

14 October 2009

John Edmonds
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In reply please quote
File Ref: PPC 39

Dear John

PRIVATE PLAN CHANGE 39: REQUEST FOR ADDITIONAL INFORMATION

Your Request for a Plan Change has been assessed for completeness in terms of the First Schedule of the Resource Management Act 1991.

As such, the following further information is requested pursuant to Clause 23(1) in order to better understand the nature of the request and how the effects are being mitigated. It is advised that a comprehensive copy of the specialist comments has been provided for your information. Please note that only the information identified under the headings listed request for further information is required as part of this initial assessment.

Landscape Assessment- Helen Mellsop

1. The Ecological Assessment and Recommendations prepared by Natural Solutions for Nature provides adequate information to assess the effects of the Plan Change on the ecology of the area. However, I note that the recommendations of the report with regard to retention of the open flow of the creek do not appear to have been carried through into the masterplan. Although preservation of the wetland is shown on this plan, the remaining upstream course of the creek does not appear on the plan. In addition, the provisions of the Plan Change in regard to the creek are not particularly strong. Assessment Matter 12.6.2 (iii) (f) requires consideration of the extent to which existing watercourses and wetland in the vicinity are protected and enhanced when assessing neighbourhood development plans. However, my experience with the Jacks Point Special Zone rules is that such provisions rely on the good faith of the developer and do not have sufficient teeth to require retention of watercourses.
2. The 'Analysis of the Site and Surrounding Landscape' prepared by Baxter Design Group contains some assessment of the impact of the Plan Change on the entry experiences on McDonnell and Centennial Roads, but does not include a comprehensive visual and landscape assessment of effects. Potential impacts on the rural amenity of neighbouring land, the visual amenity values of the surrounding landscape and the integrity of Arrowtown's urban form have not been adequately addressed and more distant viewpoints such as Crown Range Road, Feehley's Hill, Tobins Track and the ridge south of The Hills golf course have not been assessed. The potential for precedent effects, leading to sprawl of development west of McDonnell Road, have also not been considered. I recommend that either a peer review of the landscape assessment be undertaken or a more comprehensive landscape and visual assessment requested.

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3. It is not clear from the proposed Plan Change or masterplan how the escarpment greenspace would be managed in the long term – whether this area would be vested in Council as a reserve or managed by a body corporate or landowners association. The open space would require ongoing maintenance and weed control in perpetuity and as submitted the Plan Change does not provide mechanism for this to occur.

Request for Further Information

- A. Please provide a more comprehensive landscape and visual assessment of the proposed development as considered from the distant viewpoints of Crown Range Road, Feehlys Hill, Tobins Track and the ridge south of the Hills golf course.

Urban Design Assessment- Nick Karlovsky

4. The inclusion of neighbourhood development plans, design guidelines and open space management plans in both the site and zone standards is a bit unclear. The site standard simply identifies that these shall be submitted with respect to a list of matters with no mention of Council approval. The zone standard then requires that neighbourhood development plans and design guidelines be submitted for approval by Council.

Zone and site standards are generally reserved for quantifiable matters so it can clearly be established where they have been breached and therefore get escalated in activity status.

It would be clearer to simply include neighbourhood development plans, design guidelines and open space management plans under the list of Discretionary activities, state the matters to which Council restricts discretion and retain the assessment criteria.

5. I'd also suggest the use of Restricted Discretionary status for buildings in both residential neighbourhoods and village as conditions are an inadequate means of redressing poor design.
6. The assessment criteria for both neighbourhoods and guidelines is starting to dictate a narrow palate of options which may conflict with establishing distinct neighbourhood characters in each neighbourhood.

Some other assessment criteria for neighbourhood and guidelines may include:

- The means by which passive surveillance over the streets and public open space is achieved
 - The placement of garages and ancillary buildings on-site so as not to be visually over dominant on the streetscape
 - The extent to which built form is sympathetic with the existing site terrain
 - The avoidance of excessive site excavation to achieve extra floor levels.
7. 'Traditional peaked roof forms' or just 'peaked roof forms' are referred to in various several places. Does this mean 'traditional gable roof forms? (A peak could be a variety of things). Particularly on sloping sites alternative roof forms that more closely follow the contour of the land may be more appropriate.
 8. Continuous Building Length. Rather than incorporate this ungainly rule from existing District Plan sections as an assessment criteria, it would be preferable to refer to

Arrowsmith Design Guidelines – ie breakdown buildings with large floor areas by using an additive/multicellular approach (creating a collection of adjoining sheds and lean-to forms).

Request for Further Information

B. Please elaborate on the definition of a 'Traditional peaked roof forms' or just 'peaked roof forms'. Does this mean 'traditional gable roof forms? (A peak could be a variety of things).

Engineering Assessment – Denis Mander

Transport

9. More information would be useful in understanding the plan change proponents' intentions for treatment of transportation. The documents refer in broad terms to improved connectivity in a local sense through connection of McDonnell and Centennial, and through trails. However more information is needed on:
 - Desired outcomes in terms of use of different modes, and how this will be achieved through the design and management of the transport network (including destination facilities).
 - Linkages to existing bus routes – in terms of legibility, safety and convenience
 - Principles relating to the quality of the various transport networks
10. It would be desirable to obtain the Traffic Design Group Traffic assessment. While the comment on possible traffic impacts on Malaghan Road is acknowledged, it would be useful to understand TDG's analysis of impacts on key intersections (such as McDonnell/Lake Hayes Rd) and the degree of mitigation required through combination of travel behaviour change measures and infrastructure upgrades. It would be expected that the transport measures proposed in the plan change enable and encourage the use of all modes by ensuring that options such as passenger transport, cycling and walking are convenient and attractive. Such a report should illustrate that a critical analysis of parking provisions has been undertaken and that the generic provisions of the district plan are indeed appropriate to this particular proposal.
11. A dilemma with all these plan changes is the degree of detail that can be expected. It is understood that a plan change will be a relatively high level document, but at this stage the current plan change does not convey at that high level how the area covered by the plan change will knit seamlessly into the adjacent established areas through design of transport networks. The new area will create (and attract) local transport demands and an understanding of the transport network pattern (or at least the principles behind it) is important to understand whether good connectivity is actually going to be achieved, or whether it will create a bias towards vehicular movement, to the detriment of cycling and pedestrian access.
12. Further information is needed on the proposed quality of the networks. From a transport perspective, use of "informal footpaths" is completely unacceptable. A clear focus must be on providing safe, convenient and legible footpaths that cater for the full cross-section of Arrowsmith residents and visitors. The combination of narrow slow speed streets and on-street cycle paths usable by mountain bikes leave us unclear as to provision for urban cycling, where the street network may provide the most direct cycle routes for many journeys. Further information is likely to address this point – if slow speeds are the desired outcome some forethought needs to be given as to how street design will deliver this outcome.

Three Waters

13. QLDC would wish to review the MWH report used for the plan change's commentary on the capacity of the water supply, storm water and waste water systems. Of particular interest is some visibility of the models used and detail on the outcomes.
14. Similar to the comment relating to the transport analysis - it is not clear how use of the District Plan to manage demand on these networks has been explored, and what recommendations have been made by the technical advisers.

Further Information Request

C. Please provide the following further information:

- Desired outcomes in terms of use of different modes, and how this will be achieved through the design and management of the transport network (including destination facilities).
- Linkages to existing bus routes – in terms of legibility, safety and convenience
- Principles relating to the quality of the various transport networks

D. In order to understand TDG's analysis of impacts on key intersections (such as McDonnell/Lake Hayes Rd) and the degree of mitigation required through combination of travel behaviour change measures and infrastructure upgrades, please provide the Traffic Design Group Traffic assessment.

E. The current plan change does not convey at that high level how the area covered by the plan change will knit seamlessly into the adjacent established areas through design of transport networks. The new area will create (and attract) local transport demands and an understanding of the transport network pattern (or at least the principles behind it) is important to understand whether good connectivity is actually going to be achieved, or whether it will create a bias towards vehicular movement, to the detriment of cycling and pedestrian access. Please provide further information on the proposed quality of the networks.

F. Please provide the MWH report used for the plan change's commentary on the capacity of the water supply, storm water and waste water systems.

G. Please advice how the use of the District Plan to manage demand on these networks has been explored, and what recommendations have been made by the technical advisers.

If you have any queries or have any concerns regarding this request for information, please contact me.

Yours faithfully



Karen Page
SENIOR POLICY ANALYST