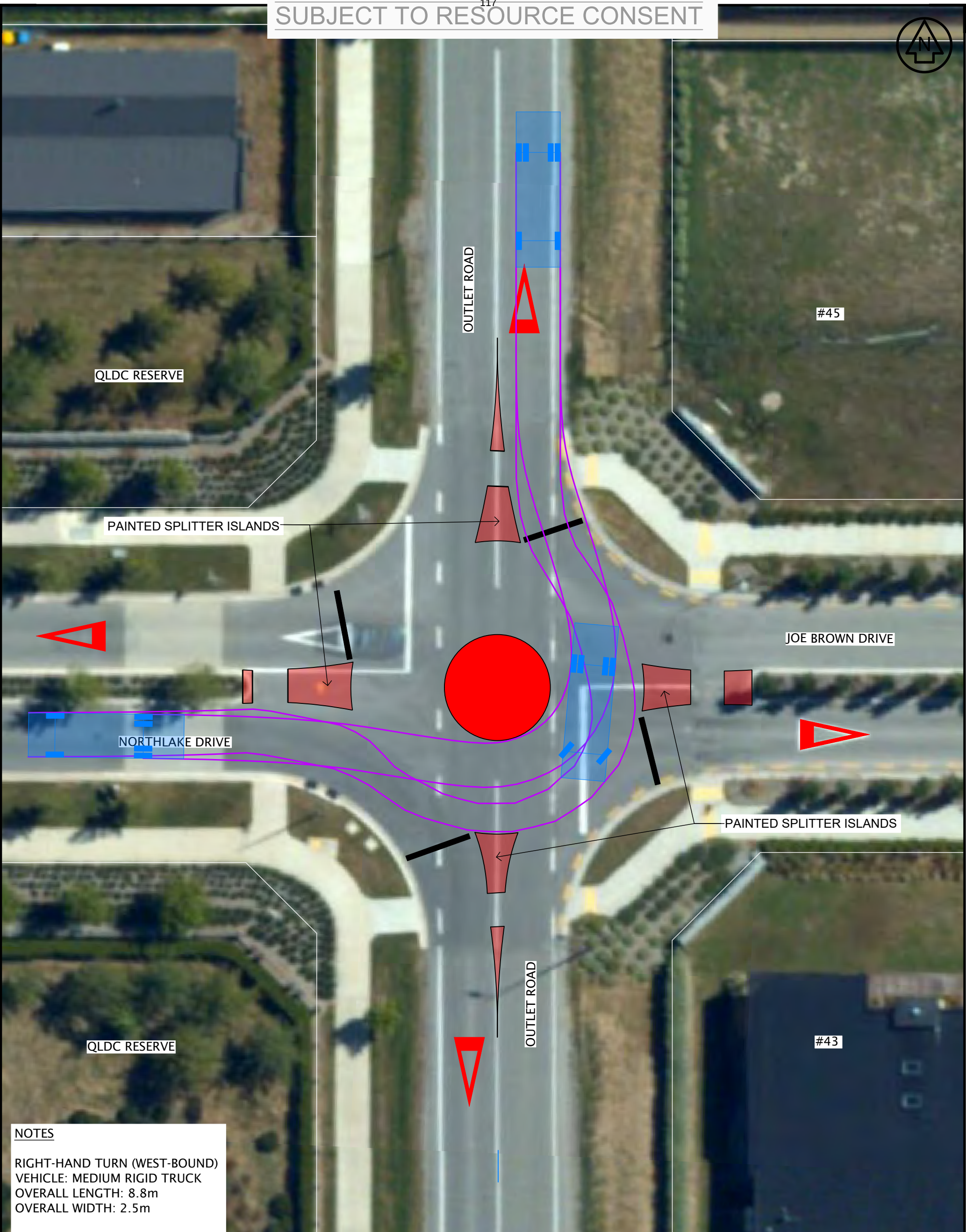
LANDPRO.

OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH - www.landpro.co.nz

Client
WFH PROPERTIES LIMITED

NOTES
- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

MINI ROUNDABOUT
OUTLET ROAD - NORTHLAKE DRIVE INTERSECTION
STAGE 3-7 PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA



NOTES

RIGHT-HAND TURN (WEST-BOUND)
VEHICLE: MEDIUM RIGID TRUCK
OVERALL LENGTH: 8.8m
OVERALL WIDTH: 2.5m

CONCEPT PLAN ONLY. SUBJECT TO
CONSENT AND DETAILED DESIGN

Digital map data sourced from Land Information New Zealand (LINZ).
Licensed under the Creative Commons Attribution 4.0 International
licence. It is made available in good faith but its accuracy or completeness is not
guaranteed. Landpro accepts no responsibility for incomplete or
inaccurate information. If the information is relied on in support of a
resource consent it should be verified independently.

ISSUED FOR CONSENT 01.10.2025

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
-	-	-	-	-	-	-	21091	128_04
				Drawn	Signed	Date	Scale	
			NKA			26.09.25	1:200@ A3	
				Designed	Signed	Date	Datum & Level	Rev.
			NKA			26.09.25	LINDIS PEAK 2000	-

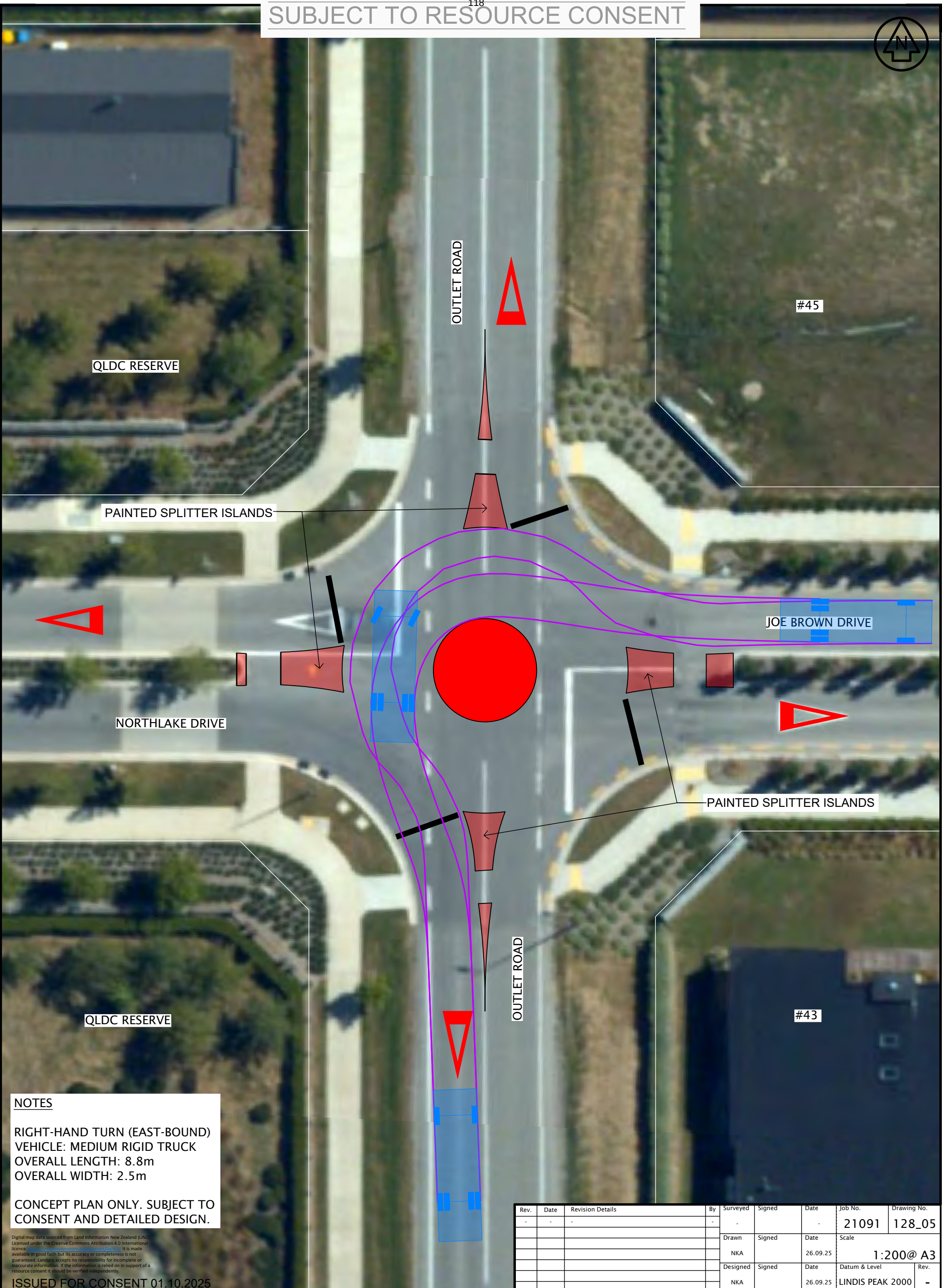
LANDPRO.

OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH - www.landpro.co.nz

Client
WFH PROPERTIES LIMITED

NOTES
- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

MINI ROUNDABOUT
OUTLET ROAD - NORTHLAKE DRIVE INTERSECTION
STAGE 3-7 PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA



NOTES

RIGHT-HAND TURN (EAST-BOUND)
VEHICLE: MEDIUM RIGID TRUCK
OVERALL LENGTH: 8.8m
OVERALL WIDTH: 2.5m

CONCEPT PLAN ONLY. SUBJECT TO
CONSENT AND DETAILED DESIGN.

Digital map data sourced from Land Information New Zealand (LINZ).
Licensed under the Creative Commons Attribution 4.0 International
licence. It is made available in good faith but its accuracy or completeness is not
guaranteed. Landpro accepts no responsibility for incomplete or
inaccurate information. If the information is relied on in support of a
resource consent it should be verified independently.

ISSUED FOR CONSENT 01.10.2025

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
-	-	-	-	-	-	-	21091	128_05
				Drawn	Signed	Date	Scale	
				NKA		26.09.25	1:200@ A3	
				Designed	Signed	Date	Datum & Level	Rev.
				NKA		26.09.25	LINDIS PEAK 2000	-



OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH - www.landpro.co.nz

Client
WFH PROPERTIES LIMITED

NOTES

- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

MINI ROUNDABOUT
OUTLET ROAD - NORTHLAKE DRIVE INTERSECTION
STAGE 3-7 PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

C:\12d\sv\data\SERVER\2008R2\21091-WFH Properties Ltd - Wanaka Development_390\CAD\21091_128.dwg Plotted: 01.10.2025

APPENDIX 3 – ENGINEERING ADVICE

ENGINEERING REPORT

TO: Nathan O'Connell

FROM: Rachael Buckingham

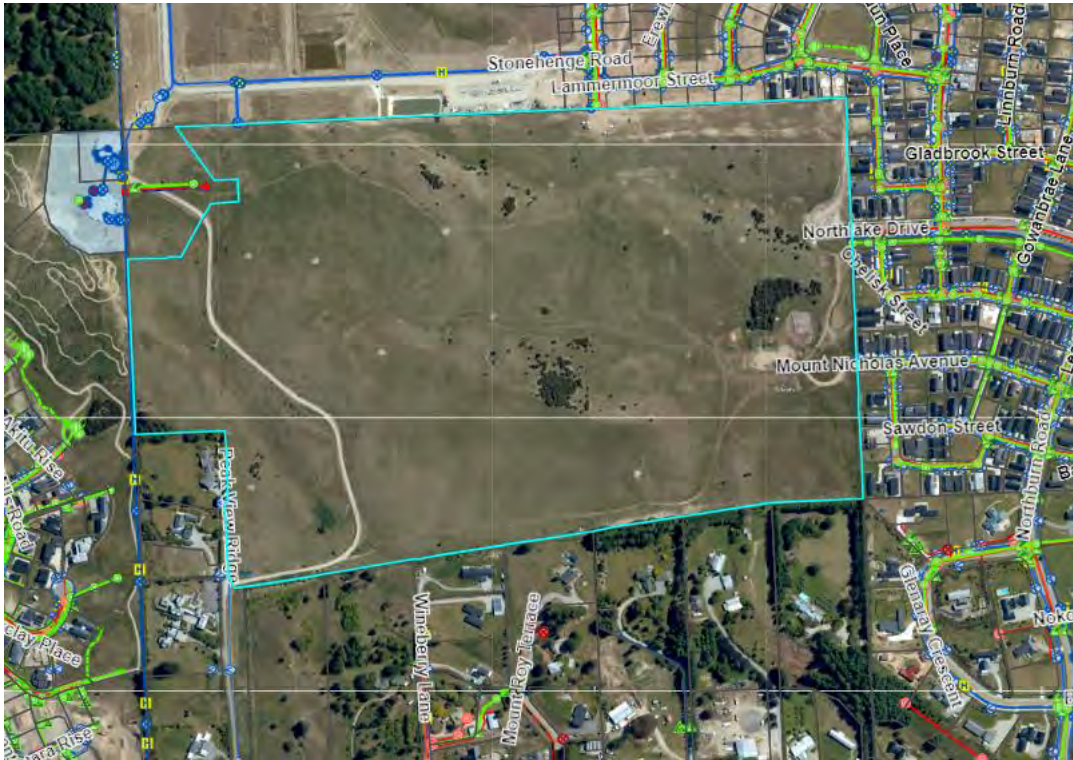
DATE: 19/12/2025

APPLICATION DETAILS	
REFERENCE	RM250003
APPLICANT	WFH Properties Limited
APPLICATION TYPE & DESCRIPTION	Subdivision consent is sought to create 278 residential allotments, and several lots to vest as road and local purpose reserves.
ADDRESS	Pembroke Heights at the western end of Northlake Drive and Mount Nicholas Avenue, Wānaka
ZONING	Northlake Special Zone
LEGAL DESCRIPTION	Lot 500 DP 611245 and Lot 1 DP 529345
SITE AREA	28.5032 ha
ACTIVITY STATUS	Restricted Discretionary

Application	Reference Documents	Documents provided with consent application.
	Previous Relevant Consents	RM180502 - Outline Development Plan approval. RM220913 – Subdivision Consent for Stages 1-2. RM240469 – Bulk Earthworks Consent RM250089 - Reservoir Upgrade Works Consent

Comments		
	Existing Use	Vacant development allotment.
	Neighbours	Vacant development land to the north; otherwise surrounded by residential allotments.
	Topography/Aspect	Rolling farmland, generally sloping down towards the east.
	Water Bodies	There are two overland flowpaths running from west to east within the site.

Location Diagram



Scheme Plan



1.0 **TRANSPORT**

The roading layout for the subdivision area was assessed in some detail during the Outline Development Plan approval process (RM180502)

Further assessments against the provisions of QLDC's '*Land Development and Subdivision Code of Practice*' (CoP) and the District Plan have been provided from Landpro and Carriageway Consulting Limited (CCL) in the following reports:

- Carriageway Consulting Limited (CCL), titled: "*WFH / Allenby Subdivision: Assessment of Stages 3 to 7*" (CCL Ref: 14865-181224-thorne, Dated: 18 December 2024).
- Landpro Ltd, titled: "*Pembroke Heights Subdivision Infrastructure Report*", (Landpro Reference: Synergy12d://LPSYNSRV01/21091-WFH Trustees Ltd, Dated: 11 October 2024).

1.1 **Network and Connectivity**

The applicant proposes to construct a network of roads generally as an extension to the network constructed as part of the works undertaken on the neighbouring land to the east and north. This includes extensions to Northlake Drive and Riverslea Road.

The site proposes three external connections:

- Towards the northwest, a connection to Road 31 within the Northlake Subdivision
- Towards the northeast, an extension to Riverslea Road within the Northlake Subdivision
- Towards the east, an extension to Northlake Drive.

To the east of the site, Road 5 notionally provides a connection to Mount Nicholas Avenue. However, previous analysis by Carriageway Consulting Ltd identified that if this connection were fully formed for vehicular traffic, it would likely become the dominant route between the site and Aubrey Road (via Northburn Road), triggering the need for significant upgrades to Northburn Road. On this basis, the applicant proposes that, in the short to medium term, the Road 5 connection to Mount Nicholas Avenue would not function as a vehicular link. Instead, the carriageway would be formed with a physical barrier at the boundary with the Northlake Subdivision to prevent vehicle movements, while still enabling pedestrian and cyclist connectivity.

This approach is intended to discourage through-traffic on local roads and encourage vehicles to utilise the Northlake Drive / Outlet Road route, supported by traffic calming measures on Obelisk Road, Mount Nicholas Avenue and Mount Linton Avenue. Noting these works are identified as temporary solutions for Stages 3-7 and are not required should a roading link connecting the Northlake Special Zone with Aubrey Road (via Peak View Ridge, or in the vicinity of) be consented and constructed.

The QLDC Property and Infrastructure (P&I) team have been consulted due to the reliance on traffic calming measures on the existing road network as an alternative to the originally anticipated upgrades. P&I have confirmed that, in principle, they support the use of vertical traffic calming devices (such as raised tables or similar treatments, at Council's discretion) at key locations, particularly where pedestrian and shared path crossings are present. However, P&I have not agreed to a final traffic calming solution at this stage, noting that detailed design and supporting evidence will be required to confirm the appropriateness, safety and feasibility of the proposed measures at Engineering Acceptance stage. This includes the physical barrier on Road 5 to stop through traffic from the existing Mt Nicholas Road.

A peer review undertaken by WSP identified the need for updated, evidence-based traffic modelling to inform decision-making, particularly in relation to the safety and operational performance of the Northlake Drive / Outlet Road intersection. This modelling would need to assess existing conditions, staged development scenarios and full development outcomes, incorporating updated traffic surveys and traffic from surrounding consented developments.

Through discussions with P&I, the applicant proposed a painted roundabout at the Northlake Drive / Outlet Road intersection to address traffic congestion concerns. P&I did not support this approach, noting that painted traffic calming treatments, including a painted roundabout, would not be effective in

achieving the desired safety outcomes. P&I advised that any roundabout treatment would require vertical elements, such as a traversable central island to accommodate larger vehicles, and would need to operate effectively within the spatial constraints of the intersection.

P&I also identified that the traffic modelling underpinning the original Outline Development Plan is now outdated, as it assumed the Peak View Ridge development would proceed, which is no longer the case. As a result, the assumptions around traffic volumes and distribution, particularly at the Northlake Drive / Outlet Road / Joe Brown Drive intersection, are no longer considered reliable. Updated modelling is therefore required to assess the operational and safety effects of the development and to determine the appropriate timing and staging of any intersection upgrades, including the potential need for a roundabout.

P&I have advised that the updated traffic modelling will need to include, at a minimum:

- Updated traffic surveys to establish existing traffic volumes, ideally including a seven-day survey to capture daily variation; and
- Updated trip generation and distribution for the subdivision; and
- Assessment of traffic effects at intersections providing access to the subdivision, with particular focus on the Northlake Drive / Outlet Road / Joe Brown Drive intersection; and
- SIDRA intersection analysis for peak periods under existing conditions, staged development scenarios, and full development of the subdivision; and
- Incorporation of traffic volumes from surrounding consented developments.

P&I also noted a number of constraints and safety considerations that will need to be addressed through detailed design, including the need to align traffic calming measures with pedestrian and shared path crossing points where practicable, spatial constraints that may necessitate a traversable central island for larger vehicles, and the appropriateness of raised traffic calming devices on steeper gradients along Northburn Road.

Any upgrades to the existing road network would need to be subject to public consultation prior to implementation, at least with affected residents, to ensure that those potentially impacted by the works are aware of the proposed upgrades and have an opportunity to provide feedback. While the applicant may work with Council's Communications team to support this process, the applicant should be aware that they are likely to be required to lead engagement activities, including any necessary letter drops.

Overall, the proposed road network and access arrangements are generally consistent with the surrounding Northlake Subdivision and provide appropriate connectivity for the development. While the approach relies on interim traffic management measures and defers some upgrades, Property and Infrastructure support the proposed outcomes in principle, subject to detailed design and updated, evidence-based traffic modelling. The acceptability of the proposal from a transport perspective will ultimately depend on the ability of subsequent design and modelling to confirm safe and efficient network operation and alignment with the intended Structure Plan outcomes. Accordingly, it is recommended that a suite of corresponding Engineering Acceptance conditions be imposed to ensure that detailed design, traffic modelling and required network upgrades are appropriately addressed at subsequent stages.

1.1.1 Intersections

No detailed assessment of the intersections proposed has been provided, but I am satisfied that their design can be addressed at the Engineering Acceptance stage. I therefore recommend a condition that the detailed design of all intersections be provided for Engineering Acceptance prior to the commencement of works. I recommend a condition that the intersections be constructed as per the Accepted designs prior to 224c certification.

1.1.2 Roads

Condition 7 of the Outline Development Plan RM180502 requires a minimum standard of roading typology for each proposed road.

Roads 1, 2 and 16 (Collector Roads) are required to be in accordance with Figure E13 of table 3.3 of the CoP. The applicant proposes to form Roads 2, 7 and 16 as discussed below.

The CCL report advises:

“Roads 7 and 16 largely correspond to Road Type E13 of the Code of Practice, but with a slight change in that rather than having a 2.0m footpath on each side, the cross-section shows a 2.5m wide shared walking and cycling route on one side, and a 1.5m footpath on the other side. Road Type E13 is suitable for carrying the traffic from up to 800 residences, which we consider is more traffic than these roads will carry. As such we consider that there is a case that Road Type E12 could be used instead, and this anticipates 1.5m footpaths being provided. Overall then, we consider that the provision of a 1.5m footpath on one side will provide an appropriate level of service, while the shared route provides a higher level of service than expected. As such, the crosssection can be supported.

Road 2 is a non-standard layout, but reflects the continuation of Northlake Drive as the key eastwest route through the development. The road cross-section is almost the same as for Road Type E13, but with the inclusion of an off-road shared walking/cycling route, which will provide a higher level of service for walking and cycling than a typical Road Type E13.”

I accept the expert advice and am satisfied that the proposed road typologies are appropriate for the function and traffic role of each road. The implications of these departures from standard cross-sections, including walking and cycling provision and traffic calming, are discussed further below and addressed through recommended Engineering Acceptance conditions.

Roads 3-14 (Local Roads) are required to be in accordance with Figure E12 of table 3.2 of the CoP. Noting roads 5, 6 and 11 were formed under Stage 1-2 consent RM220913. The applicant proposes to form roads 1, 3, 4, 8, 9, 10, 12, 13, 14, and 17 to this standard. Two notable differences exist. Road 1 being downgraded to E12 which I am satisfied is appropriate as this road no longer collects majority of the traffic which will favour Roads 2, 7 and 16. Road 17 was not mentioned in the Outline Development Plan. I am satisfied that Road 17 does not appear to provide a simple linkage or ‘rat run’ to any collector road therefore would be appropriate to form as an E12 road type.

Road 15 is required to be formed as a cul de sac in accordance with Figure E12 of table 3.2 of the CoP. The applicant proposes to form Road 15 in accordance with this condition.

Access Lanes 1 & 2 (Private) are shown on the Outline Development Plan RM180502 scheme plan and conditioned to be formed in accordance with Figure E9 of Table 3.2 of the CoP. However, the scheme plan for this consent differs. There are six access Lots (Lots 402, 403, 401, 601, 502 and 503). All of these accesses serve less than six allotments therefore I am satisfied that these are appropriate. I do note access Lot 401 serves three rear lots which requires a turning head be formed under section 3.3.16.1 of the CoP. The applicant has requested the details of this turning head or subsequent deviation from the CoP be provided at Engineering Acceptance stage. I have recommended a condition in this regard.

The applicant advises *“A right-of-way is proposed within Stage 5, adjacent to the reserve. The width of this means that only one traffic lane will be provided, and we understand that this will operate with anticlockwise flow with entry from Road 17 and exit onto Road 1.”* The proposed RoW (Access Lot 502) serves a minimum of two allotments but could serve up to five allotments dependent on where vehicle crossings are located. The CoP requires an E9 road type. I am satisfied passing bays may not be required, should the traffic flow in one direction. I recommend a condition that the details of the formation are to be in accordance with Figure E9 of Table 3.2 of the CoP and be provided at Engineering Acceptance stage.

With regard to the operating speeds of the roads, I am satisfied that traffic calming measures can be installed where required to ensure the anticipated operating speeds are achieved. I am satisfied that the details of any traffic calming devices can be assessed at the Engineering Acceptance stages, and I recommend an appropriate condition in this regard.

Given the lengths of the lot frontages, I am satisfied that on-street carparking requirements will be easily achieved, and I make no specific recommendations in this regard.

Temporary turning heads will be required where newly constructed roads end abruptly to allow for turning of refuse vehicles and general motorists which have taken a wrong turn. This is expected to

happen frequently should this subdivision be built in the proposed stages. I recommend a condition in this regard.

I recommend a condition that the detailed design of the roading network be submitted for Engineering Acceptance prior to the commencement of works. I recommend that this submission includes a detailed design road safety audit, and compliance with all final recommendations therein be demonstrated. I recommend a condition that the roads be formed as per the accepted designs prior to 224c certification.

I recommend conditions regarding street lighting and road naming.

1.1.3 Vehicle Crossings

The CCL report provides an assessment of each lot in relation to compliance with the District Plan requirements for vehicle crossings and concludes that there are no impediments to compliance with the requirements for length, design (including crossing angles at the boundary and carriageway), gradient or number of crossings. The WSP peer review noted that access gradients should be verified, as any non-compliance could present a safety risk. Verification of access gradients can be appropriately addressed at Engineering Acceptance stage, with any crossings unable to meet District Plan requirements required to be constructed prior to the issue of the section 224(c) certificate for the relevant stage.

Rule 14.2.4.1.iv: Minimum Sight Distance from Vehicle Access

CCL notes that many of the lots will not be able to be provided with vehicle crossings which comply with Site Standard 14.2.4.2.iv (minimum sight distances) and provides an assessment as to why these breaches are generally appropriate.

In assessing compliance with Site Standard 14.2.4.2.iv, CCL undertook a high-level assessment of potential driveway locations based on expected operating speeds within the subdivision, noting that all internal roads are anticipated to operate at approximately 40km/h. Where the full 34m sight distance associated with this speed could not be achieved due to roading geometry, CCL assessed whether reduced sight distances could be supported on the basis that vehicle speeds would also be reduced through curvature and localised road design. For a number of lots, compliance is achievable subject to driveway locations being constrained to specific portions of the site, while in other cases reduced sight distances are considered appropriate and safe given the anticipated operating environment. CCL also notes that final confirmation of sight distances will need to occur once road alignments and formations are fixed, with further controls potentially required to protect sightlines where lots are located adjacent to sharper curves.

The Peer Reviewer, WSP agreed with the methodology for calculating minimum sight distance however noted *“reassessments of driveways should take place as soon as the road alignments are finalized, and these Consent Notices should be implemented. The recommended access locations should be formalized as Consent Notices for each property. This will ensure that the minimum calculated sight distance requirements are consistently met and maintained.”*

I accept the expert advice from both CCL and WSP and recommend the allotments with constraints on vehicle crossing location are consent noticed and the sight distances are verified once road alignment is provided at engineering acceptance.

Rule 14.2.4.1.vi: Distances of Vehicle Crossings from Intersections

CCL assessed potential driveway locations in relation to the District Plan requirement that vehicle crossings be located at least 25m from intersections, noting that all roads within the site are expected to be Local Roads with a proposed 40km/h speed limit. While driveway locations are not yet fixed, in the majority of cases there are locations where crossings can comply with the 25m separation distance.

Where full compliance is not achievable due to lot boundaries or road geometry, CCL has evaluated whether reduced separation distances can be supported. Key considerations include:

- Most roads will carry low traffic volumes, serving only the subdivision lots.
- Driveways are generally located opposite the minor leg of intersections, reducing potential for driver confusion.

- The road design and low operating speeds provide drivers with sufficient time to react to vehicles turning into or out of driveways.
- For higher traffic roads within the site, detailed assessment of likely vehicle movements indicates that the probability of a vehicle passing a driveway within 25m of an intersection is very low (e.g., 1 in several thousand during peak periods).

CCL concludes that, subject to appropriate driveway placement, reduced separation distances can be supported without creating adverse safety effects. Based on the CCL assessment, a number of lots cannot fully achieve the 25 m intersection separation required under Rule 14.2.4.1(vi). These lots are identified as applying to breach the rule, with reduced separation supported through mitigations such as low traffic volumes, driveway location on the opposite side to the minor leg of the intersection, and low operating speeds. The affected lots are: Stage 3a – Lots 94 and 95; Stage 3b – Lot 131; Stage 4 – Lots 163 and 171; Stage 5 – Lots 230 and 239; Stage 6 – Lots 281, 300, and 301; and Stage 7 – Lots 304, 313, 320, and 321. Driveway locations for these lots have been recommended by CCL to ensure safe access despite the reduced separation distances. For lots where driveway locations are constrained, driveways should be positioned as far from the intersection as practicable.

I accept the expert advice and recommend that vehicle crossings which have a fixed location, that the detailed design is assessed as part of engineering acceptance and installed prior to 224c. Vehicle crossings where there is a recommended area for location (e.g., driveways “towards the northwestern corner”) should have a consent notice registered in regards to this requirement so as to maintain flexibility for the future lot owners.

For the lots where the vehicle crossing location is unrestricted, I recommend a consent notice that a sealed vehicle crossing be formed at the time a residential unit is constructed.

Leg-in Lots

There are four leg-in allotments (Lots 139, 159, 212, 269) proposed where the vehicle crossing must be located in the limited frontage area available for each Lot. I recommend that the detailed design of these crossings is provided for Engineering Acceptance and installed prior to 224c.

There are several rights of way and a Joint Owned Access Lot (JOAL) that will also require a vehicle crossing to be formed. This applies to Lots 401-403, 502 and 503 and 601.

Amalgamation conditions are required for the Joint Owned Access Lots 401, 402, 403, 502, 503 and 601 to ensure that the ownership shares are recorded on the titles.

1.1.4 Walking and Cycling Connectivity

The proposed roading network includes provision for walking and cycling connectivity through the extension of Northlake Drive (Road 2), which is designed to incorporate a 2.5 m wide shared pedestrian and cycle path on the southern side of the carriageway, terminating at the intersection with Road 7. In addition, the plans show an off-road walking and cycling route extending further west, together with connections to Peak View Ridge and a north-south link into the wider Northlake subdivision.

The Structure Plan identifies a generally connected walking and cycling network through the site. While the proposed alignment broadly reflects this intent, there are short sections where the route is not fully continuous, and pedestrians and cyclists are required to cross the road. As detailed design progresses, opportunities exist to reduce severance and improve accessibility through the provision of appropriately located crossing points.

The WSP peer review highlighted the importance of a detailed assessment of pedestrian and cyclist crossings, noting that Road 2 and Road 7 will function as key through routes serving northern development areas and vehicles accessing Northlake Road. Given their role in the wider network, safe and legible crossing treatments will be critical to achieving appropriate pedestrian and cyclist safety outcomes.

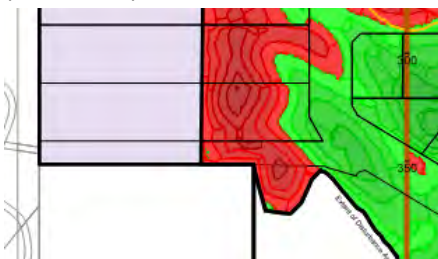
In response, the applicant has advised that the alignment of the walking and cycling route remains generally consistent with that identified in ODP RM180502, noting that the current application includes a concurrent variation to that Outline Development Plan. The applicant has confirmed that the detailed design of pedestrian crossing treatments will be addressed through the Engineering Acceptance process as part of the roading design.

I am satisfied that the proposed walking and cycling network is generally consistent with the Structure Plan and that matters relating to the detailed design and location of pedestrian and cyclist crossings can be appropriately managed through Engineering Acceptance.

2.0 EARTHWORKS

The following section is an excerpt from the engineering report prepared by QLDC engineer Alan Hopkins in relation to the Bulk Earthworks resource consent RM240469 for this subdivision. I note the proposal has not changed since this assessment. I concur with the comments made and adopt this assessment for the purpose of this report.

ENGINEERING			COMMENTS	Condition
EARTHWORKS	Extent	Description	Bulk earthworks to be undertaken in anticipation of a future residential subdivision of the land. This specifically relates to Stages 3-7 of the Pembroke Heights development.	
		Cut /Fill Volume (m ³)	Cut: 176,650m ³ Fill: 175,350m ³ 1,300m ³ excess of cut over fill, to be removed from site	
		Total Volume (m ³)	352,000m ³	
		Area Exposed (m ²)	21.87 ha	
		Max Height Cut/Fill (m)	Max cut height: 6.1m Max fill height: 6.5m	
			<i>Earthworks are proposed up to the boundaries of the site. These earthworks will breach Site Standard 12.34.4.1.ix(b)(i) regarding the distance from the earthworks to the site boundary. This breach is as assessed below.</i> Northern <i>The applicant proposes significant earthworks on the northern boundary with neighbouring Lot 2000 DP 600652. These earthworks are shown with a 1-2m near vertical cut on the boundary. This neighbouring lot is owned by Northlake Investments Ltd and is intended for stage 8 of Northlake development. This land recently gained bulk earthworks consent under RM240552. The applicant has confirmed that the earthworks on the northern boundary have been designed to tie in with the neighbouring bulk earthworks and the intention is that the final levels will align and no significant vertical cut, batter, or retaining will be required on this boundary. I am satisfied that these earthworks will align, and no instability will therefore result on this boundary.</i> Southern & Eastern <i>The earthworks in the vicinity of the southern and eastern boundaries will either be suitably set from the boundary or will be battered back to existing ground at a grade that will ensure long term stability. I am satisfied that the earthworks will not result in instability beyond the southern and eastern boundaries of the site.</i>	

		Prox. to Boundary	South-West The applicant proposes an approximate 3m deep cut in the vicinity of the boundary with neighbouring Lot 1 DP 478525 (see below).  Based on section 8.2.2 of the Insight geotechnical report provided with the application, Insight recommend "Permanent, unsupported excavation and fill batter slopes up to 3 m high should not be formed any steeper than 1(V):2(H)". I am satisfied that the proposed cut on this boundary will be battered back to existing ground at the boundary at a grade no greater than 1(V):2(H) and therefore the earthworks will not result in instability beyond the associated south-western boundary of the site. Overall, based on the above assessment I am satisfied that that the breach of Council's earthwork to boundary rule is acceptable and no instability beyond the boundaries will occur. To ensure all the earthwork are contained within the site boundary, I recommend a condition in this regard. I also recommend a condition that as per the Insight geotechnical report recommendations, no permanent batter slopes shall exceed 1(V):2(H).	X
			As the earthworks are proposed over a large area, it is expected that some works will take place within minor overland flow paths. I am satisfied that this can be managed by the implementation of a detailed and comprehensive Environmental Management Plan (discussed below). I have reviewed the existing and proposed contour plans, and I am satisfied that the proposal will not result in any undue concentration or re-alignment of overland flows into neighbouring properties to the south or west. The excavation of future roads will cut off and direct some additional flows towards the existing Stage 1 and 2 developments to the east, however these flows will be captured via a series of detention ponds that will be established as part of the EMP measures. These stormwater control measures will ultimately be incorporated into the stormwater design for the intended development of the subject site under the future subdivision. I am satisfied that any risk in this regard will be controlled through the EMP measures and future subdivision stormwater design.	
	Stability	Geotech assessment by	Insight Engineering	
		Report reference	'Geotechnical Supplementary Assessment Report for Stages 3 to 7 of Pembroke Heights Subdivision, Wanaka' reference No. 22016_3 (rev 1), dated 21/06/2024.	

		Report Comment	<i>The reports present the results of 14 test pits and 3 bore holes across the proposed earthworks area.</i> <i>The report identifies that the ground generally consists of: “dry to moist, sandy SILT with minor fine to coarse gravel and trace cobbles. Boulders were typically rare and were encountered in two pits only. Minor variations such as silty fine SAND, SAND with trace silt and SILT with trace sand were observed. Bedrock was not encountered in any of the test pits. Groundwater was encountered in one pit (TP_F) only”</i> <i>The report includes general methodology and recommendations for undertaking the proposed earthworks.</i> <i>I accept the expert advice as demonstrating that the earthworks are geotechnical feasible. I recommend a condition that all works be undertaken and supervised by a suitably qualified geotechnical professional in accordance with the Insight Engineering recommendations.</i>	X
		Rock breaking	<i>Not anticipated.</i>	
		Rock blasting	<i>Not anticipated.</i>	
		Preconstruction survey	<i>Not required</i>	
		Retaining	<i>“The applicant has confirmed that no retaining is proposed under this bulk earthwork phase and consent. While some limited areas are proposed to have retaining walls installed to maximum 3m heights at time of the future subdivision consent, these areas will be battered at a maximum 1 (vertical) in 2 (horizontal) as part of this consent. I am satisfied that this is acceptable, and I recommend that a consent condition that no batter slopes shall be formed at greater than 1(V):2(H).”</i> Retaining walls have been indicated on Figure 9 of the AEE for Stage 6 of the development. The plan indicates that the retaining will be formed on the southern boundaries of Lots 292, 293 and on the northern and eastern boundary of Lot 258 and on the southern boundaries of Lots 259 – 267. I recommend that an Engineering NZ PS1 producer statement is provided for all permanent retaining walls and that a PS4 producer statement is provided for the completed walls prior to section 224c certification.	X X X
		Recommendations on cut/batter slopes	<i>As per the recommendations of the Insight geotechnical report, I recommend a consent condition that no permanent batter slopes shall be formed at greater than 1(V):2(H)</i>	X
		Fill certification/specific foundation design required	<i>The plans submitted with the application indicate that there will be areas of fill placed within the future buildable areas of the site. I recommend a condition that all fill be placed and certified in accordance with NZS 4431:2022.</i>	
		Engineers supervision	<i>I recommend that all works be supervised by a suitably qualified person.</i>	X
		Uncertified fill covenant	<i>Not required</i>	
		Schedule 2a Certificate	<i>Yes. Condition Required</i>	x
		Clean fill only	<i>No. Fill sourced from site and therefore likely clean.</i>	
	Site Ma	Specific sedimentation management		

		Specific stormwater management	<i>The Council planner will directly assess any site management requirements against the provisions and requirements of the Council adopted Guidelines for Environmental Management Plans dated June 2019 (EMP) and provide any necessary comment and/or conditions.</i>	
		Neighbours	<i>I am satisfied that the earthworks are will not result in earthworks within neighbouring properties and the EMP measures discuss above will ensure any temporary adverse impact on neighbours will be mitigated.</i>	
		Traffic management	<i>The applicant has advised there will be 1300m³ of unsuitable material which may need disposed of offsite. This will likely result in 200-300 truck movements. To mitigate any associated adverse effects on the existing surround public road network, I recommendation a condition that a TMP shall be obtained and implemented.</i>	X
		Construction crossing	<i>I am satisfied that the planner will assess any requirements for the requirement of a construction crossing as part of the EMP assessment.</i>	
		Revegetation	<i>An appropriate condition is recommended to ensure all exposed areas are stabilised or re-vegetated at the completion of each stage of the earthworks.</i>	X
	Title	Covenants/Consent Notices	None relevant	

3.0 **SERVICING**

3.1 **Existing Services**

There are existing Council-owned water, wastewater and stormwater mains at the northern and eastern boundaries of the lot, from the surrounding new and existing Northlake Subdivision.

3.2 **Potable Water / Firefighting**

The applicant proposes to provide connections from Council's water reticulation to each lot via existing and newly installed connections.

Condition 11) of ODP RM180502 requires the consent holder to confirm that any necessary upgrades to the wider Council water supply network have either been completed or are suitably programmed to service the subdivision in accordance with Council standards. In support of this requirement, Fluent Solutions have provided a water modelling and sizing assessment titled 'WFH Trustees Ltd Pembroke Heights Water Supply' dated July 2024, covering Stages 3–7 of the development.

The Fluent Solutions report concludes that the existing Northlake High Level water supply system is capable of supplying sufficient potable water flows and pressures to meet QLDC's levels of service for the Pembroke Heights development, provided the proposed network upgrades are undertaken. The report also confirms that, in a fire event, the reticulation will provide hydrants with appropriate pressures and flows in accordance with SNZ PAS 4509:2008 Fire-fighting Water Supply Standards. To support peak daily demand across both the Northlake and Pembroke Heights developments, the report identifies the need for construction of an additional 600 m³ reservoir, installation of an additional pump within the reservoir supply pumping station, and an upgraded standby generator.

The report confirms that the capacity upgrade to the Northlake water supply system is required prior to development of more than 38 lots within Stages 3–7. In response, the applicant has proposed that Stage 3 be subdivided into Stage 3A (38 lots) and Stage 3B (14 lots) to appropriately manage the timing of infrastructure upgrades. I accept the expert advice provided and am satisfied that the proposed staging arrangement appropriately responds to the identified network constraints.

Condition 12) of ODP RM180502 requires confirmation of a local water pressure boosting system, or an additional high-point reservoir, prior to the subdivision of any lots above RL355 m. Condition 13) requires confirmation of a fire-fighting water supply for lots above RL370 m in accordance with SNZ

PAS 4509:2008. The applicant has advised that a new water reservoir is currently under construction within the Northlake development pursuant to RM250089, and that this infrastructure will resolve the outstanding water supply requirements of ODP RM180502.

The applicant has further advised that Fluent Solutions have completed detailed design addressing both water flow and pressure requirements and the project is being carried out in accordance with this detailed design. The scope of works includes pipe upgrades, pump upgrades, and construction of the new reservoir. Pipe upgrade works have been completed by Wilson Contracting, and Reliant have been engaged to construct the reservoir. The concrete base has been poured, and the reservoir structure is currently in transit from the United Kingdom. The applicant has advised that construction is expected to be completed by 27 March 2026, which the applicant anticipates will be well in advance of any lots being released from Stage 3 of the current application.

I am therefore satisfied that Conditions 11), 12), and 13) of ODP RM180502 are being appropriately addressed and that once the upgrade works are completed, the proposed subdivision can be fully serviced with potable and fire-fighting water in accordance with Council standards. I recommend a condition to ensure that certification under section 224(c) is not issued for any lots beyond Stage 3A until the required water supply upgrade works have reached practical completion and evidence of this has been supplied to Council in the form of completion certificates and as-built information.

I recommend a condition that the detailed design of the reticulation proposed, including fire hydrants, be provided to Council for Engineering Acceptance prior to the commencement of works. I recommend a condition that the reticulation be installed in accordance with the Accepted plans prior to 224c certification.

3.3 Wastewater Disposal

The Outline Development Plan Engineering Report states *“The majority of the site will drain via gravity through a 150mm reticulated network to the proposed Northlake connections. The applicant has indicated that there is a small area of the site (approximately 20 lots below Road 4) that due to the topographical constraints gravity reticulation cannot be achieved and a small foul sewer pump station will be required.”* The applicant has advised *“The majority of the site will drain via gravity through a 150mm reticulated network to the Northlake connections via the new pipework within Stages 1 & 2 and into the western ends of Northlake Drive and Mount Nicholas Avenue. The proposed earthworks design within stages 3 to 7 will allow the gravity network to service the entire development site and the remaining future stages. However, should detailed design of the remaining Stage 8 indicate gravity is not achievable a localised pumping station can be considered under the subdivision consent for Stage 8.”* I am therefore satisfied the matter of localised pumping station will be assessed as part of the stage 8 resource consent.

With regards to the current Stages 3-7 application, the applicant proposes to provide connections from Council's wastewater reticulation to each lot, though no information regarding the capacity in the wastewater network has been provided. I note that condition 10) of RM180502 requires that the applicant *“confirm that required upgrades to the greater Council wastewater network to service the relevant stage have either been undertaken, or are suitably programmed to be undertaken, to service the lots in accordance with Council's standards.”* Section 1.8 of the Landpro infrastructure report states *“The site is proposed to be serviced via a series of gravity mains installed throughout Northlake activity areas D and B4. Although no modelling data is available it is accepted that these mains have been designed of cater for the full Allenby development.”* I am not aware of any capacity issues within the wastewater mains in this area however should any capacity issues arise at the detailed design stage. These issues must be addressed by the applicant via engineering acceptance. I recommend an appropriate condition as such.

I recommend a condition that the detailed design of the reticulation proposed be provided to Council for Engineering Acceptance prior to the commencement of works. I recommend a condition that the reticulation be installed in accordance with the Accepted plans prior to 224c certification.

3.4 Stormwater Management

The applicant has provided an assessment prepared by Riley Consultants (*‘Stormwater Report for Resource Consent. Allenby Farms Subdivision, Peak View Ridge, Wanaka.’* Riley ref 210391-C, dated 25 August 2022), which provides an overview of the existing and proposed stormwater conditions, and the measures proposed to manage increased stormwater run-off from development of the site in accordance with the requirements of the COP.

In summary, primary stormwater flows (up to the 5% AEP storm event) are to be collected and conveyed via lot laterals and catchpits within the roads, while secondary flows (up to the 1% AEP storm event) will be conveyed using the roads' carriageways.

The Riley report was peer-reviewed as part of the engineering acceptance process for the previous RM220913 Consent for Stages 1–2. This peer review also encompassed Stages 3–7, and all matters raised were resolved. I am therefore satisfied that the proposed stormwater reticulation and management measures will adequately convey, and control stormwater flows from the development in accordance with the CoP.

Condition 15) of ODP RM180502 states *“Prior to subdivision of Stages 4 and/or 5 the consent holder shall confirm that only overland flows from the lots south of Road 12 are designed to flow to the southern catchment and associated southern detention pond, overland flow from all other lots shall be to the eastern catchment and associated detention. All primary stormwater piped flows shall be back towards the east and without potential for pipe surcharge back into the southern catchment.”*

Based on the information provided, I am satisfied that the stormwater management approach for Stages 3–7 is consistent with, and gives effect to, Condition 15) of ODP RM180502. Stormwater from the development is directed to the appropriate catchments via the accepted stormwater network and the existing stormwater basin constructed and vested as part of Stage 1, with primary piped flows conveyed eastward and overland flows managed in accordance with the approved design philosophy. The applicant has demonstrated that stormwater from Stages 3–7, including constrained lots such as Lots 288–289, will drain to the road network and into the eastern catchment without adverse effects or surcharge into the southern catchment. Future stormwater management for Stage 8 will be addressed as part of any subsequent consent application.

I recommend a condition that the detailed design of the reticulation and infrastructure proposed be provided to Council for Engineering Acceptance prior to the commencement of works. I recommend a condition that the reticulation be installed in accordance with the Accepted plans prior to 224c certification.

3.5 Power & Telecommunications

The applicant has provided letters from the service providers stating that appropriate power and telecommunications connections can be made to the subdivision. I recommend conditions to ensure that these connections are made prior to 224c certification.'

4.0 NATURAL HAZARDS

The QLDC Hazard Register Maps show the site falls within the LIC1 liquefaction and 'domain A' hazard categories, with assessed liquefaction risks being “Nil to Low” and “there is little or no likelihood of damaging liquefaction occurring.” Based on these hazard categories, standard foundations as required under NZS 3604:2011 for timber framed buildings are likely to be sufficient and this will be confirmed in the Schedule 2a certificate. Foundation requirements for the building will be addressed under the related Building Consent and no conditions are necessary.

ENGINEERING		COMMENTS	Condition
PROJECT INFORMATION	Staging	The project will be staged and the consent holder wants the ability to undertake these in any order. I am satisfied that this is appropriate as long as every lot is appropriately serviced with access and infrastructure, and I recommend a related condition.	X
	Developers Engineering Representative	Required.	X
	Notice of commencement	Not required.	X
	Traffic Management Plan	Required for works affecting the road reserve.	X
	Design Certificates	Required.	X
	Completion Certificates	Required.	X
	As built	Required.	X

ENGINEERING		COMMENTS	Condition
TITLE	Covenants/consent notices	Consent Notice Consent notice 11450029.2 has one condition which relates to Lot 1 only and states that this Lot is for access only. This lot contains private right of way Peak View Ridge which does not form part of this consent. I recommend new consent notice conditions regarding potential geotechnical requirements for the lots; and provision of vehicle crossings. These are discussed further in the relevant sections herein.	X
	Easements	There are a number of existing easements running through this allotment. There are two items which affect the proposed subdivision: 1) The RoW access to the reservoir. The applicant proposes to maintain access to the reservoir which will eventually be access via the proposed vested roading network. I am satisfied with this proposal and recommend the easements are cancelled when appropriate. 2) The Private Water Scheme There is a private water scheme which sources water from the Clutha River near The Outlet via pumping main up to a private reservoir which then provides water via private 100mm main to several large lot properties on Aubrey Road. The applicant has advised they will be removing this main and connecting the properties on the private scheme to Council's reticulation as they move through the relevant subdivision stages. This will require Affected Party Approval from the lot owners affected Relinquishing the need for easement over this area of land. No details of this proposal have been provided as part of this consent. It is very important that the private scheme be fully decommissioned, and appropriately sized connections are provided to each allotment in accordance with their use. We have not been provided with any evidence of consultation with the affected lot owners of the water scheme. I note all costs for such works and relevant development contributions should be borne by the applicant. I recommend a condition that the detailed design for the decommissioning of the existing private water scheme and connection of all affected properties to Councils reticulation be provided to Council for Engineering Acceptance prior to the commencement of works. This will also trigger the requirement for development contributions for each connection. I recommend a condition that the reticulation be installed in accordance with the Accepted plans prior to 224c certification. Alternatively, should the applicant wish to leave the private water scheme in place, the easements should be carried down to the new titles. I have provided and suitable and/or condition as such. A condition is also recommended to ensure all necessary easements are granted or reserved.	X
	Road Names on Title Plan	Required.	X
	Building Platforms	Not applicable.	
	Amalgamation Condition	A condition is recommended to ensure that all access Lots are held in appropriate titles as per the scheme plan.	X

5.0 **RECOMMENDED CONDITIONS**

It is recommended that the following conditions are included in the consent decision:

Staging

1. This subdivision may be staged. For the purposes of issuing approvals under sections 223 and 224(c) of the Resource Management Act 1991, the conditions of this consent shall be applied only to the extent that they are relevant to each particular stage proposed. This consent may be progressed in any order and all stages may be combined, providing all necessary subdivision works (such as servicing, provision of formed legal access and other works required to satisfy conditions of this consent), are completed for each stage, prior to certification being issued as necessary under sections 223 and 224(c) of the Resource Management Act 1991. Any balance lots created shall either be serviced to Council's standards or held together in one title with a serviced lot.

General

2. All physical development works, documentation and other consent obligations shall be carried out in accordance with the requirements of the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 17th April 2025 and subsequent amendments to that document up to the date of issue of any resource consent.

Note: The current standards are available on Council's website via the following link:
<https://www.qldc.govt.nz>

To be completed prior to the commencement of any works on-site

3. The owner of the land being developed shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and construction works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.
4. The consent holder shall obtain and implement a traffic management plan approved by Council prior to undertaking any works within or adjacent to Council's Road reserve that affects the normal operating conditions of the road reserve through disruption, inconvenience or delay. The Traffic Management Plan shall be prepared by a certified Temporary Traffic Management Planner (TTMP) as validated either by a current CoPTTM certification or a relevant NZQA framework registered qualification, unit standard or micro credential. All contractors obligated to implement temporary traffic management plans shall employ a qualified Site Traffic Management Supervisor (STMS) to manage the site in accordance with the requirements of the NZTA's "*Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management*". The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering prior to works commencing.
5. Prior to commencing works on the site, with the exception of earthworks including associated controls approved through the Environmental Management Plan (EMP) process within this consent, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (2), to detail the following requirements:

- a) The provision of a water supply to Lots 80 – 355 and 798-799 in terms of Council's standards and connection policy. This shall include an Acuflo GM900 as the toby valve and an approved water meter as detailed in QLDC Water Meter Policy (Appendix A), dated June 2017. The costs of the connections shall be borne by the consent holder.
- b) Provision of irrigation to local purpose reserves, if required by Council's Parks & Reserves Manager.
- c) In relation to the private water scheme which runs through the subject allotment either;
 - (i) The decommissioning of the existing private water scheme and the connection of all affected properties to Council's reticulated water supply, noting all related costs shall be borne by the consent holder inclusive of applicable development contributions; or
 - (ii) The retention of the existing private water scheme, including the identification of all infrastructure and the extent of any easements or access arrangements required to service the scheme.
- d) The provision of a foul sewer connection from Lots 80 – 355 and 798-799 to Council's reticulated sewerage system in accordance with Council's standards and connection policy, which shall be able to drain the buildable area within each lot. The costs of the connections shall be borne by the consent holder.
- e) The provision of a stormwater collection and disposal system which shall provide both primary and secondary protection for future development within Lots 80 – 355 and 798-799 in accordance with Council's standards and connection policy and generally in accordance with the Riley Consultants Limited report provided with the application ('*Stormwater Report for Resource Consent. Allenby Farms Subdivision, Peak View Ridge, Wanaka.*' Riley ref 210391-C, dated 25 August 2022). This shall include:
 - (i) A reticulated primary system to collect and dispose of stormwater from the catchment and all potential impervious areas within the lots to reticulation and stormwater disposal system(s) within the local purpose reserve (drainage) areas. This shall include attenuation and retention/detention measures to ensure post development flows from the site do not exceed pre-development flow rates and/or velocities and cater for a 5% AEP storm event. The detention systems shall be easily accessible for maintenance.

 In addition to the permanent solution, details shall be provided of a temporary stormwater and sediment management solution, which shall be adequate to service the site in the interim until the permanent stormwater management system is lived/activated. The temporary system shall perform the same functions outlined above as required for the permanent system.

 Stormwater quality management devices (including soak pits) should treat the runoff from the first 20mm of rainfall from the post-development catchment impervious area. Of this, a minimum of 5mm rainfall should be discharged to ground through soakage where feasible. The systems shall make provision for the interception of 75% settleable solids, hydrocarbons and floatable debris (TSS) prior to discharge to receiving waters; and
 - (ii) A secondary protection system consisting of secondary flow paths to cater for the 1% AEP storm event and/or setting of appropriate building floor levels to ensure that there is no inundation of any buildable areas within the lots, and no increase in run-off onto land beyond the site from the pre-development situation; and
 - (iii) Percolation testing shall be undertaken at the individual soak pit locations to confirm soakage prior to submitting the design for engineering acceptance. A copy of the test results shall be provided to the Manager of Resource Management Engineering at Council and shall be in general accordance with QLDC Subdivision and Land Development Code of Practice Section 4.3.89.

- (iv) The final design and sizing of each soak pit shall be based on the individual percolation test results, shall account for the critical storm and shall drain within 24 hours of the critical event.
 - (v) A copy of the full stormwater model and report outlining the parameters used shall be provided.
 - (vi) A predevelopment and post development contour plan shall be provided for the stormwater design.
- f) The provision of fire hydrants with adequate pressure and flow to service and maintain the subdivision with a Class FW2 fire risk in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies 2008. Any lesser risk must be approved in writing by Fire & Emergency NZ, Queenstown Office. Evidence of adequate flow testing to hydrants shall be submitted to Council prior to subdivision completion.
- g) The provision of a sealed vehicle crossing that shall be constructed to Stage 3a – Lots 80, 81, 93-96, 98 and 115-117; Stage 3b – Lots 118, 129 and 131; Stage 4 – Lots 139, 144, 159, 162, 163, 169, 171-173, 176, 177, and 180; Stage 5 – Lots 195, 198, 207, 212, 217, 220, 227, 230, 232, 233, 235, 239, 241, 251 and 252; Stage 6 – Lots 268, 269, 281, 300, and 301; and Stage 7 – Lots 304, 305, 312, 313, 320 – 324 and 338 and any lot that has less than 11m available length due to street furniture, recessed parking bays or street trees to Council's standards.
- h) The provision of an assessment prepared by a suitably qualified traffic engineer regarding the potential positioning of vehicle crossings to all lots not covered by Condition 5(g). The assessment shall include a determination of the minimum safe sight distance required from each vehicle crossing based on the design speed of the frontage road. In the event that this minimum distance is only available from one position on the lot's frontage, a sealed vehicle crossing shall be constructed to Council's standards to the lot prior to 224c certification. In the event that the vehicle crossing can safely be located in two locations, a consent notice shall be registered notifying future lot owners that a sealed vehicle crossing must be constructed in one of those two locations at the time a residential unit is constructed.
- i) The formation of roads 1-17, and the formation of Joint Owned Access Lots 402, 403, 401, 502, 503 and 601, in accordance with Council's standards and the requirements below. This shall include:
- (iii) Roads 2, 7 and 16 shall be formed in general accordance with Figure E13 of QLDC's '*Land Development and Subdivision Code of Practice*'.
 - (iv) Roads 1, 3, 4, 8, 9, 10, 12, 13, 14, 15 and 17 shall be formed in general accordance with Figure E12 of QLDC's '*Land Development and Subdivision Code of Practice*'.
 - (v) Access Lots 402, 403, 401, 502, 503 and 601, shall be formed in general accordance with Figure E9 of QLDC's '*Land Development and Subdivision Code of Practice*'. This shall include turning heads where required by QLDC's '*Land Development and Subdivision Code of Practice*' or subsequent deviation provided by Council's Property and Infrastructure Department.
 - (vi) Details demonstrating how an appropriate maximum design speed will be achieved on all roads, taking into account the likely completed alignment of each road.
 - (vii) The provision of stormwater disposal from all impermeable surfaces.
 - (viii) The provision of temporary turning heads at the end of each stage as appropriate.
- j) The detailed design and provision of the traffic calming works (including the determination of the location and extent required) and closure arrangement of the Mount Nicholas Road connection, generally as identified in the Landpro Transport Infrastructure Plans [Drawings 21091, 128.01 and 128.02] dated [25.09.25], shall be finalised as part of the Stage 3

engineering acceptance and be implemented prior to 224c certification of any Lots. Approval of the proposed works will be at the discretion of QLDC.

- k) Intersection modelling by a suitably qualified and experienced practitioner, to be submitted as part of the Stage 3A Engineering Review and Acceptance application, to determine when an appropriately sized round about at the intersection of Outlet Road, Northlake Drive and Joe Brown Drive will be required. The modelling shall include:
 - (i) Baseline data demonstrating the current level of service; and
 - (ii) Forecast modelling showing how the level of service changes as each stage of development proceeds.

The outcome of the modelling shall determine the timing at which installation of the roundabout is necessary and appropriate from a traffic safety and efficiency perspective. Acceptance of the approved timing will be at QLDC's discretion. The detailed design of the roundabout shall also be submitted for review as part of the Stage 3A Engineering Review and Acceptance process.

- l) The detailed design and provision of a roundabout within the existing road corridor at the intersection of Outlet Road, Northlake Drive and Joe Brown Drive. The roundabout shall be generally in accordance with the Landpro Transport Infrastructure Plans (Drawings 21091, 128.03, 128.04 and 128.05, dated 25 September 2025) and shall incorporate physical traffic calming measures, including a traversable central island, to ensure effective speed reduction and safe operation. Painted treatments alone shall not be relied upon.
 - m) The provision of road lighting in accordance with Council's road lighting policies and standards, including the *Southern Light* lighting strategy. Any road lighting installed on private roads/rights of way/access lots shall be privately maintained and all operating costs shall be the responsibility of the lots serviced by such access roads. Any lights installed on private roads/rights of way/access lots shall be isolated from the Council's lighting network circuits.
 - n) The formation of all internal intersections, in accordance with the latest Austroads intersection design guides. These designs shall be subject to review and acceptance by Council with any associated costs met by the consent holder. All signage and marking shall be in accordance with MOTSAM and the TCD Manual.
 - o) The consent holder shall engage an independent and suitably qualified and experienced traffic engineer to carry out a detailed design safety audit in general accordance with the NZTA Manual "Road Safety Audit Procedures For Projects" and section 3.2.7 of the Councils Code of Practice. This shall include confirmation that appropriate traffic signs and road marking have been provisioned in accordance with the New Zealand Transport Agency's Manual of Traffic Signs and Markings (MOTSAM) and the Traffic control devices manual. The consent holder shall comply with any recommendations at their own cost. A copy of this report shall be submitted to Council for review and acceptance.
 - p) The provision of Design Certificates for all engineering works associated with this subdivision submitted by a suitably qualified design professional (for clarification this shall include, but not limited to, all Roads, Water, Wastewater and Stormwater Infrastructure). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.
 - q) The provision of an Engineering NZ PS1 Producer Statement for any permanent retaining walls within the development.
6. At least 7 days prior to commencing excavations, the consent holder shall provide the Manager of Resource Management Engineering at Council with the name of a suitably qualified geo-professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice who is familiar with the Insight Engineering report (*'Geotechnical Supplementary Assessment Report for Stages 3 to 7 of Pembroke Heights Subdivision, Wanaka' reference No. 22016_3 (rev 1), dated 21/06/2024*) and who shall supervise the earthworks procedure and retaining wall construction, in accordance with the report recommendations. Should the site

conditions be found unsuitable for the proposed excavation/construction methods, then a suitably qualified and experienced engineer shall submit to the Manager of Resource Management Engineering at Council new designs/work methodologies for the works prior to further work being undertaken, with the exception of any necessary works required to stabilise the site in the interim.

To be monitored throughout earthworks

7. The earthworks, batter slopes and retaining shall be undertaken in accordance with the recommendations of the report by Insight Engineering (*'Geotechnical Supplementary Assessment Report for Stages 3 to 7 of Pembroke Heights Subdivision, Wanaka'* reference No. 22016_3 (rev 1), dated 21/06/2024).
8. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.
9. No earthworks, temporary or permanent, are to breach the boundaries of the site, except for the works required to provide services to the subdivision and/or modify Northlake Drive and/or Mount Linton Avenue.

To be completed before Council approval of the Survey Plan

10. Prior to the Council signing the Survey Plan pursuant to Section 223 of the Resource Management Act 1991, the consent holder shall complete the following:
 - a) All necessary easements shall be shown in the Memorandum of Easements attached to the Survey Plan and shall be duly granted or reserved. This shall include any Easements in Gross as required by Council for infrastructure to vest. Requirements for vested infrastructure and Easements in Gross shall be agreed with Council's Land Development Engineer prior to Council signing the Survey Plan and prior to obtaining 'Engineering Review and Acceptance' for design of infrastructure.
 - b) The names of all roads, private roads & private ways which require naming in accordance with Council's road naming policy shall be shown on the survey plan.
[Note: the road naming application should be submitted to Council prior to the application for the section 223 certificate, a copy of the Resource Consent Decision shall be included with the application]

Amalgamation Condition

11. The following shall be registered with Land Information New Zealand (CSN XXXXX):
 - That Lot 401 hereon (legal access) be held as to three undivided one-third shares by the owners of Lots 182, 185 and 188 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
 - That Lot 402 hereon (legal access) be held as to two undivided one-half shares by the owners of Lots 149 and 150 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
 - That Lot 403 hereon (legal access) be held as to two undivided one-half shares by the owners of Lots 157 and 158 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
 - That Lot 502 hereon (legal access) be held as to three undivided one-third shares by the owners of Lots 243, 244 and 245 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
 - That Lot 503 hereon (legal access) be held as to two undivided one-half shares by the owners of Lots 228 and 229 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.

- That Lot 601 hereon (legal access) be held as to two undivided one-half shares by the owners of Lots 283 and 284 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.

To be completed before issue of the s224(c) certificate

12. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following:
 - a) The submission of 'as-built' plans and information required to detail all engineering works completed in relation to or in association with this subdivision at the consent holder's cost. This information shall be formatted in accordance with Council's 'as-built' standards and shall include all Roads (including rights of way and access lots), Water, Wastewater and Stormwater reticulation (including private laterals and toby positions).
 - b) The completion and implementation of all works detailed in Condition (5) above.
 - c) The completion and implementation of the transport infrastructure works detailed in conditions (5i-k) which apply to that specific stage, unless QLDC's Property and Infrastructure Department agree to an alternative stage or timing arrangement.
 - d) An Elster PSM V100 or Sensus 620 water meter shall be provided to Council's maintenance contractor Veolia for Lots 80 – 355 and 798-799 as per condition (5a) above, and evidence of supply shall be provided to Council's Subdivision Inspector.
 - e) In relation to the private water scheme which runs through the subject allotment either;
 - (i) Where the private water scheme is decommissioned, all works shall be completed in accordance with the Engineering Acceptance, all costs related to these works shall be borne by the consent holder inclusive of applicable development contributions; or
 - (ii) Where the private water scheme is retained, all necessary easements and/or rights of access required to service the scheme shall be created and registered on the relevant titles.
 - f) For any lots except those within Stage 3A, the consent holder shall demonstrate to the satisfaction of the Council that the required Northlake water supply upgrade works as per Conditions 11), 12) and 13) of Outline Development Plan RM180502 have reached practical completion.

For the purposes of this condition, practical completion shall include:

- (i) Completion of the new water reservoir, associated pump upgrades, and any required pipe upgrades forming part of the approved Northlake water supply works; and
 - (ii) Provision of completion certificates and as-built documentation confirming that the works have been constructed in accordance with the accepted designs and Council standards; and
 - (iii) Written confirmation from Council's Property & Infrastructure Department that the upgraded water supply infrastructure is operational and capable of servicing the subdivision in accordance with Council's potable and fire-fighting water supply requirements.
- g) The consent holder shall enter into a developer's agreement between the developer and Council in relation to the stormwater system. This agreement shall bind the developer to its requirements and confirm the following:
 - (i) The timing of the disconnection of the temporary stormwater and sediment management solution and the livening/activation of the permanent solution.
 - (ii) The applicant takes responsibility for Operation & Maintenance of the areas initially for a 3-year period from issue of 224c.

- (iii) The applicant shall meet the Key Performance Indicators (KPIs) for successful operation and management of the system that are established and agreed with Council through detailed design process prior to engineering acceptance by QLDC.
- (iv) The consent holder shall provide Council annually (31st March) with copies of all ongoing performance monitoring data and reporting a showing compliance with the agreed KPIs and O&M manual.
- (v) If the system is not shown to be working effectively during or at the end of the 3-year maintenance period, any remedial works required ensuring the effective and efficient operation of the stormwater disposal system in compliance with the O & M manual and associated KPIs shall be completed by the consent holder.
- (vi) In the event of the system not performing effectively during or at the end of the 3-year maintenance period, the maintenance period may be extended by a further 2 years to allow the applicant to demonstrate the effective and efficient operation of the stormwater disposal system prior to handover to Council.
- (vii) A bond provided by the consent holder/developer in relation to maintenance of the system for the maintenance period.

Advice Note: A pro forma Developers Agreement addressing the above can be provided on request to Council.

- h) Written confirmation shall be provided from the electricity network supplier responsible for the area, that provision of an underground electricity supply has been made available (minimum supply of single phase 15kVA capacity) to the net area of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
- i) Written confirmation shall be provided from the telecommunications network supplier responsible for the area, that provision of underground telephone services has been made available to the net area of all saleable lots created and that all the network supplier's requirements for making such means of supply available have been met.
- j) All earthworks, geotechnical investigations and fill certification shall be carried out under the guidance of suitably qualified and experienced geotechnical professional as described in Section 2 of the Queenstown Lakes District Council's Land Development and Subdivision Code of Practice. At the completion of onsite earthworks, the geo-professional shall incorporate the results of ground bearing test results for each residential allotment within the subdivision regardless of whether affected by development cut and fill earthworks and include the issue of a Geotechnical Completion Report and Schedule 2A certificate covering all lots within the subdivision. This shall include certification that all areas of fill within the residential allotments within the subdivision has been placed in accordance with the requirements of NZS 4431:2022.

The Schedule 2A certification shall include a statement under Clause 3(e) covering Section 106 of the Resource Management Act 1991. In the event the Schedule 2A includes limitations or remedial works against any lot(s) the Schedule 2A shall include a geotechnical summary table identifying requirements against each relevant lot in the subdivision for reference by future lot owners. Any remedial works outlined on the Schedule 2A that requires works across lot boundaries shall be undertaken by the consent holder prior to 224(c) certification being issued.

- k) All vehicle access, manoeuvring and parking areas associated with the development shall be subject to a post construction safety audit by an independent traffic engineer in accordance with the NZTA Manual "Road Safety Audit Procedures For Projects" at the consent holders cost and the results shall be submitted to Council for review and certification. Should the review recommend any further works required to achieve a safe traffic environment, the consent holder shall have these works approved by Council and implemented prior to occupation of the units.
- l) The submission of Completion Certificates from the Contractor and the Engineer advised in Condition (3) for all engineering works completed in relation to or in association with this subdivision (for clarification this shall include, but not be limited to, all Roads, Water,

Wastewater and Stormwater reticulation). The certificates shall be in the format of a Producer Statement, or the QLDC's Land Development and Subdivision Code of Practice Schedule 1B and 1C Certificate.

- m) All newly constructed gravity foul sewer and stormwater mains shall be subject to a closed circuit television (CCTV) inspection carried out in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used and lateral connections shall be inspected from inside the main. The CCTV shall be completed and reviewed by Council before any surface sealing.
- n) All signage shall be installed in accordance with Council's signage specifications and all necessary road markings completed on all public or private roads (if any), created by this subdivision.
- o) Road naming shall be carried out, and signs installed, in accordance with Council's road naming policy.
- p) All earth worked and/or exposed areas created as part of the subdivision shall be top-soiled and grassed, revegetated, or otherwise permanently stabilised.
- q) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.
- r) Hydrant testing shall be carried out during the peak period of an average day to confirm that there are sufficient hydrants with adequate pressure and flow to service the development with a Class FW2 fire risk in accordance with Appendix G of SNZ PAS 4509:2008 NZ Fire Service Code of Practice for Firefighting Water Supplies. Any lesser risk must be approved in writing by Fire & Emergency NZ, Queenstown Office. The testing shall be carried out by a suitably qualified and experienced person (SQEP) as defined in section 1.8 of QLDC's Land Development and Subdivision Code of Practice and evidence of the SQEP suitability to undertake or oversee such testing shall be submitted with the hydrant testing results. The results shall be submitted to Council and all related costs shall be borne by the consent holder.

Ongoing Conditions/Consent Notices

13. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Titles by way of Consent Notice pursuant to s.221 of the Act.
 - a) A consent notice condition pursuant to s.221 of the Resource Management Act 1991 shall be registered on the Records of Title for the relevant lots providing for the performance of any ongoing requirements for protection of secondary flow paths or minimum floor levels for buildings, where deemed necessary by Council to satisfy Condition 5(d)(iii) above. The final wording of the consent notice instrument shall be checked and approved by the Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected.
 - b) In the event that the Schedule 2A certificate and Geotechnical Completion Report issued under Condition (14i) contains limitations, such as specific foundation requirements for each lot that does not meet NZS3604 foundation conditions, or remedial works required on particular lots, then a consent notice shall be registered on the Records of Title for the affected lots detailing requirements for the lot owner(s).
 - c) At the time a residential unit is constructed the owner for the time being shall construct a sealed vehicle crossing to the site to Council's standards. The design of the vehicle crossing shall be subject to approval by Council under a 'Connection to Council Service Application', unless otherwise approved under resource consent. The approval should be obtained and construction of the crossing approved by a Council Inspector prior to occupation of the residential unit. The vehicle crossings to the following lots shall be in the locations specified below:
 - Lot 142: Towards the northwestern corner of the lot
 - Lot 153: 500mm from the northwestern corner of the lot or the southeastern corner

- Lot 154: 500mm from the northwestern corner of the lot or the southeastern corner
 - Lot 193: 500mm from the northeastern corner of the lot or the southwestern corner
 - Lot 238: Towards the northeastern corner of the lot
 - Lot 242: 500mm from the eastern corner of the lot or the western corner
 - Lot 253: Towards the southeastern corner of the lot
 - Lot 272: Towards the eastern corner of the lot
 - Lot 288: 500mm from the southwestern corner of the lot or towards the northeastern corner
 - Lot 289: 500mm from the southeastern corner of the lot or towards the northwestern corner
 - Lot 294: Towards the western corner of the lot
 - Lot 798: Towards the southeastern corner of the lot or towards the northwestern corner
 - Lot 799: Towards the southwestern corner of the lot
- d) Any vehicle crossing that is constructed at the time of subdivision shall not be moved, realigned or widened, unless otherwise approved via a resource consent or Connection to Council Services Application.
14. In the event that the Engineering Acceptance issued under Condition (5) contains ongoing conditions or requirements associated with the installation, ownership, monitoring and/or maintenance of any infrastructure subject to Engineering Acceptance, then at Council's discretion, a consent notice (or other alternative legal instrument acceptable to Council) shall be registered on the relevant Records of Title detailing these requirements for the lot owner(s). The final form and wording of the document shall be checked and approved by Council's solicitors at the consent holder's expense prior to registration to ensure that all of the Council's interests and liabilities are adequately protected. The applicant shall liaise with the Subdivision Planner and/or Manager of Resource Management Engineering at Council in respect of the above. All costs, including costs that relate to the checking of the legal instrument by Council's solicitors and registration of the document, shall be borne by the applicant.

[Note: This condition is intended to provide for the imposition of a legal instrument for the performance of any ongoing requirements associated with the ownership, monitoring and maintenance of any infrastructure within this development that have arisen through the detailed engineering design and acceptance process, to avoid the need for a consent variation pursuant to s.127 of the Resource Management Act].

Advice Note:

1. This consent triggers a requirement for Development Contributions, please see the attached information sheet for more details on when a development contribution is triggered and when it is payable. For further information, please contact the DCN Officer at QLDC.

Prepared by:



Rachael Buckingham
LAND DEVELOPMENT ENGINEER

Reviewed by:



Lyn Overton
SENIOR LAND DEVELOPMENT ENGINEER

APPENDIX 4 – PARKS AND RESERVES ADVICE

PARKS & RESERVES REPORT

TO: Nathan O'Connel

FROM: Dom Harrison

DATE: 12 February 2026

APPLICATION DETAILS	
REFERENCE	RM250003
APPLICANT	WFH Properties Ltd

INTRODUCTION

1. A resource consent application has been lodged to subdivide the subject site, legally described as Lot 500 DP 611245, as identified in Figure 1.
2. An Outline Development Plan (ODP), as required by the Northlake Special Zone, was approved in 2018 pursuant to resource consent RM180502.
3. The approved ODP applies to the entire WFH Properties development. Subdivision consent for Stages 1 and 2 has previously been granted by RM220913. The current application seeks subdivision consent for Stages 3 to 7, with a balance lot to be retained for future development at the south-west of the site (Stage 8).

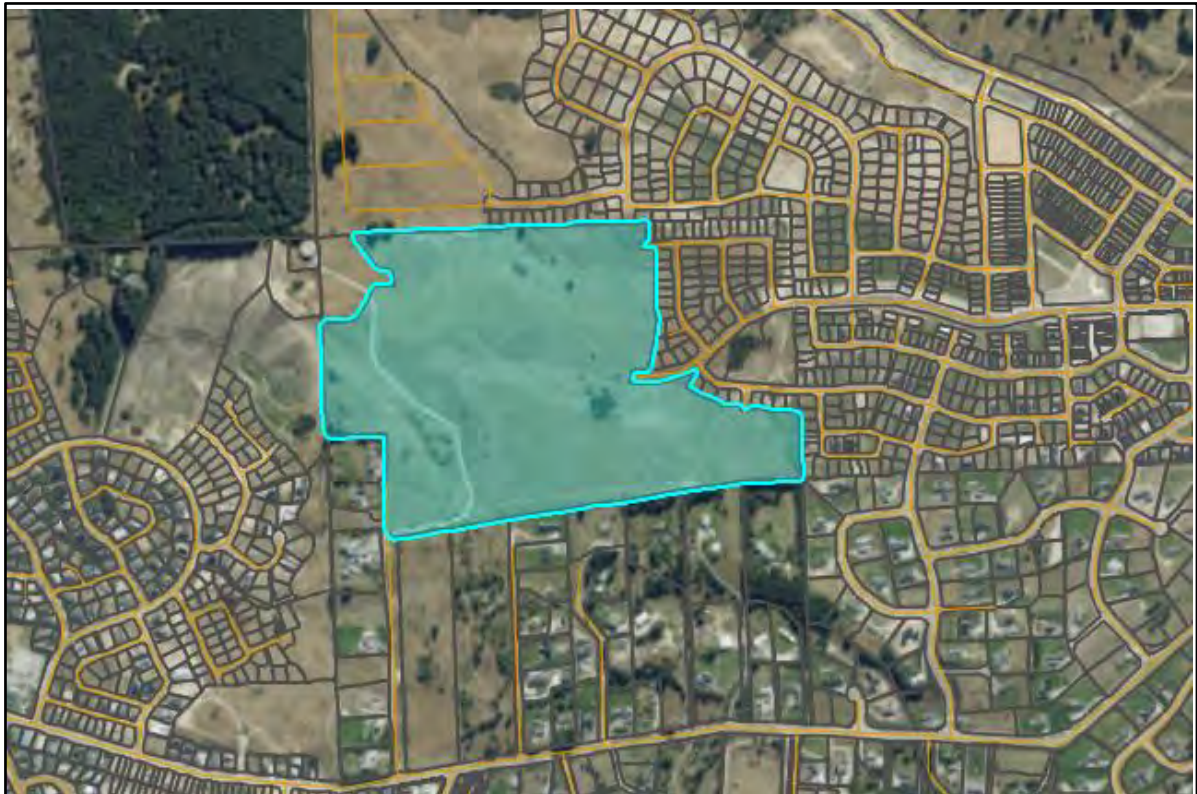


Figure 1: Aerial image of the subject site highlighted in blue. Source: QLDC GIS.

4. The ODP for Stages 3 – 7 required four local purpose reserves as shown in Figure 2 below.



Figure 2: Outline Development Plan showing required reserves in green. Source: RM180502.

PROPOSAL

5. The applicant proposes to subdivide the subject site to create 278 residential lots, three (3) reserve lots, and associated roading lots. A detailed description of the proposal is provided in the applicant's Assessment of Environmental Effects (AEE), prepared by Town Planning Group, and is adopted for the purposes of this report.
6. Reserve 7, in the top left corner of Figure 2, has been acquired by Council for water treatment purposes and no longer forms part of the application site.
7. Reserve 8, shown at the top centre of Figure 2, has been relocated in the proposed subdivision to a more central position within the site, as illustrated in Figure 3 below.



Figure 3: Open Space design as proposed by RM250003. Source: Application.

ASSESSMENT

8. The application is considered to be generally consistent with the approved Outline Development Plan (ODP).
9. The ODP requires that a pedestrian and cycle connection to Aubrey Road be provided prior to the completion of Stage 5, as shown on the approved ODP plans. This connection is a critical active travel link, providing connectivity for future residents of the development as well as adjoining Northlake neighbourhoods. A condition of consent is recommended to ensure this connection is delivered in accordance with the ODP requirements.
10. The relocation of Reserve 8 is considered acceptable from a Parks and Reserves perspective. The reserve is now more centrally located within the development while continuing to serve residents of adjoining neighbourhoods. The reserve has also increased in size and taken on a more regular shape, improving its functionality and suitability for a range of recreational activities. The concept plan shows this reserve will contain a flat open space area, a path along the perimeter and a small play area with a bbq, shelter and picnic amenities.
11. Reserve 3, shown in green in the bottom-right corner of Figure 2 and centrally within Figure 3, is located in the same position as required by the ODP. The reserve will provide linkages to the surrounding road network, in addition to a playground and picnic facilities. The reserve also contains a Tree Protection Area encompassing existing kānuka vegetation, which is proposed to be retained as part of the subdivision. Conditions of consent are recommended to ensure the vegetation is appropriately protected throughout the construction and development process.
12. The connection reserve shown in the bottom-left corner of Figure 2 is located in the same position as identified in the ODP. Although smaller, this reserve will provide an important recreational link to the existing trail network through Kirimoko, connecting

Aubrey Road to Sticky Forest. It is recommended that this connection be hard-surfaced to ensure ease of maintenance and continuity with other paths within the subdivision.

13. The ODP indicates a shared pedestrian and cycle path extending through the development. The proposed alignment generally accords with the ODP; however, it does not currently provide a full connection to the connection reserve accessway to the Kirimoko trail as shown on the approved ODP plans. This gap is identified by the purple line in Figure 4.
14. To ensure a continuous and legible active travel network, the shared path shown in purple should be extended westward to connect into the connection reserve. A condition of consent is recommended to require the completion of this connection.
15. Subdivision connectivity and wider inter-development connectivity would be greatly improved through the provision of additional public access routes as per below:
 - i. From Road 3 to Road 17. To the north of residential lots 203 and 211 and to the south of lots 202, and 212.
 - ii. From Road 13 to Road 1. To provide access from the eastern part of the development to the reserve.
16. These connections would serve the residents of the development by creating accessways in logical desire line locations.



Figure 4: Plan showing proposed shared pedestrian and cycle path (2.5m wide) in purple and the recommended extension in orange. Source: Application.

17. The Parks team will assess reserve design/improvements and planting including street tree species and specifications when a detailed landscape plan is provided prior to works commencing. A condition of consent is recommended to ensure that a detailed landscape plan is submitted to the Parks team for approval, prior to works commencing.
18. The ODP and subdivision plan shows the reserves to vest as local purpose (recreation) reserves. This is not a valid classification under the Reserves Act (1977). The reserves

shall be vested with the classification that reflects their primary purpose and in accordance with the Reserves Act (1977). The classification of the reserves must be approved by the Parks team prior to Councils approval of the survey plan (s223 of the RMA). A condition of consent is considered sufficient to address this.

19. Any reserve improvements must be approved in the first instance by the Parks and Reserves team, at which point any possible reserve improvement development contribution credits will be confirmed at the discretion of the Parks team.
20. Conditions relating to reserve vesting are critical to the s224(c) process and must be included in the subdivision consent. Conditions also relate to street tree planting, and the requisite maintenance agreements and minimum maintenance periods, which must be assured under the consent.
21. Councils reserve acceptance process requires that the proposal to vest recreation reserve be considered by the Wanaka Community Board, and the decision to accept recreation reserves falls to Full Council. This process is separate and distinct from any RMA processes and contains its own conditions that must be fulfilled.
22. Any endorsement to vest recreation reserve will typically be subject to the following criteria, and works to be undertaken at the developer's expense:
 - i. *Consent being granted (as necessary and subject to any subsequent variations) for any subdivision required to formally create the reserves, and to also level out topography (if advised necessary by the Parks & Open Spaces Planning Manager);*
 - ii. *Such a consent for any reserves with a recreation purpose shall ensure that in any staged development, the creation of a such reserves is bound to the first stage to seek title, or subject to alternate timing requirements deemed necessary by the Parks & Open Spaces Planning Manager;*
 - iii. *Presentation of the reserve in accordance with Council's standards for reserves;*
 - iv. *The submission of a Landscape Plan to Council by the developer for certification as appropriate, including subsequent implementation of landscape and planting for the reserves. The certification of such a plan shall be by the Parks and Open Spaces Planning Manager;*
 - v. *The formation of sealed pathways on the reserves to a minimum 2 metre wide width, and to also meet the Grade 2 standard of the QLDC Cycle Trail and Track Design Standards & Specifications (2016). If asphalt is instead suggested, the width must be no less than 2.2 metres;*
 - vi. *A potable water supply point to be provided at the boundary of the reserve lots;*
 - vii. *The registration of a fencing covenant under s6 of the Fencing Act 1978 on the reserves to vest in QLDC to protect the Council from liability to contribute towards any work on a fence between an public reserve vested in or administered by the Council and any adjoining land;*
 - viii. *The registration of a Consent Notice on any land within the development adjoining the reserves, to ensure any fences on land adjoining, or boundaries along any reserve, shall no greater than 1.2 metres in height, and be 50% visually permeable;*
 - ix. *A three (3) year maintenance period by the current landowner commencing from vesting of the reserves;*
 - x. *A maintenance agreement being prepared and signed by the Parks and Open Spaces Planning Manager specifying how the reserves will be maintained during the maintenance period; and*
 - xi. *Vesting of reserves to be undertaken in accordance with the QLDC Vesting of Roads and Reserves Policy.*

23. Having regard to the above, it is appropriate that conditions be imposed upon any grant of consent.

RECOMMENDED CONDITIONS

To be completed prior to the commencement of any works on-site

- X. Prior to the commencement of any works under this consent on the site, the consent holder shall provide a detailed landscape plan (including design specifications) to be certified by the Queenstown Lakes District Council's Parks & Open Spaces Planning Manager. The final landscape plan shall achieve the following:

- a. All works shall meet Part 7 – Landscape, of QLDC's Land Development and Subdivision Code of Practice (dated 2025) and subsequent amendments to that document up to the date of issue of any resource consent;

Note: The current standards are available on Council's website via the following link: <https://www.qldc.govt.nz/media/3yyc4fzi/2020-qldc-land-development-and-subdivision-code-of-practice.pdf>

- b. The landscape plan shall clearly illustrate all landscape works (including street trees and other landscape assets) within the reserves and roads that are to vest with Council;
- c. Clearly identify all trees (including the location of each tree), the species, size and location;
- d. Irrigation plan showing how trees, plants and/or grass are to be irrigated;
- e. Tree pit details showing root ball treatment and staking;
- f. Ensure that all batter slopes and mounds do not exceed a gradient of 1:5 when measured across any point to ensure that all slopes are mowable. This will require that plans clearly demonstrate that this gradient will not be exceeded;
- g. Path width, material and construction details so that all tracks achieve a minimum grade 2 standard as set out in standards [Microsoft Word - QLDC Cycle Trail 2024 FINAL](#) Pathways with a hard sealed surface such as asphalt shall be no less than 2.2 metres in width – case specific.
- h. Details and locations for any other proposed assets, such as park seats, irrigation and fencing;

Note: All reserve improvements require prior agreement with the Parks and Open Spaces Planning Manager, and require a developer's agreement with Council.

- i. Maintenance requirements; and
- j. A potable water supply point to be provided to the boundary of reserve lots.

No works may be undertaken on the site until the plan has been certified.

Advice Notes: Often the final landscape plan will deviate from the plan that has been stamped as approved by the resource consent due to detailed engineering design. If the plan to be utilised for this final landscape plan is the same as the resource consent plan, the consent holder shall inform Council of this.

The consent holder is welcome to seek guidance from the Parks & Reserves Department when preparing the landscape plan. This may facilitate certification if any matters of concern are addressed. The Street Tree Planting Guidelines (Appendix I of the QLDC CoP 2020) can assist in providing guidance <https://www.qldc.govt.nz/media/3tlcmxj5/appendix-i-street-tree-planting-guidelines.pdf>

The consent holder should also be aware that the certification or acceptance of any landscape plan does not remove the requirement to ensure Council approval for vesting of reserve areas.

Staging

- XI. This subdivision may be staged. For the purposes of issuing approvals under sections 223 and 224(c) of the Resource Management Act 1991, the conditions of this consent shall be applied only to the extent that they are relevant to each particular stage proposed. This consent may be progressed in any order and all stages may be combined, providing all necessary subdivision works (such as servicing, flood protection measures, provision of formed legal access and related road stopping processing completions and other works required to satisfy conditions of this consent), are completed for each stage, prior to certification being issued as necessary under sections 223 and 224(c) of the Resource Management Act 1991. Any balance lots created shall either be serviced to Council's standards or held together in one title with a serviced lot.

Any lot to vest as local purpose or recreation reserve shall vest as part of the first stage of development.

Advice Note: The acceptance of a reserve requires the approval of Full Council and the recommendation of the Wanaka Community Board or Community Services Committee. This process can take up to three months. It is the consent holder's responsibility to contact the Parks and Reserves Team at: parksplanning@qldc.govt.nz to begin this process. If a reserve is not proposed to vest in the first stage to seek title, a substantiated reason will typically be required, and the reserve outcome assured and agreed upon by the Parks and Reserves Department.

To be completed before Council approval of the Survey Plan (s223)

- XII. The consent holder shall gain approval from the Parks team for the classification of any reserve to vest.

Advice Note: This can be achieved at the same time as the approval of the landscape plan required under condition (X)

To be completed before issue of the s224(c) certificate

- XIII. The consent holder shall obtain a Full Council decision confirming that all areas of reserve have been formally agreed to be vested.
- XIV. The consent holder shall fully implement all road/street landscaping and planting as shown on the landscape plan approved by condition (X).
- XV. Prior to s224c certification for Stage 5, the consent holder shall construct the pedestrian/cycle connection from the south-west corner of the development site to Aubrey Road (via Peak View Ridge) in accordance with Council standards.
- XVI. Prior to s224c certification of Stage 3 of the subdivision the consent holder shall construct a shared use cycle/pedestrian path across the connection reserve (Lot 701) from the development to the Sticky Forest walkway to the west in accordance with Council standards.

- XVII. The consent holder shall enter into a maintenance agreement under s207A of the Local Government Act 2002 Amendment Act (LGA) as per clause 7.4.11.2 of the QLDC LDSCoP 2025, with the QLDC Parks and Reserves Department, with the obligation being upon the consent holder to fulfil the requirements detailed in (a) to (e) below. The maintenance period shall be three (3) years from any issue of 224(c):
- a. All new assets, including irrigation and fencing, shall be kept in good working order and be free of defects or disrepair;
 - b. Trees and vegetation shall be irrigated and maintained to an acceptable standard as specified by QLDC Parks and Reserves Planning team. It shall be the responsibility of the consent holder to ensure that any new plantings, as shown on the approved landscape plans, that die or decline at any time over the three (3) year maintenance period following the initial planting shall be replaced. The replacement plants shall be of the same species, grade and size as the original specimens and planted no later than the following planting season or as instructed by QLDC;
 - c. The vested reserve(s) shall be kept in a tidy condition and shall be free of litter and refuse;
 - d. Health and safety plans shall be provided for all non-QLDC approved contractors undertaking maintenance in the reserves or road reserves.
 - e. On completion of construction, asbuilts for walkways (and grassed areas if any), which are to be vested with Council, to be provided as per Land Development and Subdivision Code of Practice (dated 2025).

Advice Note: Asbuilt submission package, including asbuilt specs and guidelines, available on the QLDC LDSCoP 2025 website: <https://www.qldc.govt.nz/services/resource-consents/land-developments-and-subdivisions>

- XVIII. All new reserve and road reserve asset information shall be submitted electronically with spatial attributes as outlined in Schedule 1D of the QLDC LDSC 2025.

During construction works

- XIX. The consent holder shall ensure that a tree protection fence is erected and remains in place throughout construction to identify the Tree Protection Area. The tree protection fence must be labelled by visible and clearly legible all-weather signage displaying the words "Tree Protection Area".

Ongoing Conditions/Consent Notices

- XX. The following conditions of the consent shall be complied with in perpetuity and shall be registered on the relevant Title, by way of Consent Notice pursuant to s221 of the Resource Management Act 1991 (RMA).
- a. All boundary fences along or adjoining any areas of reserve shall be no greater than 1.2 metres in height and shall be no less than 50% visually permeable.

Covenant

- XXI. The consent holder shall ensure that a fencing covenant, required under s6 of the Fencing Act 1978, is registered on all land to ensure that any reserves to vest in QLDC are protected and that Council has no liability to contribute towards any work on a fence between a public reserve vested in or administered by the Council and any adjoining land.

Prepared by:

Reviewed by:

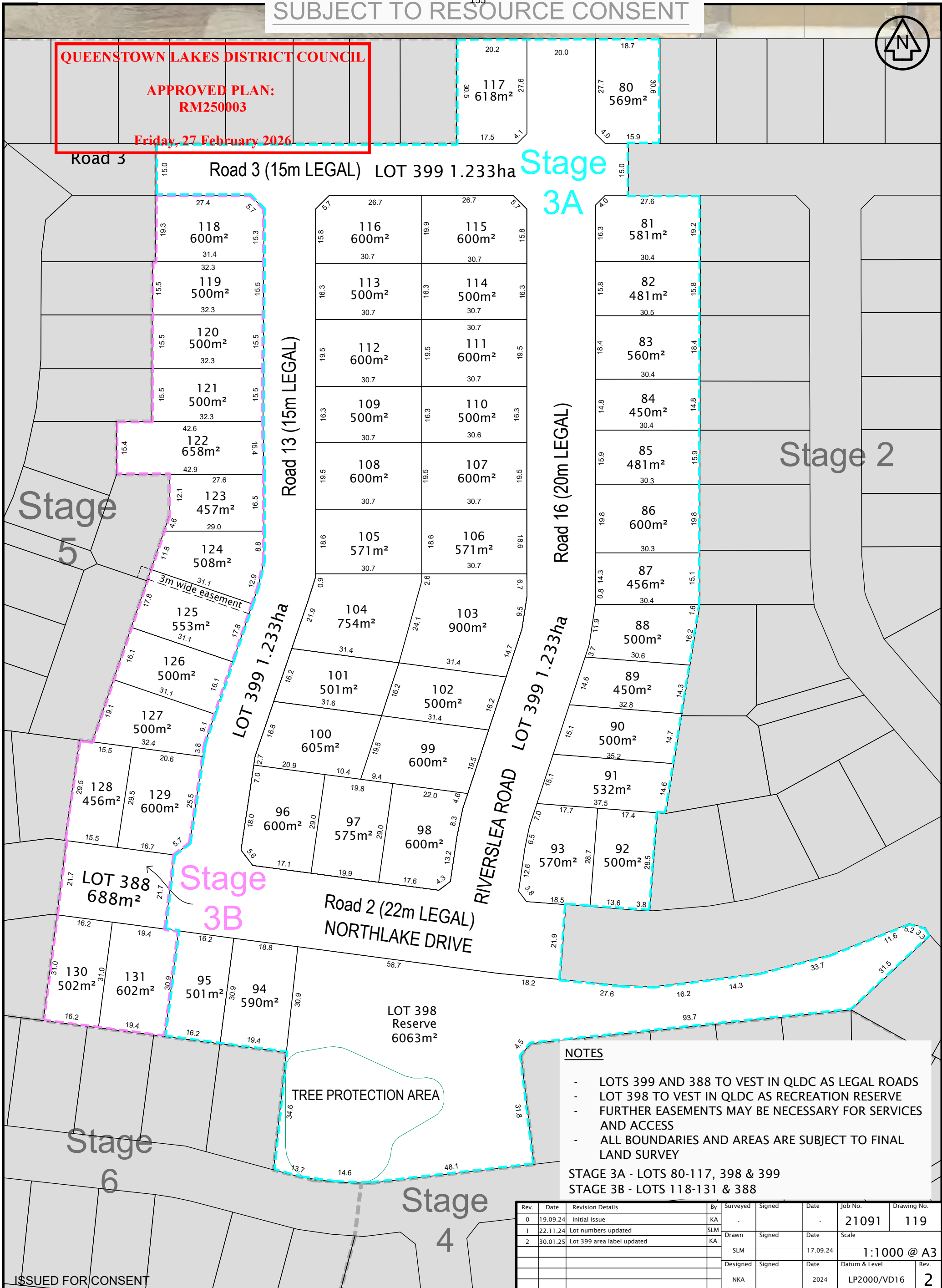


Dom Harrison
PLANNER: PARKS & RESERVES



Alex Jamieson
PLANNER: PARKS & RESERVES

QUEENSTOWN LAKES DISTRICT COUNCIL
APPROVED PLAN:
RM250003
Friday, 27 February 2026



NOTES

- LOTS 399 AND 388 TO VEST IN QLDC AS LEGAL ROADS
- LOT 398 TO VEST IN QLDC AS RECREATION RESERVE
- FURTHER EASEMENTS MAY BE NECESSARY FOR SERVICES AND ACCESS
- ALL BOUNDARIES AND AREAS ARE SUBJECT TO FINAL LAND SURVEY

STAGE 3A - LOTS 80-117, 398 & 399
STAGE 3B - LOTS 118-131 & 388

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
0	19.09.24	Initial Issue	KA	-	-	-	21091	119
1	22.11.24	Lot numbers updated	SLM	Drawn	Signed	Date	Scale	
2	30.01.25	Lot 399 area label updated	KA	SLM	Signed	17.09.24	1:1000 @ A3	
				Designed	Signed	Date	Datum & Level	Rev.
			NKA			2024	LP2000/VD16	2

ISSUED FOR CONSENT

LANDPRO.

OFFICES IN CROMWELL, GORE, AND NEW PLYMOUTH - www.landpro.co.nz

Client

WFH PROPERTIES LTD

NOTES

- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

PROPOSED SUBDIVISION OF SECTION 2 SO 576961
SCHEME PLAN - STAGE 3A & 3B
PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

SUBJECT TO RESOURCE CONSENT

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM250003

Friday, 27 February 2026

TREE PROTECTION AREA

Stage 2

Road 5

Mount

Stage 4

Road 10

LOT 400
1.093ha

Road 14 (15m LEGAL)

Road 10 (15m LEGAL)

LOT 400
1.093ha

Road 4 (15m LEGAL)

LOT 400
1.093ha

Road 15 (15m LEGAL)

NOTES

- LOT 400 TO VEST IN QLDC AS LEGAL ROAD
- LOT 401 (LEGAL ACCESS) SHALL BE HELD AS THREE UNDIVIDED ONE-THIRD SHARES BY THE OWNERS OF LOTS 182, 185 AND 188
- LOT 402 (LEGAL ACCESS) SHALL BE HELD AS TWO UNDIVIDED ONE-HALF SHARES BY THE OWNERS OF LOTS 149 AND 150
- LOT 403 (LEGAL ACCESS) SHALL BE HELD AS TWO UNDIVIDED ONE-HALF SHARES BY THE OWNERS OF LOTS 157 AND 158
- FURTHER EASEMENTS MAY BE NECESSARY FOR SERVICES AND ACCESS
- ALL BOUNDARIES AND AREAS ARE SUBJECT TO FINAL LAND SURVEY

STAGE 4 - LOTS 132 - 193 & 400 - 403

ISSUED FOR CONSENT

Client

WFH PROPERTIES LTD

NOTES

- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

PROPOSED SUBDIVISION OF SECTION 2 SO 576961
SCHEME PLAN - STAGE 4
PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
0	19.09.24	Initial Issue	KA				21091	120
1	22.11.24	Lot numbers updated	SLM	Drawn	Signed	Date	Scale	
				SLM		17.9.24	1:1000 @ A3	
				Designed	Signed	Date	Datum & Level	Rev.
				NKA		2024	LP2000/NZVD16	1

LANDPRO.

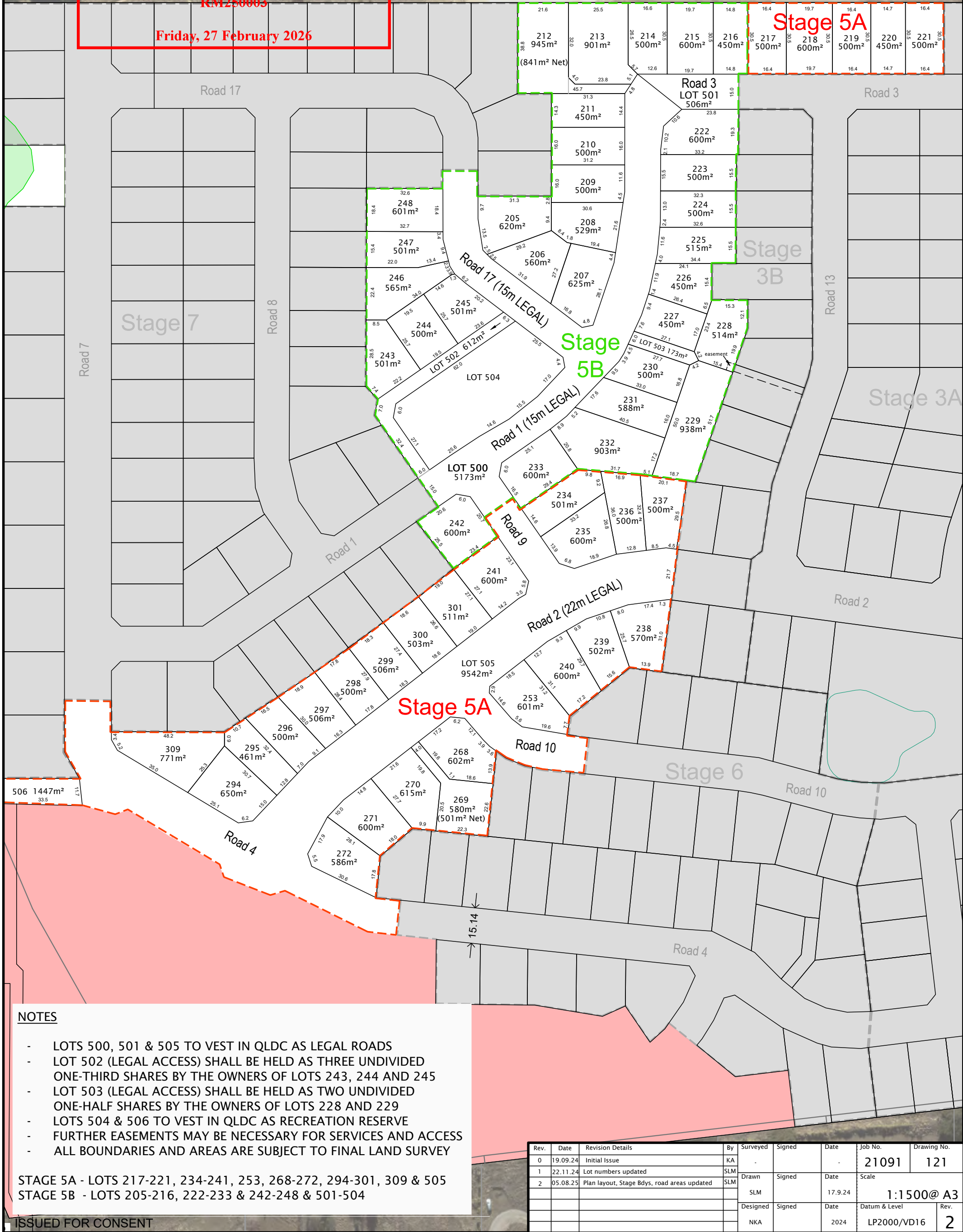
OFFICES IN CROMWELL, GORE, AND NEW PLYMOUTH - www.landpro.co.nz

C:\125\data\SERVER\2008\21091-WFH Properties Ltd - Wanaka Development_390\CAD\21091_110_RC.dwg Plotted: 27.11.2024

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM250003

Friday, 27 February 2026



NOTES

- LOTS 500, 501 & 505 TO VEST IN QLDC AS LEGAL ROADS
- LOT 502 (LEGAL ACCESS) SHALL BE HELD AS THREE UNDIVIDED ONE-THIRD SHARES BY THE OWNERS OF LOTS 243, 244 AND 245
- LOT 503 (LEGAL ACCESS) SHALL BE HELD AS TWO UNDIVIDED ONE-HALF SHARES BY THE OWNERS OF LOTS 228 AND 229
- LOTS 504 & 506 TO VEST IN QLDC AS RECREATION RESERVE
- FURTHER EASEMENTS MAY BE NECESSARY FOR SERVICES AND ACCESS
- ALL BOUNDARIES AND AREAS ARE SUBJECT TO FINAL LAND SURVEY

STAGE 5A - LOTS 217-221, 234-241, 253, 268-272, 294-301, 309 & 505
STAGE 5B - LOTS 205-216, 222-233 & 242-248 & 501-504

ISSUED FOR CONSENT

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
0	19.09.24	Initial Issue	KA	-	-	-	21091	121
1	22.11.24	Lot numbers updated	SLM	Drawn	Signed	Date	Scale	
2	05.08.25	Plan layout, Stage Bdys, road areas updated	SLM	SLM	-	17.9.24	1:1500@ A3	
			Designed	Signed	Date	Datum & Level	Rev.	
			NKA	-	2024	LP2000/VD16	2	

LANDPRO.

OFFICES IN CROMWELL, GORE, AND NEW PLYMOUTH - www.landpro.co.nz

Client
WFH PROPERTIES LTD

NOTES
- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

PROPOSED SUBDIVISION OF SECTION 2 SO 576961
SCHEME PLAN - STAGE 5A & B
PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

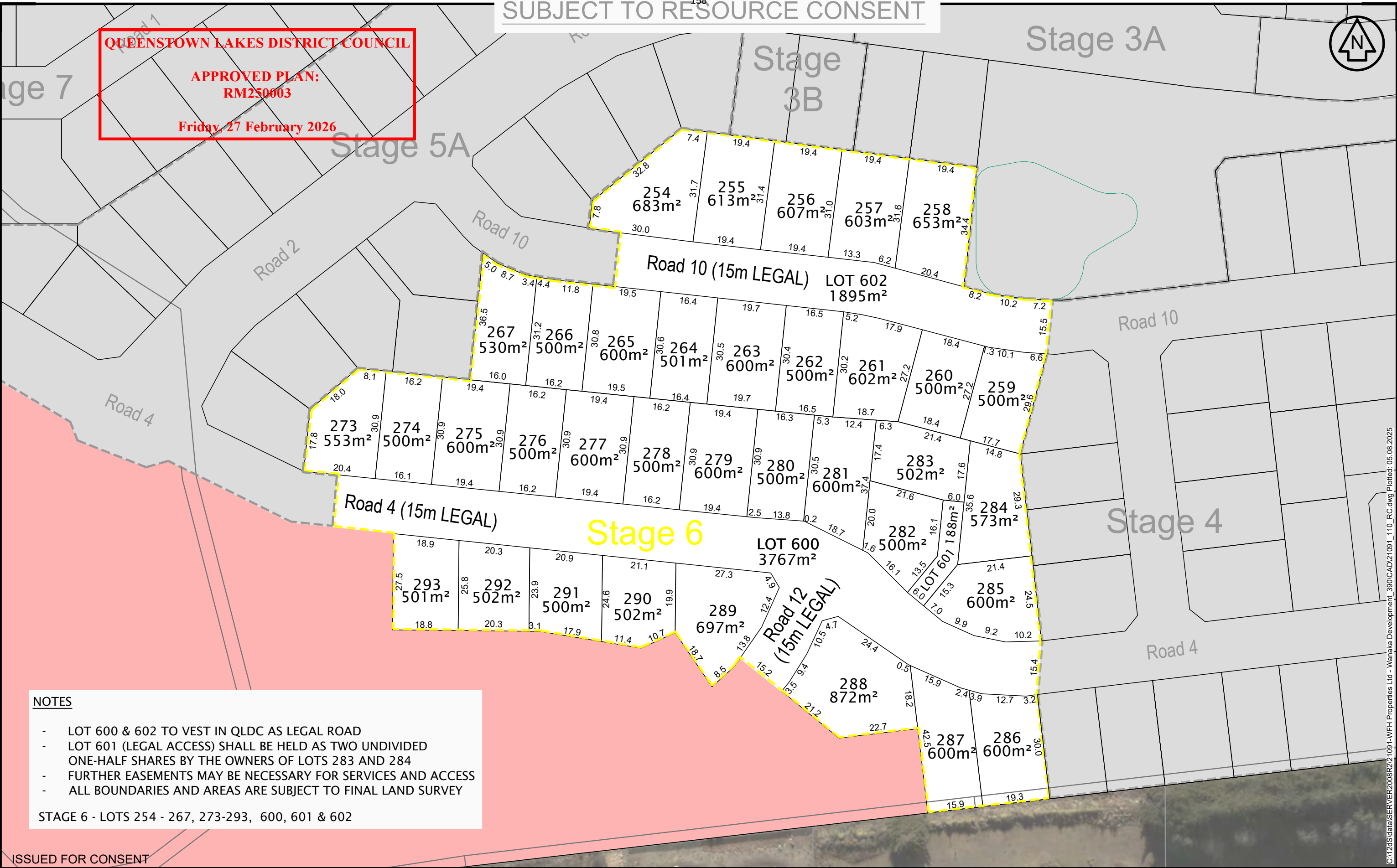
C:\12d5\data\SERVER\2008R2\21091-WFH Properties Ltd - Wanaka Development_390\CAD\21091_110_RC.dwg Plotted: 05.08.2025

SUBJECT TO RESOURCE CONSENT

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM250003

Friday, 27 February 2026



NOTES

- LOT 600 & 602 TO VEST IN QLDC AS LEGAL ROAD
- LOT 601 (LEGAL ACCESS) SHALL BE HELD AS TWO UNDIVIDED ONE-HALF SHARES BY THE OWNERS OF LOTS 283 AND 284
- FURTHER EASEMENTS MAY BE NECESSARY FOR SERVICES AND ACCESS
- ALL BOUNDARIES AND AREAS ARE SUBJECT TO FINAL LAND SURVEY

STAGE 6 - LOTS 254 - 267, 273-293, 600, 601 & 602

ISSUED FOR CONSENT

LANDPRO.

OFFICES IN CROMWELL, GORE, AND NEW PLYMOUTH - www.landpro.co.nz

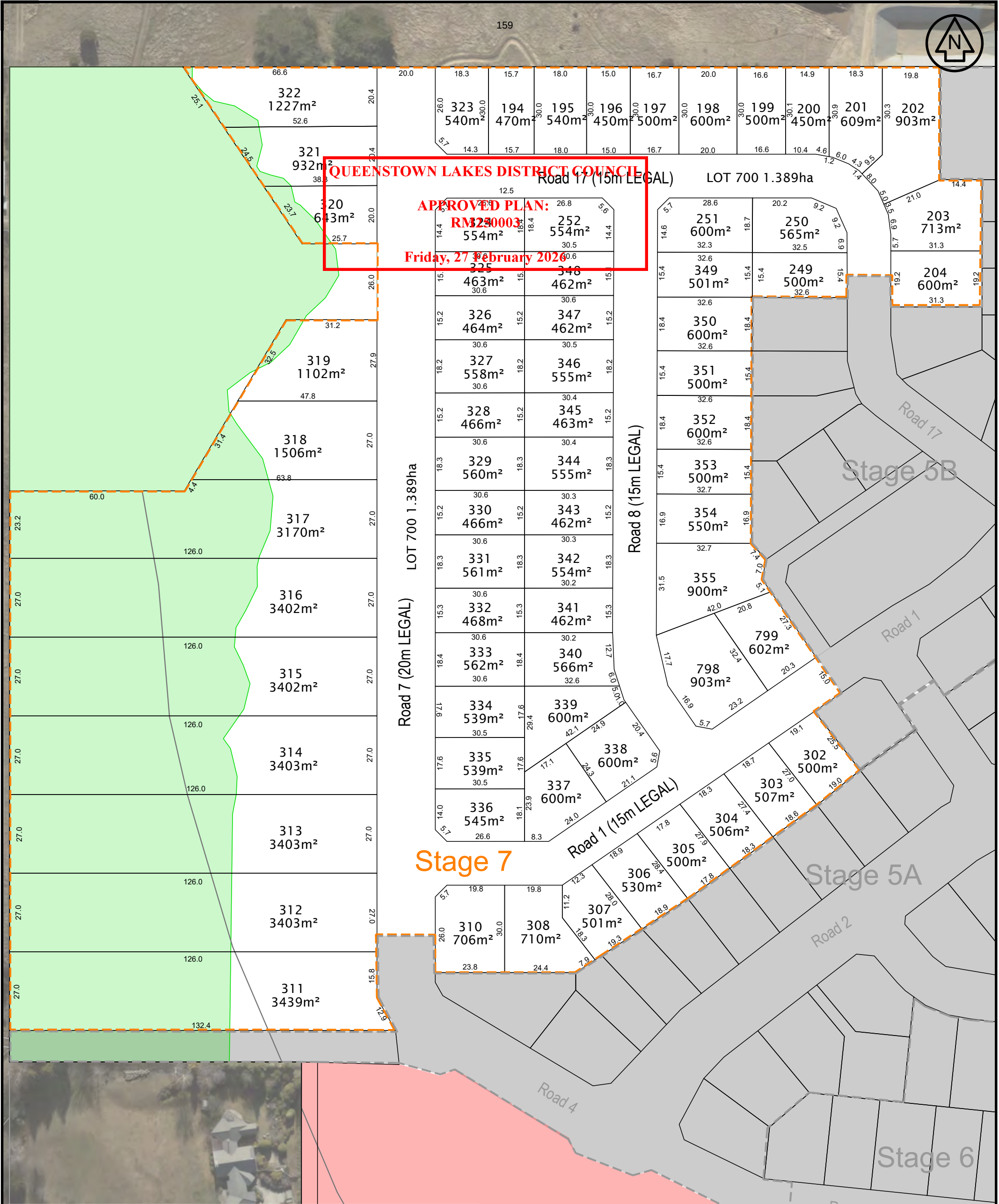
Client
WFH PROPERTIES LTD

NOTES

- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

PROPOSED SUBDIVISION OF SECTION 2 SO 576961
SCHEME PLAN - STAGE 6
PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
0	19.09.24	Initial Issue	KA	-	-	-	21091	122
1	22.11.24	Lot numbers updated	SLM	Drawn	Signed	Date	Scale	
2	05.08.25	Stage Bdys, road areas updated	SLM	SLM	Signed	17.9.24	1:1000 @ A3	
				Designed	Signed	Date	Datum & Level	Rev.
				NKA	-	2024	LP2000/NZVD16	2



NOTES

- LOT 700 TO VEST IN QLDC AS LEGAL ROAD
- FURTHER EASEMENTS MAY BE NECESSARY FOR SERVICES AND ACCESS
- ALL BOUNDARIES AND AREAS ARE SUBJECT TO FINAL LAND SURVEY

STAGE 7 - LOTS 194-204, 249-252, 302-308, 310-355, 798, 799 & 700

ISSUED FOR CONSENT

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
0	19.09.24	Initial Issue	KA				21091	123
1	10.10.24	Cycle Easement to Aubrey Road Added	NKA	Drawn	Signed	Date	Scale	
2	22.11.24	Lot numbers updated	SLM	SLM		17.9.24	1:1250@ A3	
3	05.08.25	Stage Bdys, Road areas updated	SLM					
				Designed	Signed	Date	Datum & Level	Rev.
				NKA		2024	LP2000/VD16	3

LANDPRO.

OFFICES IN CROMWELL, GORE, AND NEW PLYMOUTH - www.landpro.co.nz

Client

WFH PROPERTIES LTD

NOTES

- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

PROPOSED SUBDIVISION OF SECTION 2 SO 576961

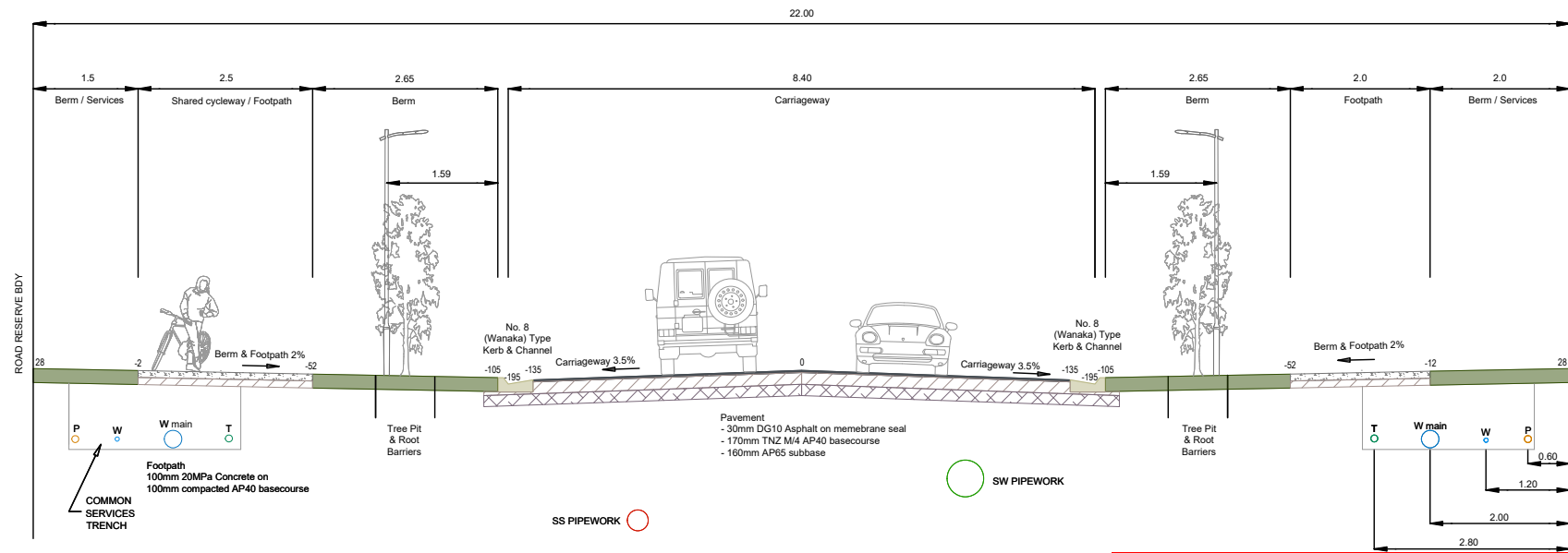
SCHEME PLAN - STAGE 7

PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

SUBJECT TO RESOURCE CONSENT

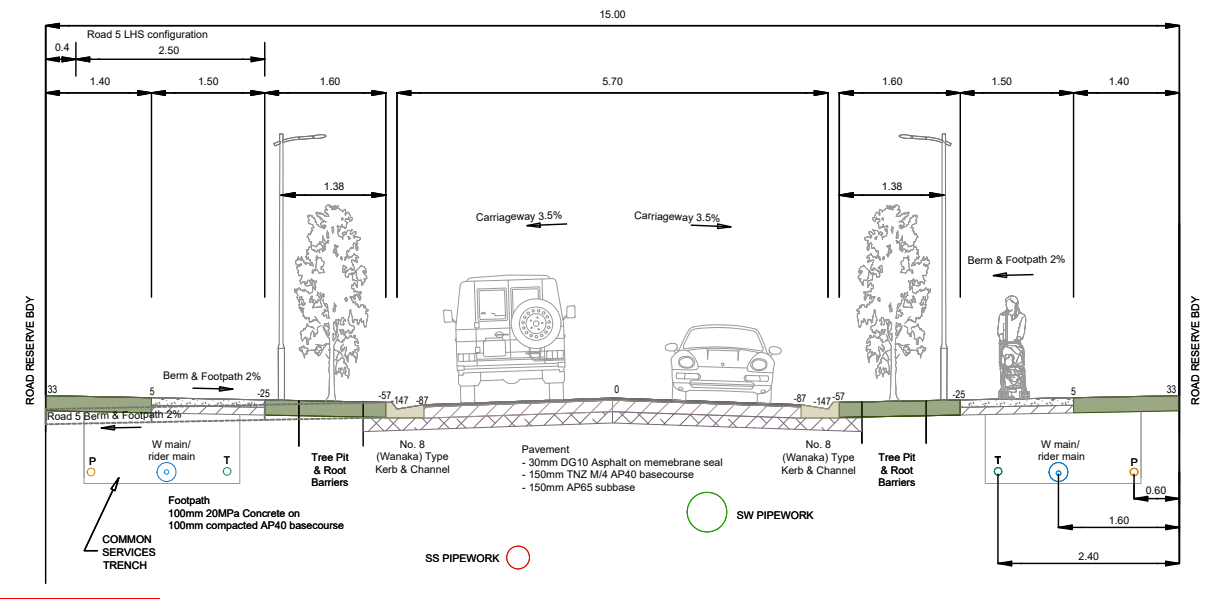
Road Type A (E13) - without parking

8.4m carriageway / footpath 2.5m LHS, 2.0m RHS / 22m legal width
Applies to: Road 2



Road Type B (E12)

5.7m carriageway / 1.5m footpath both sides / 15m legal width
Applies to: Roads 1, 3, 4, 8, 9, 10, 12, 13, 14, 15, and 17



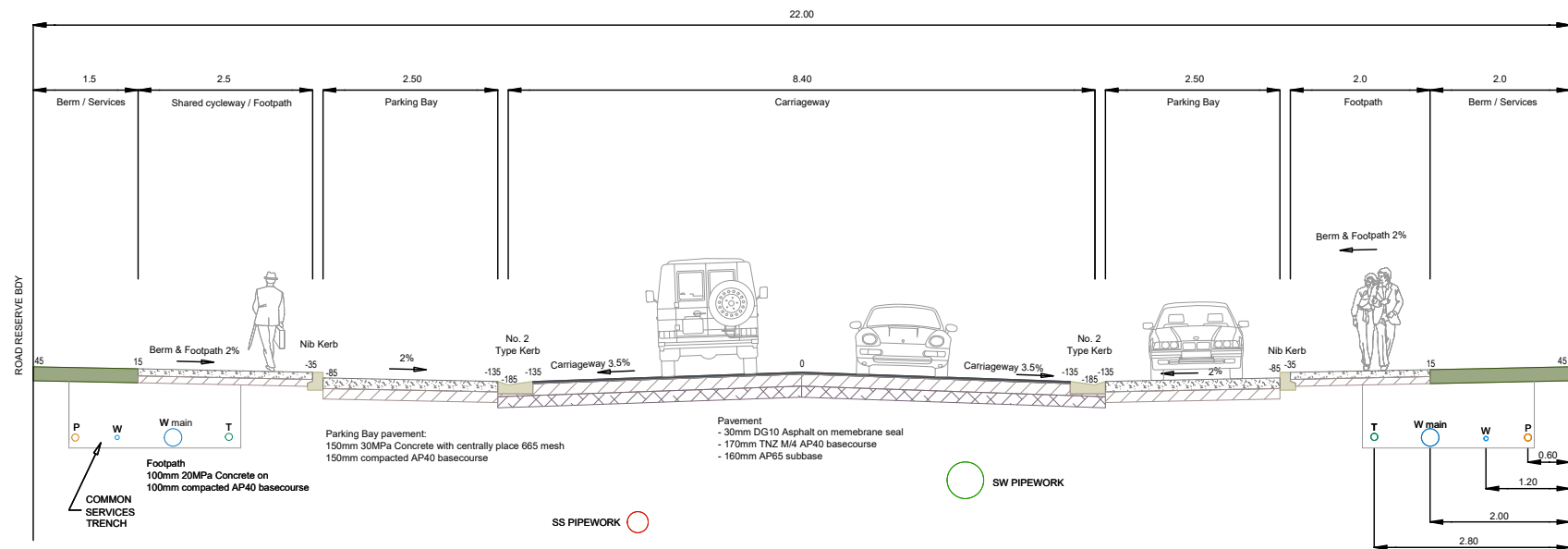
QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM250003

Friday, 27 February 2026

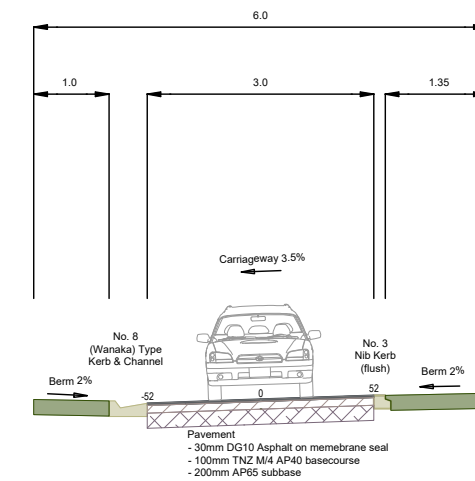
Road Type A (E13) - with parking

8.4m carriageway / footpath 2.5m LHS, 2.0m RHS / 22m legal width
Applies to: Road 2

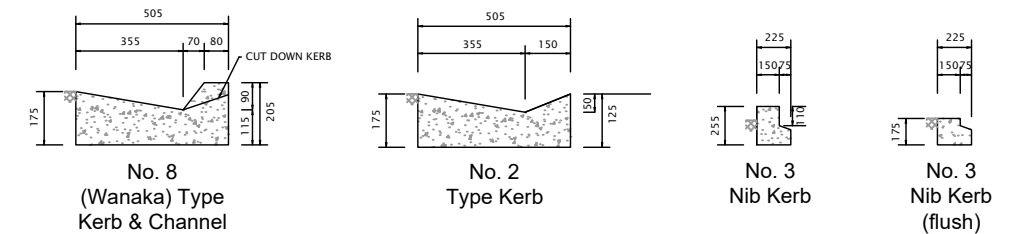


Road Type C (E9)

3.0m carriageway / grass berm both sides / 6m legal width
Applies to: Stage 4 Lots 101, 102, and 103; Stage 5 Lots 101 and 102; Stage 6 Lot 101



KERB PROFILES 1:25



ISSUED FOR CONSENT

Client

WFH PROPERTIES LTD

NOTES

- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

PROPOSED SUBDIVISION OF SECTION 2 SO 576961
STAGE 3 TO 7

ROADING TYPICAL CROSS SECTIONS & KERB PROFILES
PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
0	13.09.24	Initial Issue	KA	-	-	-	21091	124_01
1	09.10.24	footpath widths amended	SLM	-	-	-	-	-
2	30.01.25	Nib kerb heights updated at parking bays	KA	Drawn	Signed	13.09.24	Scale	1:100 @ A3
				Designed	Signed	13.09.24	Datum & Level	Rev.
				NKA			LP2000 NZVD16	2



SUBJECT TO RESOURCE CONSENT

QUEENSTOWN LAKES DISTRICT COUNCIL

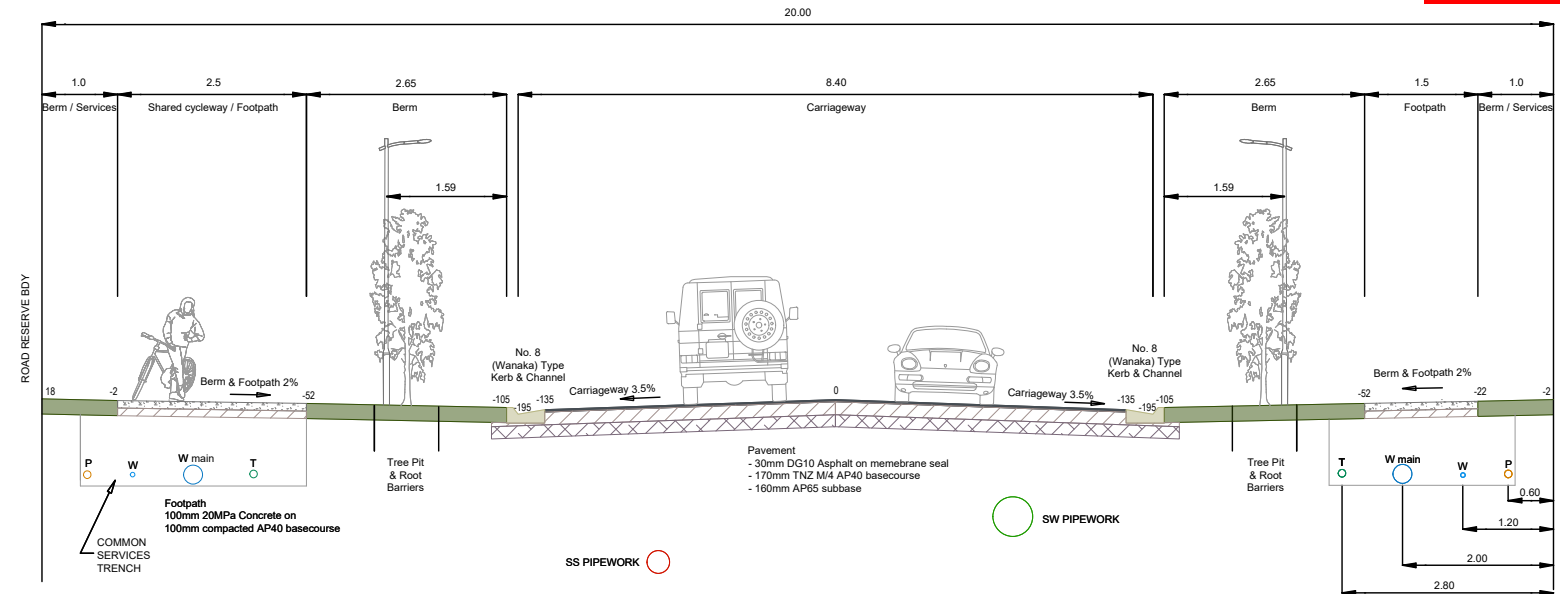
**APPROVED PLAN:
RM250003**

Friday, 27 February 2026

Road Type D (E13) - without parking

8.4m carriageway / footpath 2.0m / 20m legal width

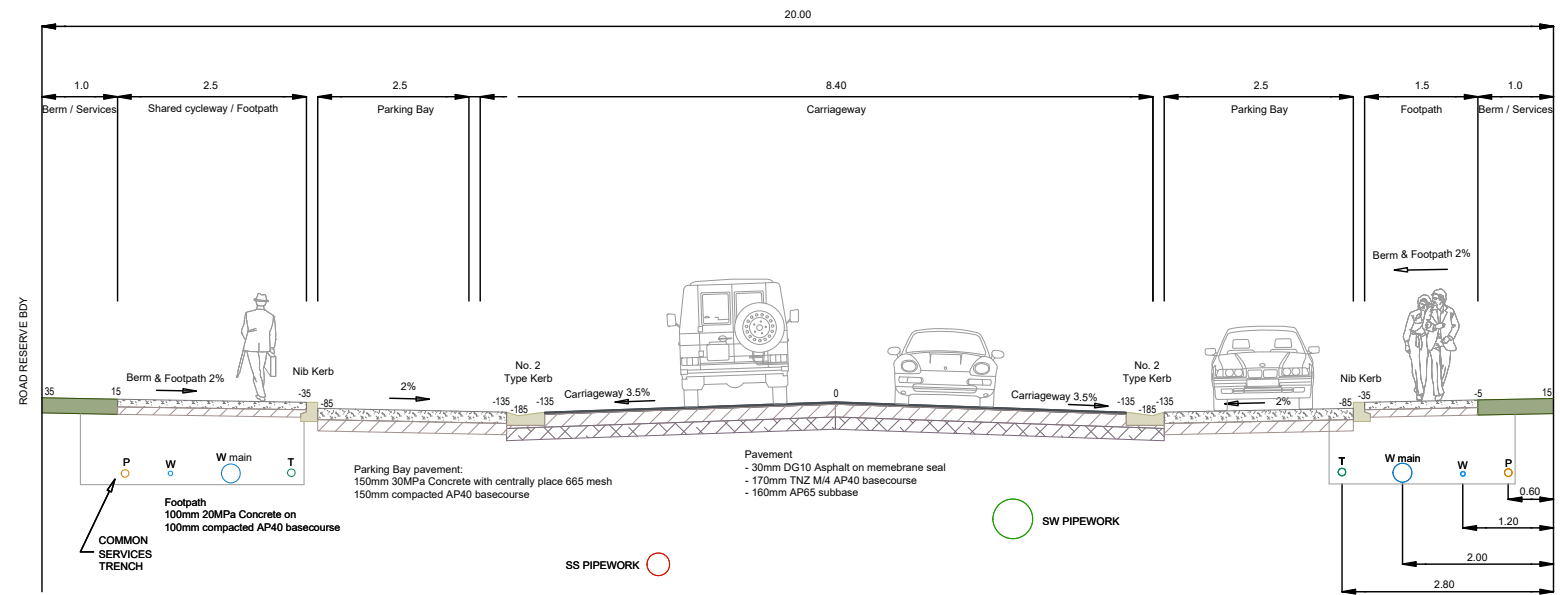
Applies to: Road 7 and 16



Road Type D (E13) - with parking

8.4m carriageway / footpath 2.0m / 20m legal width

Applies to: Road 7 and 16



ISSUED FOR CONSENT

Client

WFH PROPERTIES LTD

NOTES

- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

PROPOSED SUBDIVISION OF SECTION 2 SO 576961 STAGE 3 TO 7 ROADING TYPICAL CROSS SECTIONS & KERB PROFILES PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
0	20.11.23	Initial Issue	KA	-	-	-	21091	124_02
1	09.10.24	footpath widths amended	SLM	-	-	-	-	-
2	30.01.25	Nib kerb heights updated at parking bays	KA	Drawn	Signed	Date	Scale	1:100 @ A3
				Designed	Signed	Date	Datum & Level	Rev.
				NKA	-	13.09.24	LP2000 NZVD16	2



OFFICES IN CROMWELL, GORE, AND NEW PLYMOUTH - www.landpro.co.nz



PLAN VIEW
SCALE 1:500 @ A3



PLAN VIEW
SCALE 1:100 @ A3



ISSUED FOR CONSENT 01.10.2025

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
-	-	-	-	-	-	-	21091	128_01
				Drawn	Signed	Date	Scale	
				JS		25.09.25	AS SHOWN	
				Designed	Signed	Date	Datum & Level	Rev.
				NKA		25.09.25	LINDIS PEAK 2000	-

LANDPRO.

OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH - www.landpro.co.nz

Client
WFH PROPERTIES LIMITED

NOTES
- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

BOLLARDS
TO PREVENT TRAFFIC FROM USING MOUNT NICHOLAS AVENUE
PROPOSED SUBDIVISION OF SECTION 2 SO 576961
STAGE 3-7 PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

SUBJECT TO RESOURCE CONSENT

QUEENSTOWN LAKES DISTRICT COUNCIL
APPROVED PLAN:
RM250003
Friday, 27 February 2026



CONCEPT PLAN ONLY. SUBJECT TO
CONSENT AND DETAILED DESIGN.

ISSUED FOR CONSENT 01.10.2025

LANDPRO.

OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH - www.landpro.co.nz

Client
WFH PROPERTIES LIMITED

NOTES
- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

TRAFFIC CALMING MEASURES
RAISED PLATFORM LOCATIONS
MT NICHOLAS AVE, NORTHBURN RD, CLUDEN CRES, MT LINTON AVE
STAGE 3-7 PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
-	-	-	-	-	-	-	21091	128-02
				Drawn	Signed	Date	Scale	
				KA		25.09.25	1:1,500 @ A3	
				Designed	Signed	Date	Datum & Level	Rev.
				NKA		25.09.25	LINDIS PEAK 2000	-



QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM250003

Friday, 27 February 2026

QLDC RESERVE

#45

PAINTED SPLITTER ISLANDS

JOE BROWN DRIVE

NORTHLAKE DRIVE

PAINTED SPLITTER ISLANDS

QLDC RESERVE

#43

NOTES

LEFT-HAND TURNS
VEHICLE: MEDIUM RIGID TRUCK
OVERALL LENGTH: 8.8m
OVERALL WIDTH: 2.5m

CONCEPT PLAN ONLY. SUBJECT TO
CONSENT AND DETAILED DESIGN.

Digital map data sourced from Land Information New Zealand (LINZ).
Licensed under the Creative Commons Attribution 4.0 International
licence. It is made available in good faith but its accuracy or completeness is not
guaranteed. Landpro accepts no responsibility for incomplete or
inaccurate information. If the information is relied on in support of a
resource consent it should be verified independently.

ISSUED FOR CONSENT 01.10.2025

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
-	-	-	-	-	-	-	21091	128_03
				Drawn	Signed	Date	Scale	
			NKA			26.09.25	1:200@ A3	
				Designed	Signed	Date	Datum & Level	Rev.
			NKA			26.09.25	LINDIS PEAK 2000	-

LANDPRO.

OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH - www.landpro.co.nz

Client

WFH PROPERTIES LIMITED

NOTES

- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

MINI ROUNDABOUT
OUTLET ROAD - NORTHLAKE DRIVE INTERSECTION
STAGE 3-7 PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA



QUEENSTOWN LAKES DISTRICT COUNCIL
APPROVED PLAN:
RM250003
Friday, 27 February 2026

QLDC RESERVE

OUTLET ROAD

#45

PAINTED SPLITTER ISLANDS

JOE BROWN DRIVE

NORTHLAKE DRIVE

PAINTED SPLITTER ISLANDS

OUTLET ROAD

QLDC RESERVE

#43

NOTES

RIGHT-HAND TURN (WEST-BOUND)
VEHICLE: MEDIUM RIGID TRUCK
OVERALL LENGTH: 8.8m
OVERALL WIDTH: 2.5m

CONCEPT PLAN ONLY. SUBJECT TO
CONSENT AND DETAILED DESIGN

Digital map data sourced from Land Information New Zealand (LINZ).
Licensed under the Creative Commons Attribution 4.0 International
licence. It is made available in good faith but its accuracy or completeness is not
guaranteed. Landpro accepts no responsibility for incomplete or
inaccurate information. If the information is relied on in support of a
resource consent it should be verified independently.

ISSUED FOR CONSENT 01.10.2025

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
-	-	-	-	-	-	-	21091	128_04
				Drawn	Signed	Date	Scale	
			NKA			26.09.25	1:200@ A3	
				Designed	Signed	Date	Datum & Level	Rev.
			NKA			26.09.25	LINDIS PEAK 2000	-

LANDPRO.

OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH - www.landpro.co.nz

Client

WFH PROPERTIES LIMITED

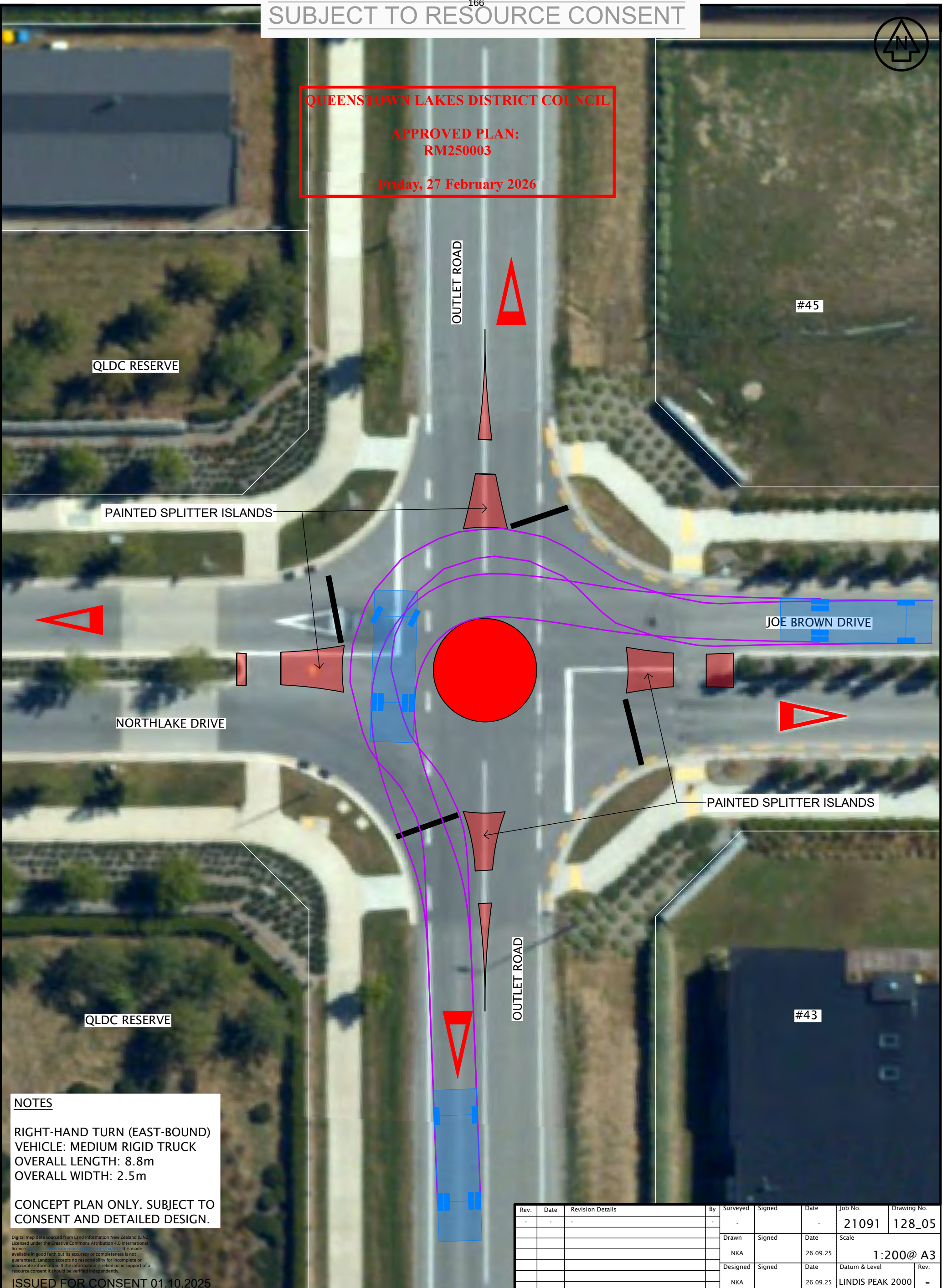
NOTES

- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

MINI ROUNDABOUT
OUTLET ROAD - NORTHLAKE DRIVE INTERSECTION
STAGE 3-7 PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA



QUEENSTOWN LAKES DISTRICT COUNCIL
APPROVED PLAN:
RM250003
Friday, 27 February 2026



NOTES

RIGHT-HAND TURN (EAST-BOUND)
VEHICLE: MEDIUM RIGID TRUCK
OVERALL LENGTH: 8.8m
OVERALL WIDTH: 2.5m

CONCEPT PLAN ONLY. SUBJECT TO
CONSENT AND DETAILED DESIGN.

Digital map data sourced from Land Information New Zealand (LINZ).
Licensed under the Creative Commons Attribution 4.0 International
licence. It is made available in good faith but its accuracy or completeness is not
guaranteed. Landpro accepts no responsibility for incomplete or
inaccurate information. If the information is relied on in support of a
resource consent it should be verified independently.

ISSUED FOR CONSENT 01.10.2025

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
-	-	-	-	-	-	-	21091	128_05
				Drawn	Signed	Date	Scale	
				NKA		26.09.25	1:200@ A3	
				Designed	Signed	Date	Datum & Level	Rev.
				NKA		26.09.25	LINDIS PEAK 2000	-



OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH - www.landpro.co.nz

Client
WFH PROPERTIES LIMITED

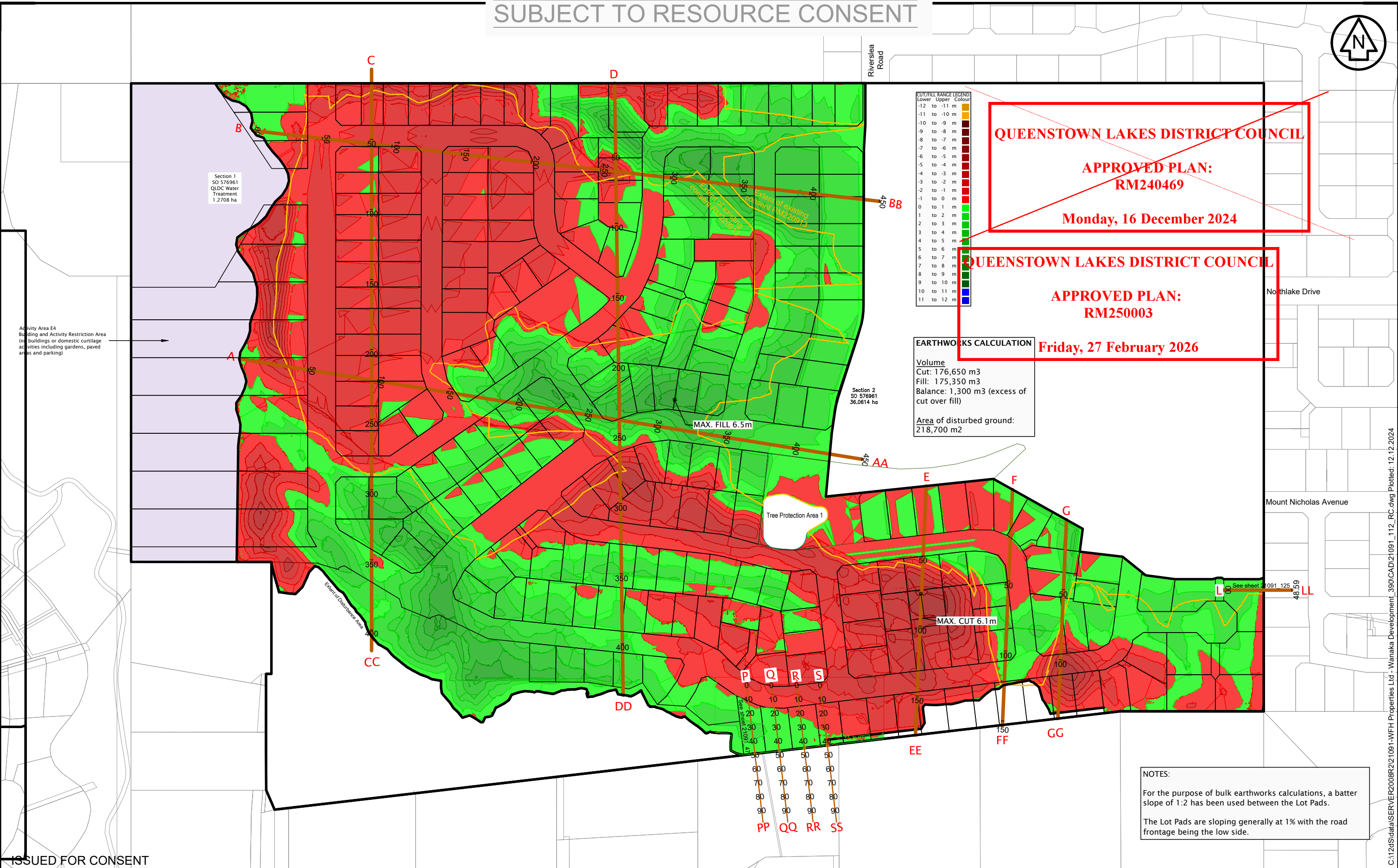
NOTES

- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

MINI ROUNDABOUT
OUTLET ROAD - NORTHLAKE DRIVE INTERSECTION
STAGE 3-7 PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

C:\12d\sv\data\SERVER\2008R2\21091-WFH Properties Ltd - Wanaka Development_390\CAD\21091_128.dwg Plotted: 01.10.2025

SUBJECT TO RESOURCE CONSENT



QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM240469

Monday, 16 December 2024

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM250003

Friday, 27 February 2026

EARTHWORKS CALCULATION

Volume
Cut: 176,650 m3
Fill: 175,350 m3
Balance: 1,300 m3 (excess of cut over fill)
Area of disturbed ground:
218,700 m2

NOTES:
For the purpose of bulk earthworks calculations, a batter slope of 1:2 has been used between the Lot Pads.
The Lot Pads are sloping generally at 1% with the road frontage being the low side.

ISSUED FOR CONSENT

Client
WFH PROPERTIES LTD

NOTES
- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

BULK EARTHWORKS CUT/FILL PLAN
STAGE 3 TO 7
PROPOSED SUBDIVISION OF SECTION 2 SO 576961
PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
0	20.06.24	Initial Issue	KA	LP		2019	21091	112
1	02.11.24	Western boundary interface update	NKA					
2	22.11.24	Sections H J K and L added	KA	Drawn	Signed	Date	Scale	1:1250 @ A1 1:2500 @ A3
3	12.12.24	Design surface updated, add sections P Q R S	KA	KA		11.03.24	Datum & Level	Rev.
				Designed	Signed	Date	LP2000 & NZVD16	3
				KA		11.03.24		



OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH - www.landpro.co.nz

C:\12d\data\SERVER\2008\21091-1\WFH Properties Ltd - Wanaka Development - 390\CAD\21091_112_RC.dwg Plotted: 12.12.2024

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM240469

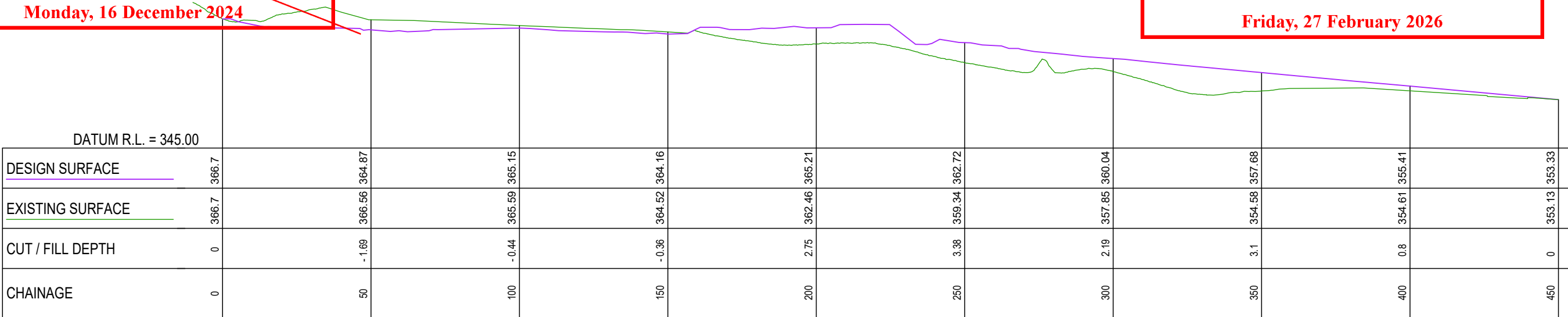
Monday, 16 December 2024

168
SUBJECT TO RESOURCE CONSENT

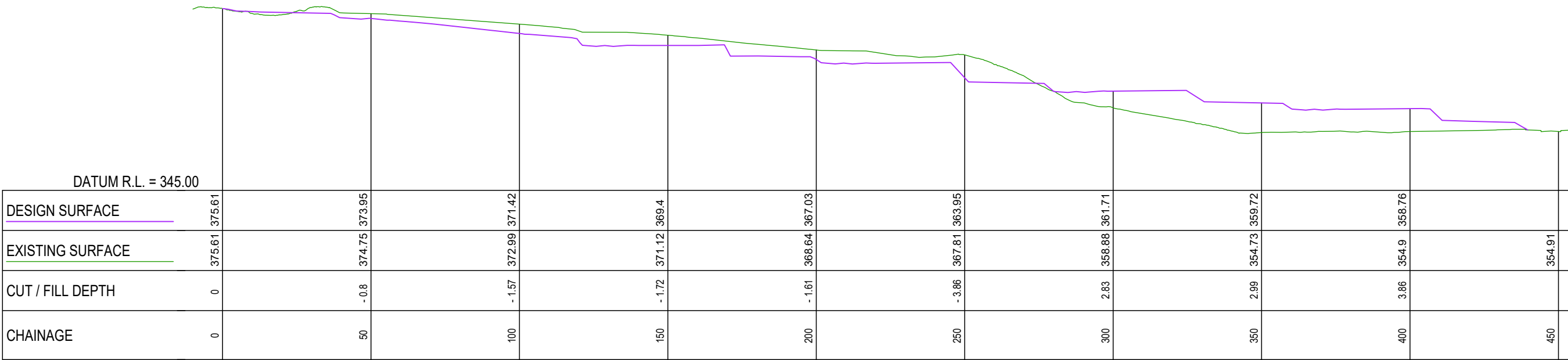
QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM250003

Friday, 27 February 2026



A3 SCALE: H 1:1500, V 1:750
SECTION A - AA



A3 SCALE: H 1:1500, V 1:750
SECTION B - BB

ISSUED FOR CONSENT 20.06.2024



OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH · www.landpro.co.nz

Client

WFH PROPERTIES LTD

NOTES

- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

BULK EARTHWORKS PLAN: SECTION A - AA & B - BB
STAGE 3 TO 7
PROPOSED SUBDIVISION OF SECTION 2 SO 576961
PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
0	20.06.24	Initial Issue	KA	LP		2019	21091	113
-	-	-	-	Drawn	Signed	Date	Scale	
				KA		23.04.24		
				Designed	Signed	Date	Datum & Level	Rev.
				KA		23.04.24	LP2000 & NZVD16	0

C:\126S\data\SERVER\2008R2\21091-WFH Properties Ltd - Wanaka Development_390\CAD\21091_113_114_117_RC_Bulk EWK Sections A B C D and E.dwg Plotted: 20.06.2024

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM240469

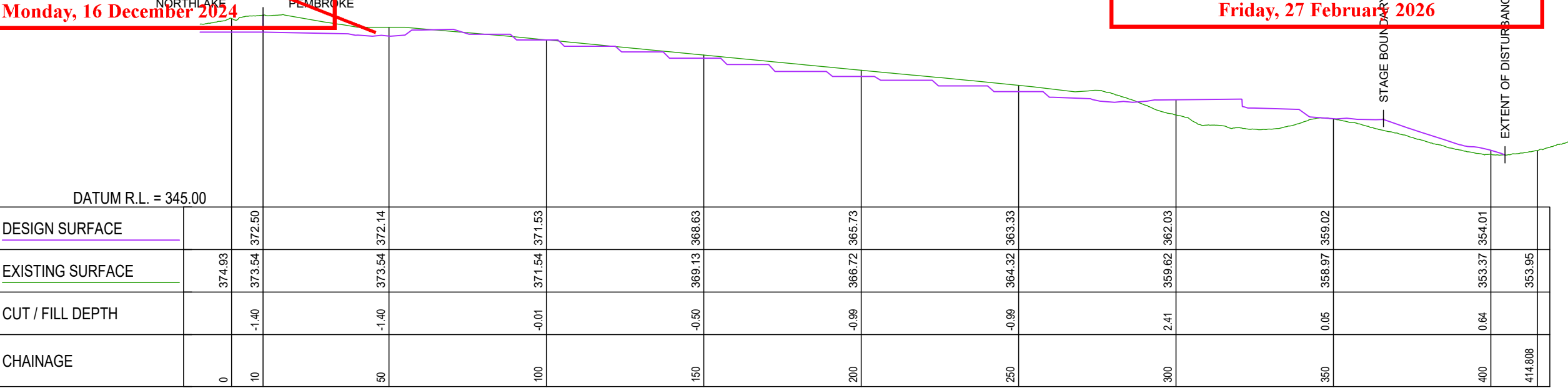
Monday, 16 December 2024

SUBJECT TO RESOURCE CONSENT

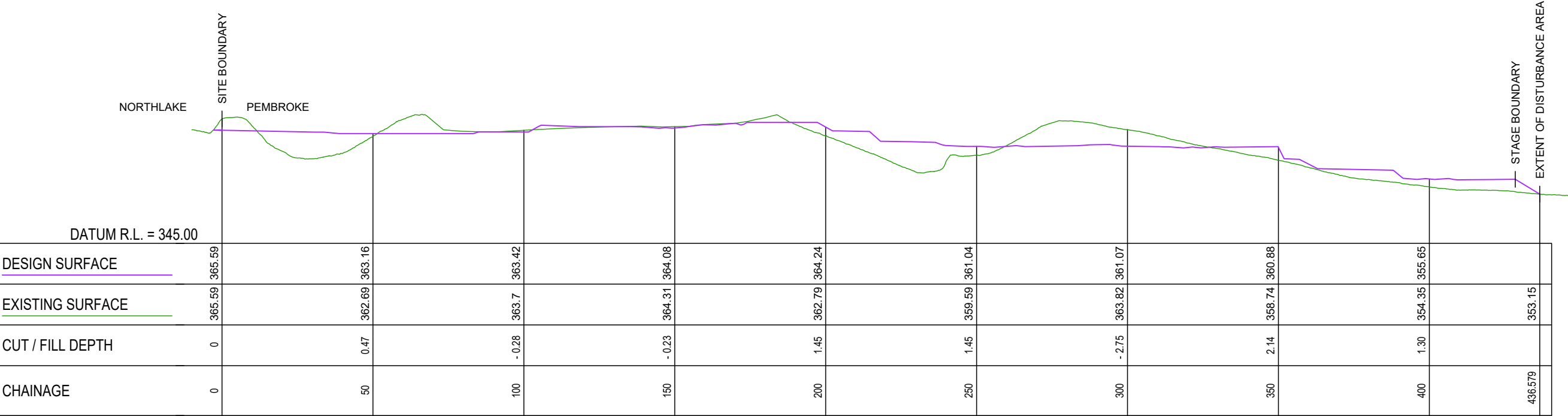
QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM250003

Friday, 27 February 2026



A3 SCALE: H 1:1500, V 1:750
SECTION C - CC



A3 SCALE: H 1:1500, V 1:750
SECTION D - DD

ISSUED FOR CONSENT



LANDPRO
BETTER ENVIRONMENTS, BETTER RETURNS

OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH · www.landpro.co.nz

Client
WFH PROPERTIES LTD

NOTES
· All dimensions shown are in metres unless otherwise shown
· Copyright on this drawing is reserved
· Check any electronic data against the hardcopy plan to ensure it is the latest version
· If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

BULK EARTHWORKS PLAN: SECTION C - CC AND D - DD
STAGE 3 TO 7
PROPOSED SUBDIVISION OF SECTION 2 SO 576961
PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
0	20.06.24	Initial Issue	KA	LP		2019	21091	114
P	02.11.24	Northlake Boundary interface update	NA					
2	12.12.24	Update stamp 'ISSUED FOR CONSENT'	KA	Drawn	Signed	Date	Scale	
				KA		23.04.24		
				Designed	Signed	Date	Datum & Level	Rev.
				KA		23.04.24	LP2000 & NZVD16	2

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM240469

Monday, 16 December 2024

SUBJECT TO RESOURCE CONSENT

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM250003

Friday, 27 February 2026



Section 1
SO 576961
QLDC Water
Treatment
1.2706 ha

Activity Area E4
Building and Activity Restriction Area
(no buildings or domestic curtilage
activities including gardens, paved
areas and parking)

Section 2
SO 576961
36.0614 ha

Tree Protection Area 1

Tree Protection Area 2

Northlake Drive

Mount Nicholas Avenue

ISSUED FOR CONSENT 20.06.2024



OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH · www.landpro.co.nz

Client

WFH PROPERTIES LTD

NOTES

- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

EXISTING CONTOURS PLAN

STAGE 3 TO 7

PROPOSED SUBDIVISION OF SECTION 2 SO 576961
PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
0	20.06.24	Initial Issue	KA	LP	Signed	2019	21091	115
-	-	-	-	Drawn	Signed	Date	Scale	1:1250 @ A1 1:2500 @ A3
				KA		11.03.24		
				Designed	Signed	Date	Datum & Level	Rev.
				KA		11.03.24	LP2000 & NZVD16	0

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:

RM240469

Monday, 16 December 2024

171

SUBJECT TO RESOURCE CONSENT

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:

RM250003

Friday, 27 February 2026



Activity Area E4
Building and Activity Restriction Area
(no buildings or domestic curtilage
activities including gardens, paved
areas and parking)

Section 1
SO 576961
QLDC Water
Treatment
1.2708 ha

Section 2
SO 576961
36.0614 ha

Tree Protection Area 1

Tree Protection Area 2

Northlake Drive

Mount Nicholas Avenue

ISSUED FOR CONSENT



OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH · www.landpro.co.nz

Client

WFH PROPERTIES LTD

NOTES

- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

DESIGN CONTOURS PLAN
STAGE 3 TO 7

PROPOSED SUBDIVISION OF SECTION 2 SO 576961
PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
0	20.06.24	Initial Issue	KA	LP		2019	21091	116
P	02.11.24	Western and northern Bdy interface	NA					
2	12.12.24	Design contour update adj to 18 Mt Roy Tce	KA	Drawn	Signed	Date	Scale	1:1250 @ A1 1:2500 @ A3
				KA		11.03.24		
				Designed	Signed	Date	Datum & Level	Rev.
				KA		11.03.24	LP2000 & NZVD16	2

QUEENSTOWN LAKES DISTRICT COUNCIL

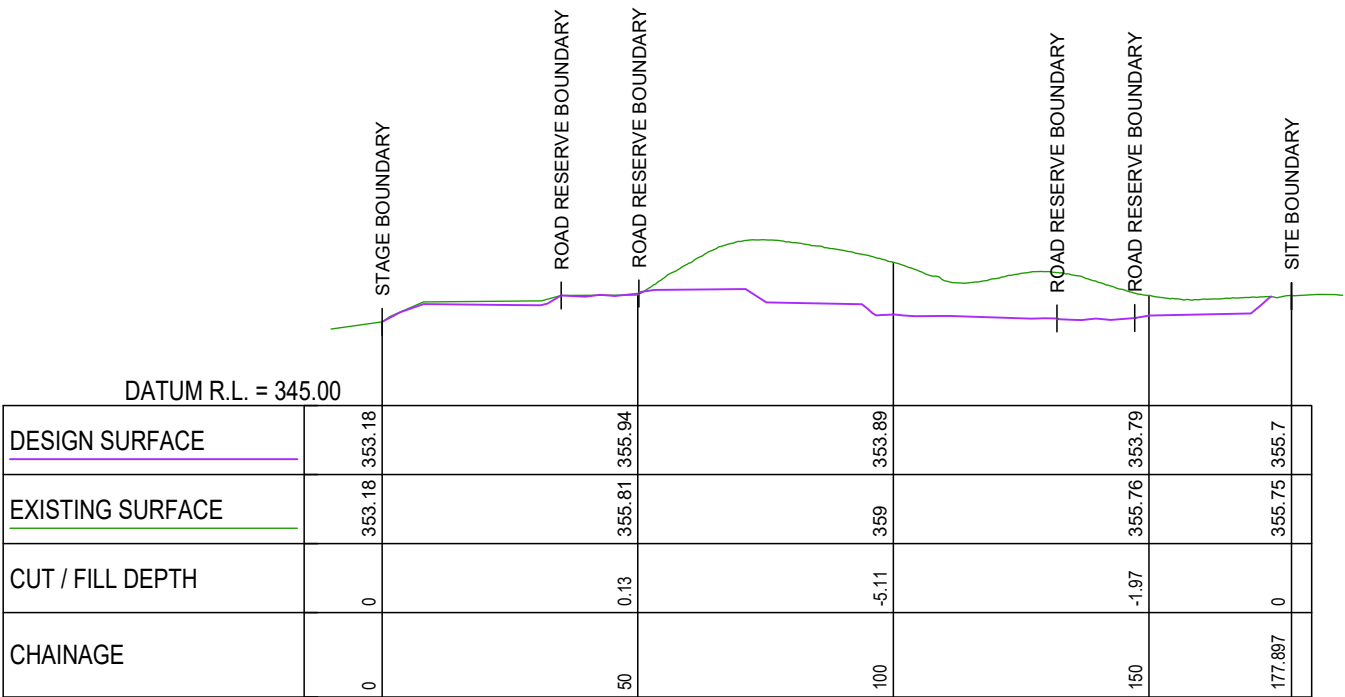
APPROVED PLAN:
RM250003

Friday, 27 February 2026

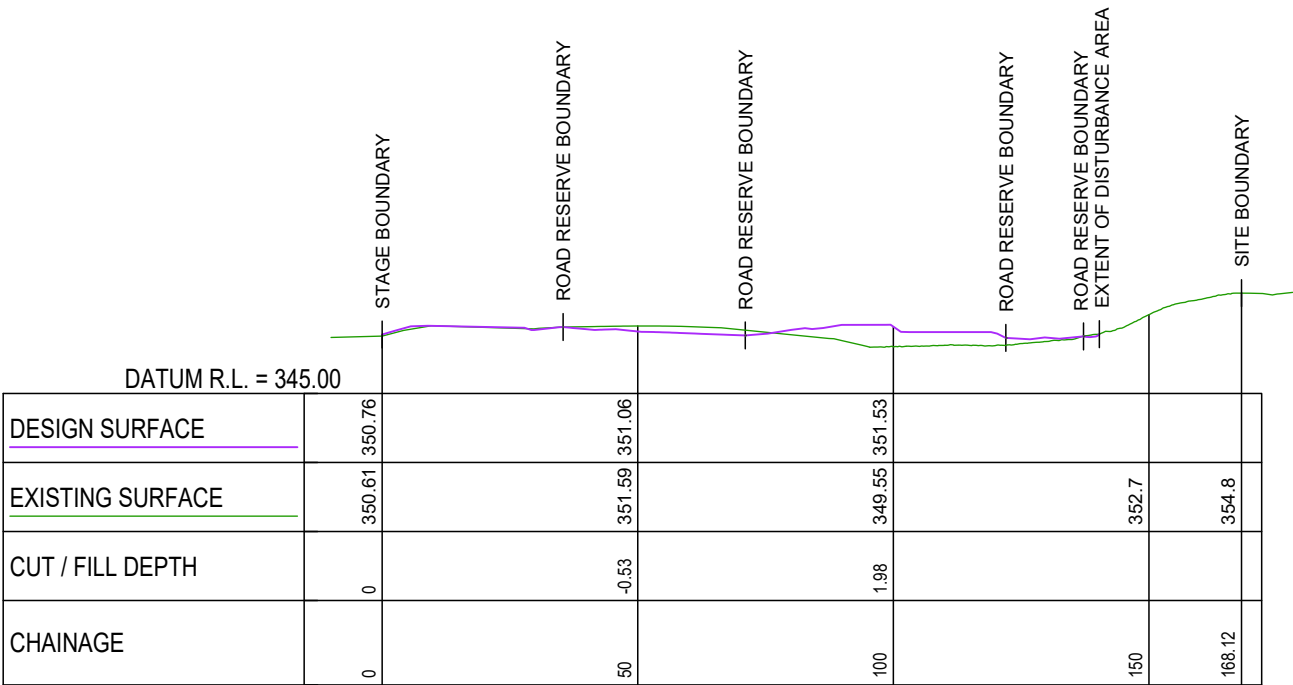
QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM240469

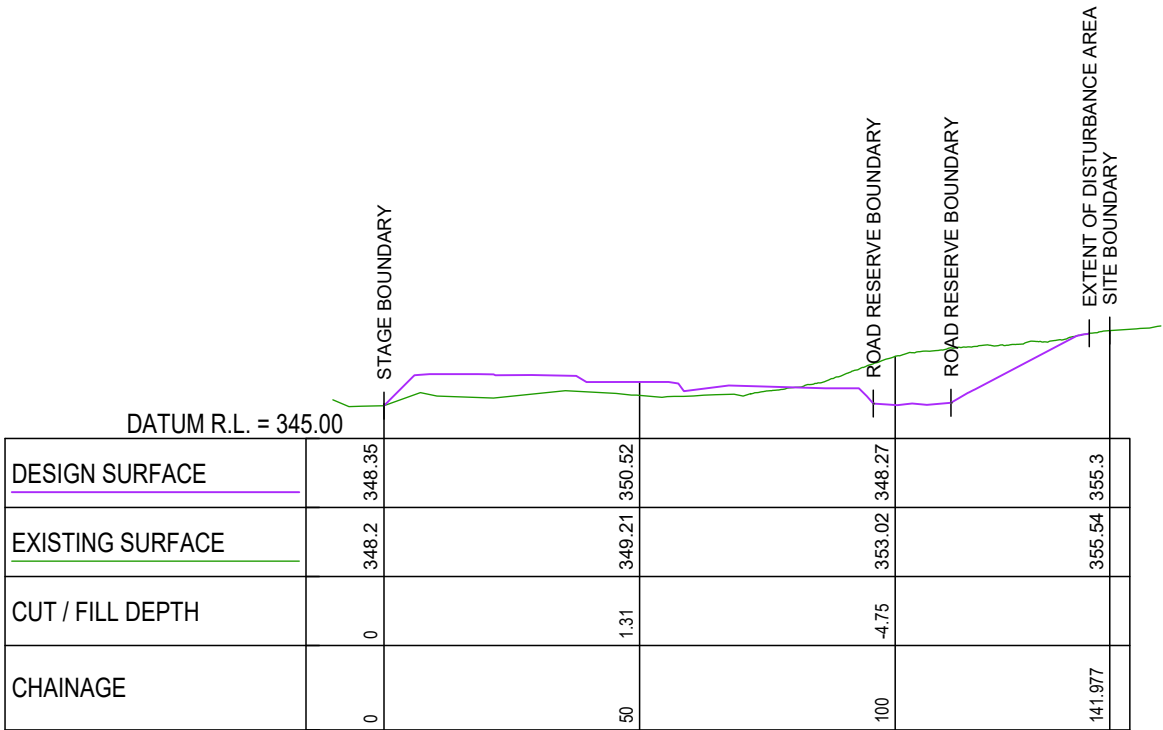
Monday, 16 December 2024



A3 SCALE: H 1:1500, V 1:750
SECTION E - EE



A3 SCALE: H 1:1500, V 1:750
SECTION F - FF



A3 SCALE: H 1:1500, V 1:750
SECTION G - GG

ISSUED FOR CONSENT 20.06.2024



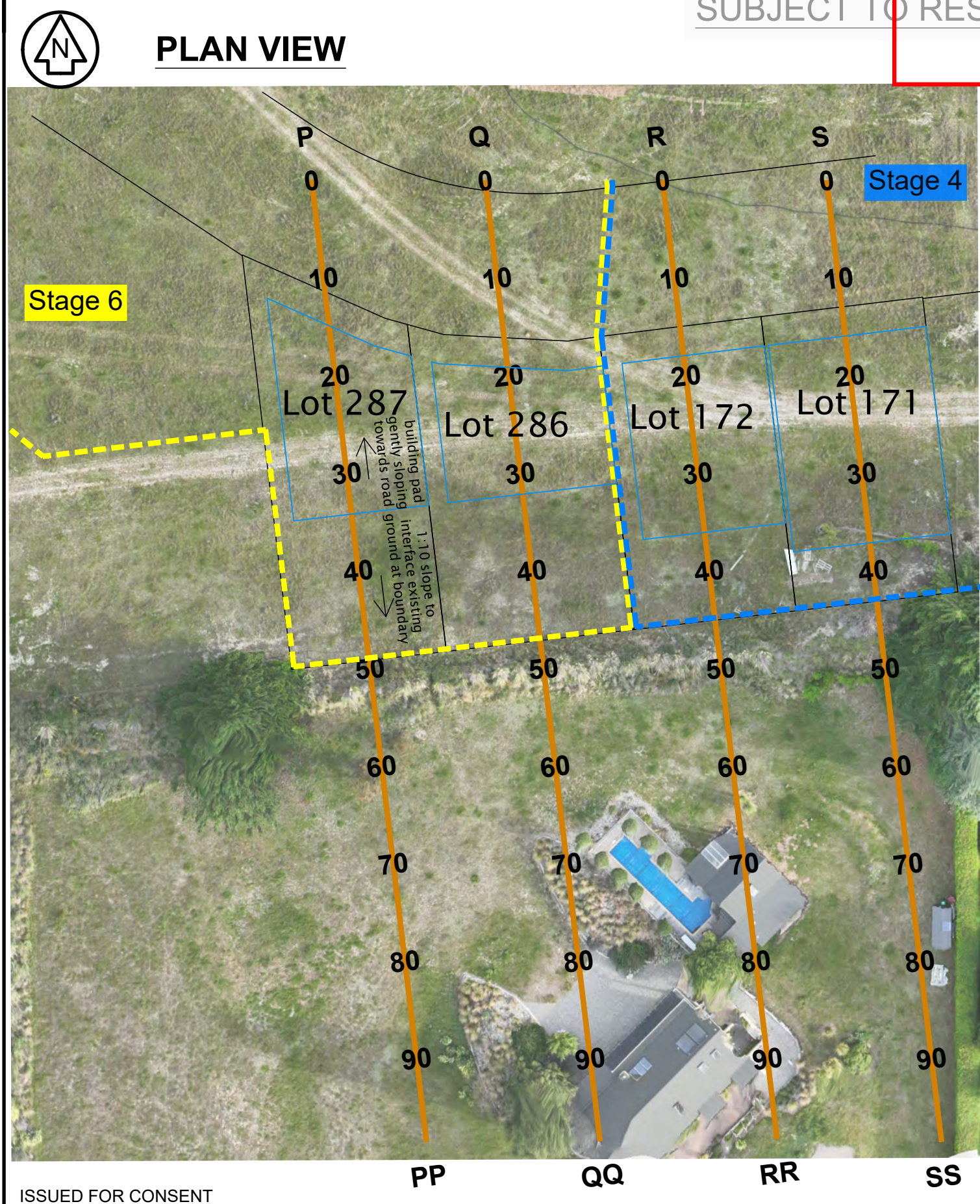
OFFICES IN CROMWELL, GORE AND NEW PLYMOUTH · www.landpro.co.nz

Client
WFH PROPERTIES LTD

NOTES
- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

BULK EARTHWORKS PLAN: SECTION E - EE, F - FF & G - GG
STAGE 3 TO 7
PROPOSED SUBDIVISION OF SECTION 2 SO 576961
PEMBROKE HEIGHTS, 44 PEAK VIEW RIDGE WANAKA

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
0	20.06.24	Initial Issue	KA	LP		2019	21091	117
-	-	-	-	Drawn	Signed	Date	Scale	
				KA		24.05.24		
				Designed	Signed	Date	Datum & Level	Rev.
				KA		24.05.24	LP2000 & NZVD16	0



QUEENSTOWN LAKES DISTRICT COUNCIL

173

APPROVED PLAN:
RM250003

Friday, 27 February 2026

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM240469

Monday, 16 December 2024

DATUM RL = 345.200

DESIGN SURFACE LEVEL	354.89	354.92	354.91	354.94	354.2														
EXISTING SURFACE LEVEL	355.83	355.18	354.4	353.7	353.41	353.36	352.84	352.77	352.54	351.55	351.25								
CUT / FILL DEPTH	-0.943	-0.258	0.510	1.239	0.880	0.000	0.000	0.000	0.000	0.000	0.000								
CHAINAGE	0	10	20	30	40	50	60	70	80	90	98.752								

LONGITUDINAL SECTION P - PP A3 SCALE: H 1:1000, V 1:1000

DATUM RL = 346.500

DESIGN SURFACE LEVEL	355.08	354.71	354.8	354.84	354.12														
EXISTING SURFACE LEVEL	356.08	355.29	354.55	353.96	353.56	354.22	352.59	353.7	352.5	352.53	352.65								
CUT / FILL DEPTH	-0.999	-0.579	0.248	0.886	0.567	0.000	0.000	0.000	0.000	0.000	0.000								
CHAINAGE	0	10	20	30	40	50	60	70	80	90	98.67								

LONGITUDINAL SECTION Q - QQ A3 SCALE: H 1:1000, V 1:1000

DATUM RL = 346.600

DESIGN SURFACE LEVEL	354.66	354.43	354.51	354.54	354.19														
EXISTING SURFACE LEVEL	356.06	355.27	354.62	354.1	353.62	354.43	353.1	353.08	353.06	352.67	353.74								
CUT / FILL DEPTH	-1.400	-0.835	-0.116	0.440	0.568	0.000	0.000	0.000	0.000	0.000	0.000								
CHAINAGE	0	10	20	30	40	50	60	70	80	90	98.565								

LONGITUDINAL SECTION R - RR A3 SCALE: H 1:1000, V 1:1000

DATUM RL = 347.000

DESIGN SURFACE LEVEL	354.46	354.27	354.32	354.37															
EXISTING SURFACE LEVEL	356.48	355.81	355.11	354.68	353.91	354.55	353.33	353.14	353.14	353.32	353.35								
CUT / FILL DEPTH	-2.014	-1.538	-0.788	-0.306		0.000	0.000	0.000	0.000	0.000	0.000								
CHAINAGE	0	10	20	30	40	50	60	70	80	90	98.534								

LONGITUDINAL SECTION S - SS A3 SCALE: H 1:1000, V 1:1000

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM240469

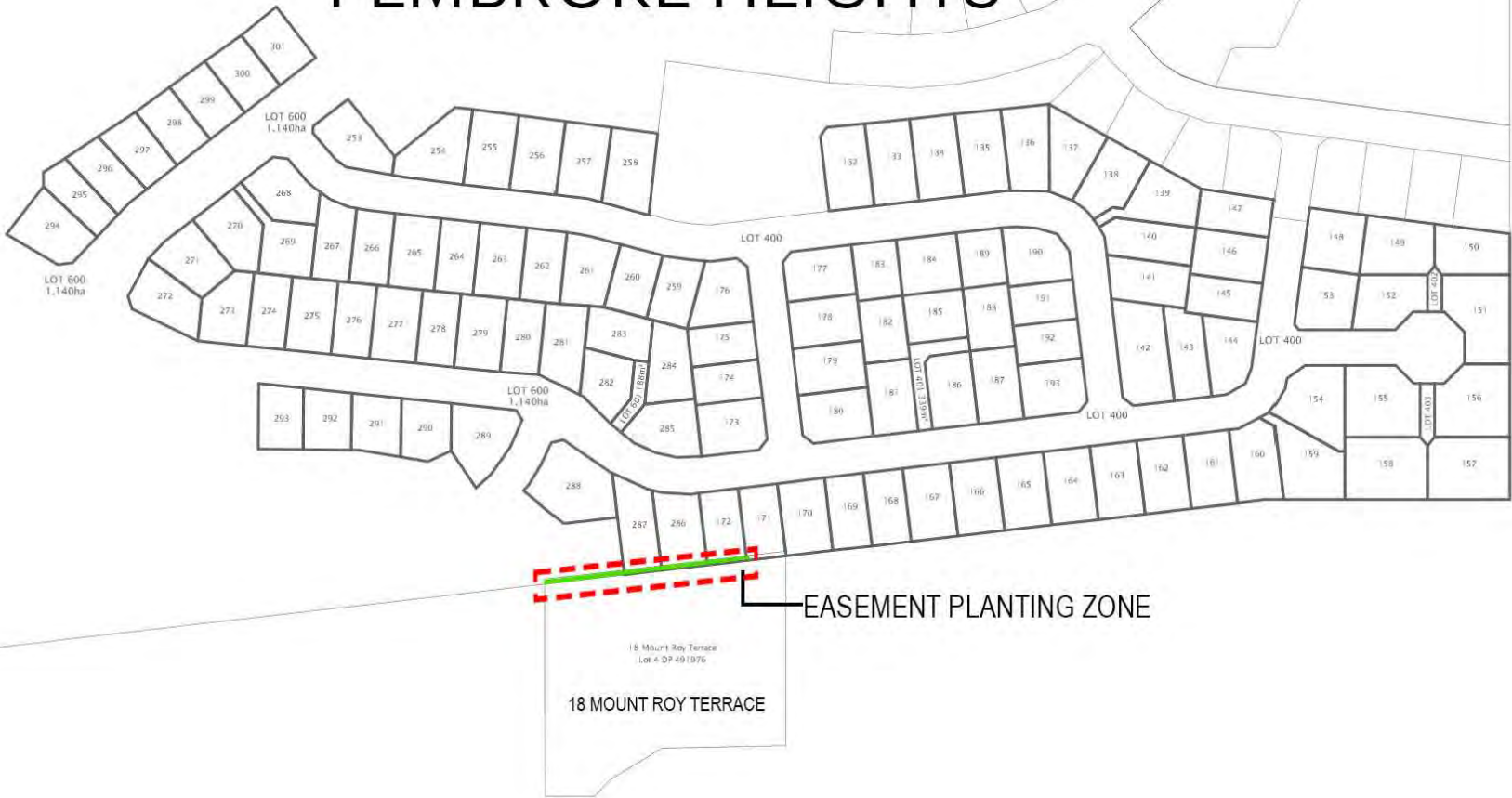
Monday, 16 December 2024

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM250003

Friday, 27 February 2026

PEMBROKE HEIGHTS



EASEMENT PLANTING ZONE

18 MOUNT ROY TERRACE

CLIENT
FULTON HOGAN LAND
DEVELOPMENTS LTD

CONSULTANTS
LANDPRO

NOTES

No.	Revision	By	Chk	Appd	Date
A	FOR TENDER	SB	LJ	LJ	06.12.24

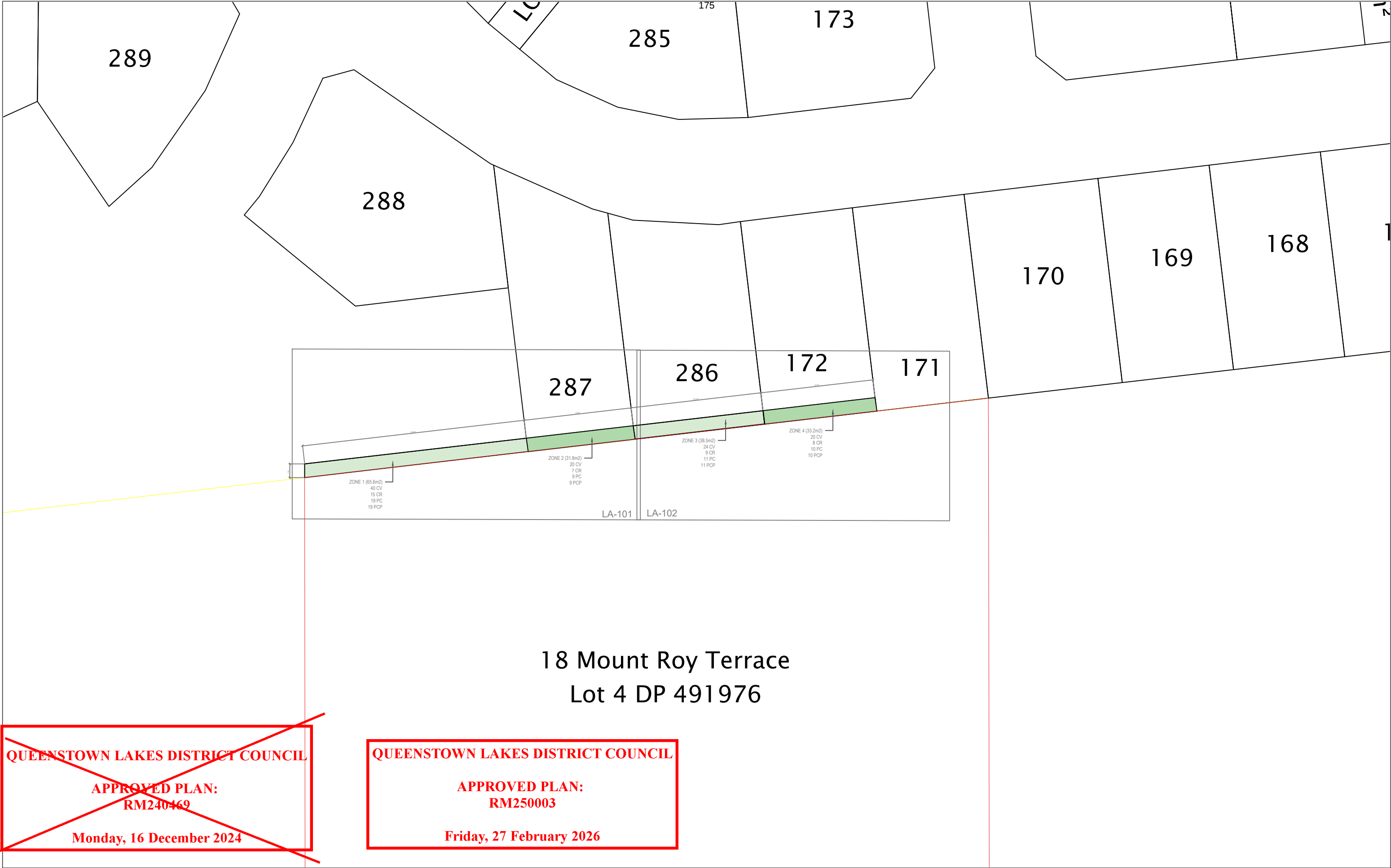
PROJECT
PEMBROKE HEIGHTS - 18 MOUNT ROY TERRACE
EASEMENT LANDSCAPE PLANTING

TITLE
LOCATION PLAN

JOB NUMBER
2979

DESIGNED BY	SB	SCALE	NORTH
DRAWN BY	SB		
APPROVED BY	LJ	DATE	06.12.2024
DRAWING NUMBER	LA-002	REVISION	A

ISSUED FOR
TENDER



RESET URBAN DESIGN LTD. PO BOX 106 594 AUCKLAND CITY LEVEL 1 SHED 20 PRINCE'S WHARF AUCKLAND NEW ZEALAND 1 +64 (0)9 302 0025 W www.reseturban.co.nz	CLIENT	NOTES	No. Revision				By	Chk	Appd	Date	PROJECT	JOB NUMBER	DESIGNED BY	SB	SCALE	1:500@ A3	NORTH	
	FULTON HOGAN LAND DEVELOPMENTS LTD.		A				FOR TENDER	SB	LJ	LJ	06.12.24	PEMBROKE HEIGHTS - 18 MOUNT ROY TERRACE EASEMENT LANDSCAPE PLANTING	2979	DRAWN BY	SB			
	CONSULTANTS												APPROVED BY	LJ	DATE	06.12.2024		
	LANDPRO												DRAWING NUMBER	REVISION				
	---												LA-100	A				
	---										TITLE		ISSUED FOR					
	---										LANDSCAPE PLAN KEY SHEET		TENDER					

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM240469

Monday, 16 December 2024

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM250003

Friday, 27 February 2026

176

287

15.9m

32.8m

ZONE 1 (65.6m²)

40 CV
15 CR
19 PC
19 PCP

ZONE 2 (31.8m²)

20 CV
7 CR
9 PC
9 PCP

LA-101

RE
SET

RESET URBAN DESIGN LTD.
PO BOX 106 594 AUCKLAND CITY
LEVEL 1 SHED 20 PRINCE'S WHARF
AUCKLAND NEW ZEALAND
1 +64 (0)9 302 0025
W www.reseturban.co.nz

CLIENT
FULTON HOGAN LAND
DEVELOPMENTS LTD.

CONSULTANTS
LANDPRO

NOTES

No.	Revision	By	Chk	Appd	Date
A	FOR TENDER	SB	LJ	LJ	06.12.24

PROJECT
PEMBROKE HEIGHTS - 18 MOUNT ROY TERRACE
EASEMENT LANDSCAPE PLANTING

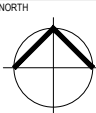
TITLE
LANDSCAPE PLAN
SHEET 1

JOB NUMBER
2979

DESIGNED BY SB
DRAWN BY SB
APPROVED BY LJ
DATE 06.12.2024

DRAWING NUMBER
LA-101
REVISION
A

ISSUED FOR
TENDER



286

172

171

177

16.6m

19.25m

ZONE 3 (38.5m2)
24 CV
9 CR
11 PC
11 PCP

ZONE 4 (33.2m2)
20 CV
8 CR
10 PC
10 PCP

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM250003

Friday, 27 February 2026

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM240469

Monday, 16 December 2024

101

LA-102

RESET

RESET URBAN DESIGN LTD.
PO BOX 106 594 AUCKLAND CITY
LEVEL 1 SHED 20 PRINCE'S WHARF
AUCKLAND NEW ZEALAND
+64 (0)9 302 0025
www.reseturban.co.nz

CLIENT
FULTON HOGAN LAND DEVELOPMENTS LTD

CONSULTANTS
LANDPRO

NOTES

No.	Revision	By	Chk	Appd	Date
A	FOR TENDER	SB	LJ	LJ	06.12.24

PROJECT
PEMBROKE HEIGHTS- 18 MOUNT ROY TERRACE
EASEMENT LANDSCAPE PLANTING

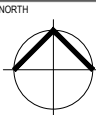
TITLE
PLANTING PLAN
SHEET 2

JOB NUMBER
2979

DESIGNED BY	SB	SCALE	1:125@ A3
DRAWN BY	SB	DATE	06.12.2024
APPROVED BY	LJ	REVISION	A

DRAWING NUMBER
LA-102

ISSUED FOR
TENDER



QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM240469

Monday, 16 December 2024



CAREX VIRGATA



CORTADERIA RICHARDII



PHORMIUM COOKIANUM



PHORMIUM COOKIANUM 'PURPUREA'

QUEENSTOWN LAKES DISTRICT COUNCIL

APPROVED PLAN:
RM250003

Friday, 27 February 2026

PLANTING SCHEDULE											
TOTAL AREA: 185.7m2											
Code	Botanical name	Common name	Spacing	Size	%	ZONE 1	ZONE 2	ZONE 3	ZONE 4	Total Quantity	Planting Notes
CV	Carex virgata	Pukio	750mm	2L	30%	40	20	24	20	104	Plant along northern edge in groups of 10-12
CR	Cortaderia richardii	South Island Toe Toe	1000mm	2L	20%	15	7	9	8	39	Plant in groups of 4-7
PC	Phormium cookianum	Wharariki	1000mm	2L	25%	19	9	11	10	49	Plant in groups of 6-10
PCP	Phormium cookianum 'Purpurea'	Purple Wharariki	1000mm	2L	25%	19	9	11	10	49	Plant in groups of 6-10

RE
SET

RESET URBAN DESIGN LTD.
PO BOX 108 594 AUCKLAND CITY
LEVEL 1 SHED 20 PRINCE'S WHARF
AUCKLAND NEW ZEALAND
T +64 (0)9 302 0025
W www.reseturban.co.nz

CLIENT
FULTON HOGAN LAND
DEVELOPMENTS LTD.

CONSULTANTS
LANDPRO
—
—
—

NOTES

No.	Revision	By	Chk	Appd	Date
A	FOR TENDER	SB	LJ	LJ	06.12.24

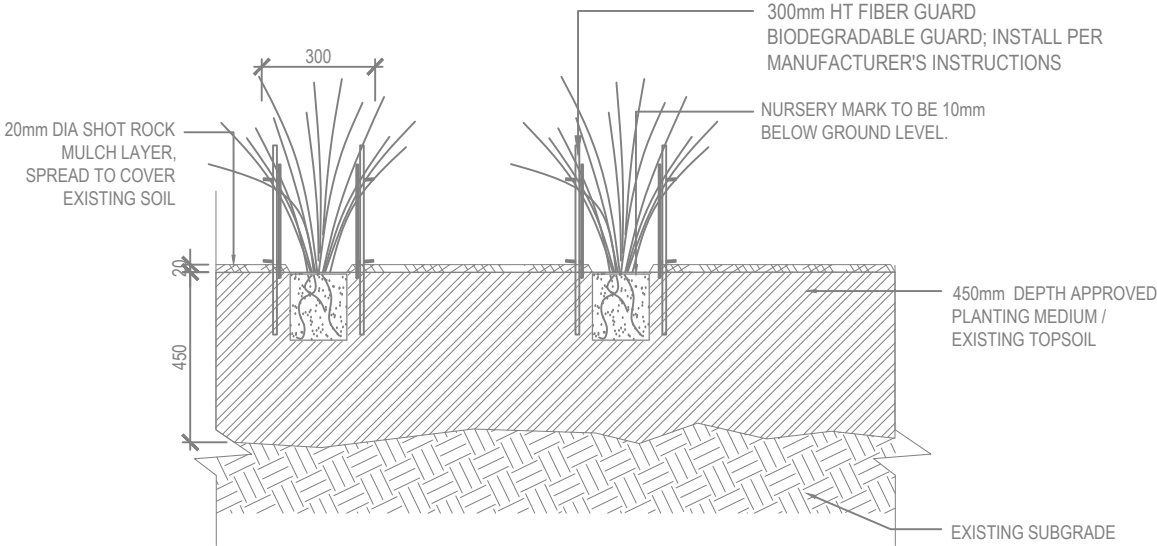
PROJECT
PEMBROKE HEIGHTS - 18 MOUNT ROY TERRACE
EASEMENT LANDSCAPE PLANTING

TITLE
PLANTING SCHEDULE

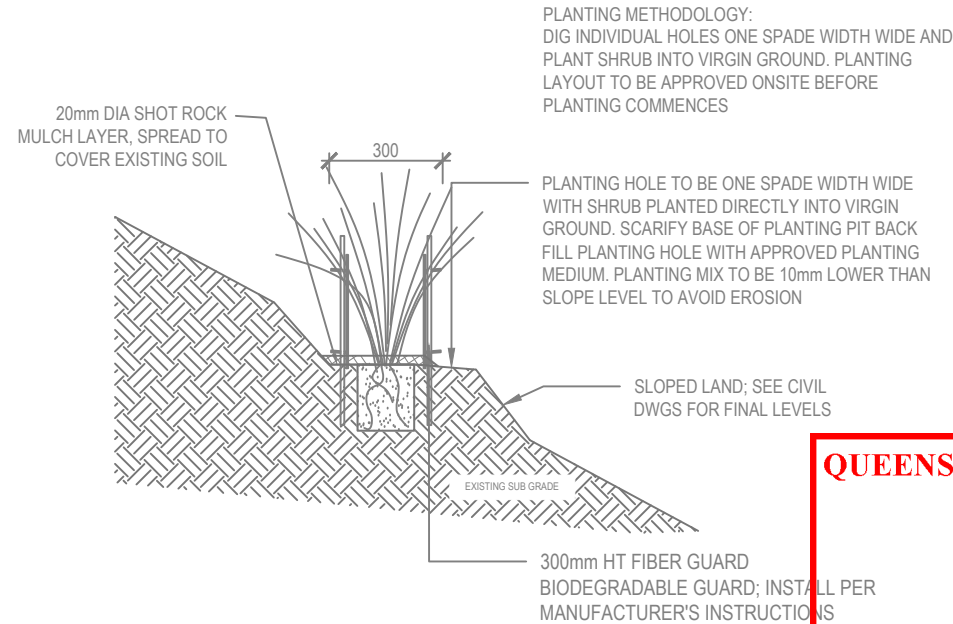
JOB NUMBER
2979

DESIGNED BY	SB	SCALE	
DRAWN BY	SB	DATE	06.12.24
APPROVED BY	LJ	REVISION	
DRAWING NUMBER	LA-103	REVISION	A

ISSUED FOR
TENDER



1 TYPICAL SHRUB PLANTING
SECTION
Scale 1:20



2 TYPICAL SHRUB PLANTING - SLOPE TREATMENT
SECTION
Scale 1:10



Features

- Protects plants naturally against browsing animals, herbicide sprays and harsh elements
- Provides its own micro-climate to help plants survive and enhance growth
- Manufactured using a tough recycled fibre board that has excellent puncture resistant properties and high bursting strength
- High 'Wet Strength' due to its FDA compliant moisture barrier helping it withstand damp environments
- Fast and secure install with its innovative tab and slot design. Has two unique stake ports to ensure guards are locked in place and stable in the wind.

Benefits

- Sloped design for easy placement on hillsides where necessary
- Neutral colour creates aesthetically pleasing landscapes
- Removal of guards not necessary as they biodegrade down to mulch, however they can be removed or recycled if desired
- Provides good protection in the field for up to 24 months. The rate of degradation is dependent on climate and site conditions.

Code	Size	Pack Qty
3970	FiberGuard 300mm	50 units
3974	FiberGuard 300mm Combo (with 2 x 500mm Canes)	50 units
3977	FiberGuard 300mm Kit (with 2 x 500mm Canes, 1x EcoCair Mat)	50 units
3877A	FiberGuard 300mm Kit (with 2 x 500mm Canes, 1x EcoWool Mat)	50 units

Code	Size	Pack Qty
3971	FiberGuard 450mm	50 units
3975	FiberGuard 450mm Combo (with 2 x 750mm Canes)	50 units
3878	FiberGuard 450mm Kit (with 2 x 750mm Canes) 1x EcoCair Mat	50 units
3978A	FiberGuard 450mm Kit (with 2 x 750mm Canes) 1x EcoWool Mat	50 units

For more info or questions contact our friendly team

0800 600 789
sales@advancelandscape.co.nz
www.advancelandscape.co.nz



3 RABBIT FIBRE GUARD
SPECIFICATION SHEET
Scale NTS

No.	Revision	By	Chk	Appd	Date
A	FOR TENDER	SB	LJ	LJ	06.12.24

PROJECT
PEMBROKE HEIGHTS - 18 MOUNT ROY TERRACE
EASEMENT LANDSCAPE PLANTING

TITLE
PLANTING DETAILS

JOB NUMBER 2979	DESIGNED BY SB	SCALE	NORTH
DRAWN BY SB	DATE 06.12.24	REVISION A	
APPROVED BY LJ			
DRAWING NUMBER LA-104			
ISSUED FOR TENDER			