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**Land Use Consent Application**  
**prepared for**

**SUNSHINE HOUSING**  
**(2016) LIMITED**

**5 Pioneer Drive, Lake Tekapo**

**July 2018**

**Land Use Consent Application**  
**prepared for**

**SUNSHINE HOUSING (2016) LIMITED**

**5 Pioneer Drive, Lake Tekapo**

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## **Form 9: Application for Resource Consent Under Section 88 of the Resource Management Act 1991**

TO: The Mackenzie District Council

**We: Sunshine Housing (2016) Ltd** ('the applicant'), apply for the Land Use Consent described below.

1. The activity to which the application relates (the proposed activity) is as follows:

Resource consent is sought to establish visitor accommodation units with associated landscaping and car parking.

The proposed activities for which consent is sought will be undertaken in accordance with the details, information and plans that accompany and form part of the application, including the Assessment of Effects on the Environment attached.

2. The site at which the proposed activity is to occur is as follows:

5 Pioneer Drive, Tekapo which is legally described as Section 4 Block I Tekapo Village contained within Certificate of Title CB330/5.

Refer to **Appendix 1** for the Certificate of Title.

The natural and physical characteristics of the site and any adjacent uses that may be relevant to the consideration of the application is set out in further detail within the details, information and plans that accompany and form part of the application, including the attached Assessment of Effects on the Environment ('AEE').

3. The full name and address of each owner or occupier (other than the applicant) of the site to which the application relates are as follows:

The site is owned and by the applicant.

The applicant also operates an existing visitor accommodation activity on the site.

4. There are no other activities that are part of the proposal to which this application relates.

5. No additional consents are required at this time in relation to this proposal.

6. I attach an assessment of the proposed activity's effect on the environment that—

- (a) includes the information required by clause 6 of Schedule 4 of the Resource Management Act 1991; and
- (b) addresses the matters specified in clause 7 of Schedule 4 of the Resource Management Act 1991; and
- (c) includes such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.



7. I attach an assessment of the proposed activity against the matters set out in Part 2 of the Resource Management Act 1991.
8. I attach an assessment of the proposed activity against any relevant provisions of a document referred to in section 104(1)(b) of the Resource Management Act 1991, including the information required by clause 2(2) of Schedule 4 of that Act.
9. I attach an assessment of the proposed activity against the resource management matters set out in the relevant planning documents.
10. I attach all necessary further information required to be included in this application by the district plan, the regional plan, the Resource Management Act 1991, or any regulations made under that Act.

**Andrew Fitzgerald, Planner**

**DATED:** 10 July 2018

(Signature of applicant or person authorised to sign on behalf)

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## **Assessment of Effects on the Environment (AEE)**



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## Introduction

1. The applicant seeks resource consent to construct 16 new visitor accommodation units, and convert an existing building into a service centre and an additional visitor accommodation unit. The site is located at 5 Pioneer Drive, on the edge of Lake Tekapo.
2. Resource Consent is required as a non-complying activity under the Mackenzie District Plan.
3. Section 88 of the Resource Management Act 1991 ('the Act') sets out the particular requirements for persons making an application to a local authority for a resource consent. Section 88(2)(b) states that:

*"an application must be made in the prescribed form and manner; and include, in accordance with Schedule 4 of the Act, an assessment of environmental effects in such detail as corresponds with the scale and significance of the effects that the activity may have on the environment".*

4. The following assessment is made in accordance with these requirements.

## The Site and Surrounding Environment

### Site Details

5. The application site at 5 Pioneer Drive is legally described as Section 4 Block I Tekapo Village. A copy of the Certificate of Title is attached as **Appendix 1**, and the property is identified in Figure 1 (showing a wider aerial photograph of the site) and Figure 2 (showing a closer view of the site and surrounds).
6. A detailed description of the site and surrounding environment is provided in the Assessment of Landscape and Visual Effects report prepared by Rough and Milne Landscape Architects, which is attached as **Appendix 3**. The following provides a brief overview of the site.
7. The site currently contains a single storey dwelling known as 'Old Pennscroft' erected in 1929, located on the front half of the site. To the south and south-east of the main building are detached garages and sheds.
8. The site has a rectangular shape, approximately 38m wide and 100m long. The site is essentially split level with the front northern portion some 2.1 m higher, dropping steeply in elevation to the back third of the site. A survey plan of the site is attached as **Appendix 2**.
9. The rear portion of the property is largely open grass with some juvenile feature trees located around the perimeter including horse chestnut, cedar, silver birch, pinoak / liquidambar, and ash trees.
10. A low dry stone wall identifies the road boundary and front yard to the house with plaster and stone entrance feature walls, stone columns and timber gate either side of a gravel driveway.



11. The site is currently used as visitor accommodation for up to 12 people, with an on-site manager. A resource consent for (Council reference RM170182) has been approved for this activity.

## **Surrounding environment**

12. The immediately surrounding area surrounding the application site includes the following activities / uses:
  - 4 Pioneer Drive (872m<sup>2</sup> lot size): an existing single storey residential dwelling to the east of the application site.
  - 6 Pioneer Drive (844m<sup>2</sup> lot size): an existing two storey residential dwelling to the west of the application site.
  - 7 Pioneer Drive (1022m<sup>2</sup> lot size): an existing single storey residential dwelling on a rear section to the west of the application site.
  - 5 Beauchamp Place (946m<sup>2</sup> lot size): a recently constructed single storey residential dwelling to the east of the application site.
  - 3 Beauchamp Place (1087m<sup>2</sup> lot size): at the time of lodging this application a concrete foundation had been laid for a new building to the east of the application site, however work has ceased.
  - 1 Beauchamp Place: to the south of the site are 30 units which are understood to be used as residential and guest accommodation units (the latter referred to as Mantra Lake Tekapo). Adjacent to the boundary shared with the application site these feature two blocks of units which face out towards the lake and over the application site.
13. The wider area includes residential and visitor accommodation activities, the latter including the Parkhead Motel (10 Pioneer Drive) and The Chalet (14 Pioneer Drive).
14. Notably, further to the west on Pioneer Drive is The Church of the Good Shepherd and Mackenzie's dog sculpture / statue.



Figure 1: Aerial photograph of application site and surrounds (Source: Canterbury Maps)





## The Proposal

15. This application proposes a comprehensive redevelopment of the site to establish visitor accommodation units. This includes the conversion of the existing dwelling into an accommodation unit and service centre (inclusive of managers unit), and the establishment of 16 new detached single storey visitor accommodation units spread across the site.
16. Further details of the proposal are provided below.

## Existing building

17. Internal alterations will be undertaken to convert this building into a visitor accommodation unit (located on the western side of the building) and a service centre on the eastern side of the building. The service centre will manage bookings, check in / out, housekeeping, ground maintenance, guest behaviour etc.

## New Units and Landscaping

18. 16 new units are proposed around the periphery of the site. The units north of the existing dwelling are referred to as the 'Lake View' units and the units south of the existing dwelling are referred to as 'The Glade' units. The buildings are setback 4.5 m from Pioneer Drive and 2m from each internal boundary.
19. The units are each designed as 58m<sup>2</sup> pentagons, approximately 5.1m in height, clad in cedar weatherboards on three sides and glazing on the remaining two sides with glass and



colour steel roofing. The apex of the pentagon is glazed and is intended to facilitate stargazing. The internal layout includes open plan dining, kitchen, living with the balance floor area divided into a bathroom and two bedrooms. Each unit will accommodate a maximum of five people, although the applicant anticipates that each unit will accommodate four people for most of the time.

20. All units are stand alone except for units 1 and 2 fronting Pioneer Drive at the northern boundary of the site. These units are joined by a common central deck area. Each unit has a separate fenced area for rubbish and recycling bins, an outdoor deck area and a landscaped surrounding.
21. A central circulation layout provides vehicle manoeuvring and access through the site to each unit. The parking and circulation areas are surfaced with local aggregate except for a paved threshold southeast of the existing dwelling indicating a common use area where access to the lodge, the Lake View and The Glade units intersects. Each unit is provided with an uncovered car park adjacent to the building.
22. Full details of the proposed landscaping are provided in the landscape plan in **Appendix 2** and the landscape assessment in **Appendix 3**, although the following key aspects are noted.
  - The site is landscaped with rockeries, stone walls and tree planting to separate and provide privacy between the units. The large rocks proposed around the units for landscaping purposes will be locally sourced and arranged in a naturalistic manner to represent glacial erratic.
  - Most site trees will be removed, however where practicable existing trees will be retained. The retained trees include a large conifer close to the front boundary, several trees along the southern site boundary and a cluster of conifers and birch where the site slopes to The Glade area.
  - The plant palette has been chosen to reflect the planted character of the locality and includes pin-oak, liquidambar, plane tree, alder, silver birch, european beech and rowan trees. The native mountain beech tree is also proposed. Groundcover and shrubs will consist of a mix of native and exotic grasses and shrubs.
  - All planted areas and / or individual plants will be irrigated using a dripper irrigation system to ensure rapid establishment of the new planting.
23. In addition, the applicant proposes to erect a 1.8m fence along the south-eastern internal boundary, and the majority of the north-western internal boundary (noting that no fence is proposed for the first 22m of this boundary as measured from the road boundary). Note that parts of this fence will be acoustic fencing, the specifications of which are outlined in paragraph 72 of this report.
24. The built area will total 1145m<sup>2</sup> equating to a site coverage of 28.3%.





## Lighting

25. A concept lighting design has been prepared by Essential Lighting Consultancy for the site, which is attached as **Appendix 4** to this report. This includes concepts for exterior lighting (including at the site entrance, step lighting, unit numbering, and site path finding) and interior lighting concepts. Notably, the concepts for the internal lighting within the buildings is subject to more detailed design and as such these features of the Lighting Design Concept do not form part of the current consent application.

## Signage

26. On the existing stone wall along the road boundary, the applicant proposes to erect signage. The future name of the complex is yet to be confirmed, however the signage elevation in **Appendix 2** indicates that the primary name will have maximum lettering height of 0.15m, while the property name will have maximum lettering height of 0.1m. The signage will be individual letters attached to the wall and will have a total area (measured from the maximum extent of the text) of approximately 0.6m<sup>2</sup>.
27. The signs will be illuminated. The lighting design report (in **Appendix 4**) states that they will have a low luminance value less than 720 cd at 1.7m high 10m away. This will limit any glare and spill light. These lights will be controlled via a time clock / photo-cell, so they are only illuminated during the hours of darkness. Each unit will have an override switch to enable the sign lights to be manually switched off.

## Other matters

28. No alcohol will be sold on-site.
29. The applicant does not propose any major excavation or filling onsite. The Finished Floor Levels of the buildings shown on the site plan (attached with **Appendix 2**) indicate the pods are deployed along the site contour, with some gentle stone nib garden walls to some lots.
30. The applicant proposes to prepare and implement a Noise Management Plan for the site, which will be secured by the following volunteered condition of consent:

*Condition x: Within three months of resource consent being granted the consent holder shall submit an activity management plan for certification by the Council's Group Manager Regulations. The plan shall incorporate those measures detailed as part of these conditions of consent but shall also include:*

- Measure to ensure guests are aware that the facility is located within a residential area and of the need to consider neighbours, particularly with respect to the movement of motor vehicles on and off the site, movement of people from vehicles to accommodation, and the use of outdoor spaces by guests;*
- Procedures for how any inappropriate behaviour, particularly noise, from guests will be managed;*



- *Arrangements for the provision of a contact person for adjoining landowners should they need to contact the consent holder;*
- *Formal procedures to address any complaints received; and*
- *Any other matters appropriate to both ensure ongoing compliance with the relevant provisions of the Mackenzie District Plan and to ensure any potential adverse effects from the consented activity on adjoining landowners are minimised.*

*Condition y: The management plan, required as part of condition x, shall be implemented immediately following certification by Council.*

## Statutory Context

### NES for Contaminants in Soil

31. Based on a review of the Listed Land Use Register (LLUR) held by Environment Canterbury, there is no evidence of ground contamination or of activities described on the Hazardous Substances and Industries List (HAIL) occurring or having occurred on the site. Accordingly, the NES does not apply to the activity.

### Mackenzie District Plan

32. Under the District Plan, the site is predominantly within the *Residential 1* zone, with a narrow strip along the southern internal boundary (approximately 7.62m in width) which is zoned *Residential 2*.
33. The District Plan provides the following descriptions of these zones:

#### ***Residential Policy 1B - Density And Scale: Residential 1 Zones***

*To enable land in Residential 1 Zones to be used efficiently while maintaining ample open space and the existing scale and medium density of these areas.*

*Explanation and Reasons: The activities and buildings occurring on individual sites in an area contribute to the general amenity of the area. Generally, people living in residential areas in Mackenzie District wish to maintain the current medium density and scale of the residential areas, with ample open space around buildings.*

*Implementation Methods:*

- *Building Coverage*
- *Family Flats*
- *Height of Buildings*
- *Residential Density*



- *Setback from Boundaries Roads and Neighbours*
- *Site Size*
- *Use of Property Law Act 1952 by property owners adversely affected by trees on neighbouring properties.*

#### *Environmental Results Anticipated*

- *Low scale residential development allowing for views to be enjoyed.*
- *Low scale non-residential development which is in keeping with residential activity.*
- *Maintenance of existing medium residential density with sites being dominated by open space rather than buildings, providing the opportunity for tree and garden planting around buildings.*
- *Efficient use of land in residential areas.*

#### **Residential Policy 1C – Density And Scale: Residential 2 Zones**

*To provide for higher densities of residential and visitor accommodation development around the periphery of the Lake Tekapo and Twizel town centres and to promote a compact residential form.*

*Explanation and Reasons: Dense residential development can more readily be absorbed into the built and physical environment where it is located near to the centre of the urban area, whilst providing a contrast to the centre itself. Such residential development is efficient in that the type of activity provided for is dense and compact, and within walking distance of the town centre. Consequently pedestrian activity in the town centre will increase, adding vitality and activity while minimising the need for motorised transport. In addition, the increased amount of accommodation available can offset the pressure on towns to grow outwards, minimising the incidence of urban expansion into the surrounding rural areas.*

#### *Implementation Methods*

- *Building and Hard Surface Coverage*
- *Landscaping Coverage*
- *Height of Buildings*
- *Residential Density*
- *Setbacks from Boundaries and Roads*
- *Site Size*
- *Require buildings to be clad or painted in materials and colours that integrate with the surrounding physical and built environment.*



- *Administration of the Health Act, Health and Safety in Employment Act, Dangerous Goods Regulations, Resource Management Act, District Bylaws and Hazardous Substances and New Organisms Act.*

#### *Environmental Results Anticipated*

- *High density residential development including apartments and terraced dwellings.*
- *High density visitor accommodation that is in keeping with the character of the surrounding residential activity.*
- *Maintenance of a high degree of amenity through the provision of building controls, landscape planting, and sensitive building design in developments.*
- *The exclusion or mitigation of activities that result in adverse effects such as loss of privacy, building domination, glare, noise, excessive traffic generation or parking congestion.*
- *New residential areas of high density integrated with the surrounding built, physical and social environment between the town centre and low density residential activities towards the urban periphery.*
- *Provision of ample opportunities for visitor accommodation activities of various scales close to town centres.*

34. The proposal is considered to meet the District Plan definition of 'Visitor Accommodation'<sup>1</sup>.

35. The following non-compliances are noted:

### **Section 6: Residential Chapter**

#### *Restricted discretionary activities*

- *5.2.1 Design and Appearance: All visitor accommodation buildings, extensions or redevelopments in the Residential 2 Zone in Lake Tekapo with a floor area greater than 10m<sup>2</sup> shall be Restricted Discretionary Activities in relation to design and appearance. Council shall restrict the exercise of its discretion to the following matters:*
  - *The location, external appearance and design of visitor accommodation buildings (refer 5.2.1.h);*
  - *The location of car parking, bus parking and access;*
  - *The generation of noise, lighting, signage, and vehicle and pedestrian activity*

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<sup>1</sup> Visitor Accommodation: means the use of land and buildings for short-term, commercial, living accommodation where the length of stay for any one visitor is not greater than 3 months at any one time. Visitor accommodation may include some centralised services or facilities, such as food preparation, dining and sanitary facilities, conference, recreation and bar facilities, and associated parking areas for the use of those living on the site.



Comment: the application proposes approximately 117.5m<sup>2</sup> of visitor accommodation buildings within the strip of the site to the rear within the Residential 2 zone.

- **5.2.1.c Setback from Neighbours and Roads**

Comment: 5.1.2.c of the District Plan requires:

*'i. In the Residential 1 & 2 Zones, the minimum building setback for all new visitor accommodation or related accessory buildings from all internal net site area boundaries shall be 3m...'*

The proposed units will be setback a minimum of approximately 2m to the east and west internal boundaries. The decks attached to the units will be setback a minimum of approximately 1.3m to the west internal boundary (decks for units 3 and 5), and approximately 1.5m to the east internal boundary (decks for units 11 and 14).

*ii In the Residential 1 & 2 Zones, the minimum building setback from all site road boundaries shall be 3.5m except that: a) where a site has road frontage to Lakeside Drive, and that part of Pioneer Drive from Sealy Street to Beauchamp Place in Lake Tekapo, the setback along this boundary shall be 4.5m.*

The decks along the road boundary will intrude the 4.5m road boundary setback (minimum setback of approximately 3.36m)

**Non-complying Activities**

- **5.4.1 Any visitor accommodation activity or homestay that does not comply with one or more of the following standards for permitted visitor accommodation activities: 5.3.4 Noise Standards.**

Comment: rule 5.3.4 (noise standards) requires:

*'All visitor accommodation activities shall be conducted to comply with the following standards as measured at any point within the boundary of any other site:*

*Daytime 0700 – 2000 hours 50 dBA L10*

*Night-time 2000 – 0700 hours 40 dBA L10 and Lmax 70dBA*

*Noise levels shall be measured and assessed in accordance with NZS6801:1991 and NZS 6802:1991 or their successors'.*

Section 4.4 of the Assessment of Noise Effects in **Appendix 5** identifies non-compliances with these standards at 6 and 7 Pioneer Drive, and 1 Beauchamp Place.

- **5.4.2 Residential 1, 3 & 4 - Visitor accommodation providing for 13 or more visitors at any one time.**

Comment: more than 13 visitors will be accommodated on-site at any one time.



- 5.4.3(i) Building and hard surface coverage greater than 40% of the net area of any site in the Residential 1 zone.

Comment: approximately 60.5% of the part of the site within the Residential 1 is proposed to be building and hard surface coverage.

## Section 15: Transport

36. Under clause 1 of this section, any activity that does not comply with the following standards is a discretionary activity:

- 2c. Size of Parking Spaces: All required parking spaces other than for residential units, and associated manoeuvre areas are to be designed to accommodate a 90 percentile design motor car (refer Appendix C) and shall be laid out in accordance with Appendix D.

Comment: The car park layout does not comply with the requirements of Appendix D of the District Plan

- 2.h Queuing: Queuing space shall be provided for all vehicles entering a parking or loading area where conflict with vehicles already on site is likely to arise. The required queuing space length shall be in accordance with Table 2 following. Requires 5.5m queue space.

Comment: The required queue space is proposed within the road reserve, and not within the application site.

37. The proposal otherwise complies with all other relevant District Plan standards.

## Activity Status

38. Overall, land use consent is required for the proposal as a **non-complying** activity under the District Plan.

## Resource Management Act 1991- s95-95E and s104-104D

39. In terms of notification considerations in sections 95A-95E of the Act the following matters are noted:

- i. public notification is requested by the applicant;

40. As a non-complying activity, the provisions in sections 104, 104B, and 104D direct the substantive determination of applications and the following sections of this AEE have regard to the relevant provisions referred to therein.

## Assessment of Actual or Potential Effects on the Environment

### Existing Environment

41. As outlined previously, the existing environment on-site includes a visitor accommodation activity providing for up to 12 people, plus an on-site manager. This has been established by way of an approved resource consent.

### Permitted Baseline / Development Scenario

42. Prior to undertaking an assessment of the effects of this proposal it is useful to consider the discretion available under Section 95D(b) and 104(2) of the Act (referred to as the “permitted baseline”) whereby a consent authority may disregard an adverse effect of an activity on the environment if the Plan permits an activity with that effect. Case law has established that this relates to the effects of non-fanciful hypothetical activities which could be carried out as of right under the Plan. Permitted baseline does not include controlled activities, however as controlled activities cannot be refused, it is useful for the purposes of acceptability of effects to examine what could be readily established on the site.
43. Noting the 4047m<sup>2</sup> area of the application site, the site could be subdivided into seven separate residential lots<sup>2</sup> as a controlled activity under the relevant subdivision standards in the District Plan<sup>3</sup>. Within **Appendix 3** of this report is an indicative subdivision plan which shows how seven lots could be established within the site (inclusive of two 400m<sup>2</sup> lots fronting the street, and five rear sections (between 512m<sup>2</sup> and 675m<sup>2</sup> in area) accessed via a shared access). The plan is also shown in Figure 2.

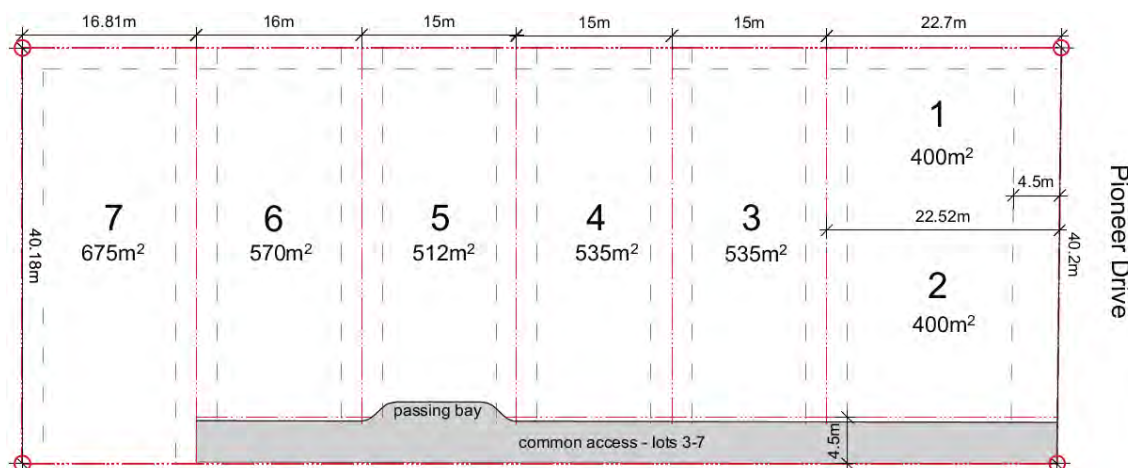


Figure 2: Seven lot subdivision of site (Source: Rough and Milne Landscape Architects Ltd)

<sup>2</sup> Notably for simplicity sake, the Residential 1 zone standards have been used for this permitted baseline. The Residential 2 zone rules (which apply to narrow strip of the site along its rear boundary) have smaller required lots sizes (clause 6.a.i.(b) requires 250m<sup>2</sup> per allotment in this zone), and therefore using the Residential 1 zone standards for this Residential 2 zone parcel of land result in a more conservative lower potential yield of allotments.

<sup>3</sup> Chapter 13 clause 3a.



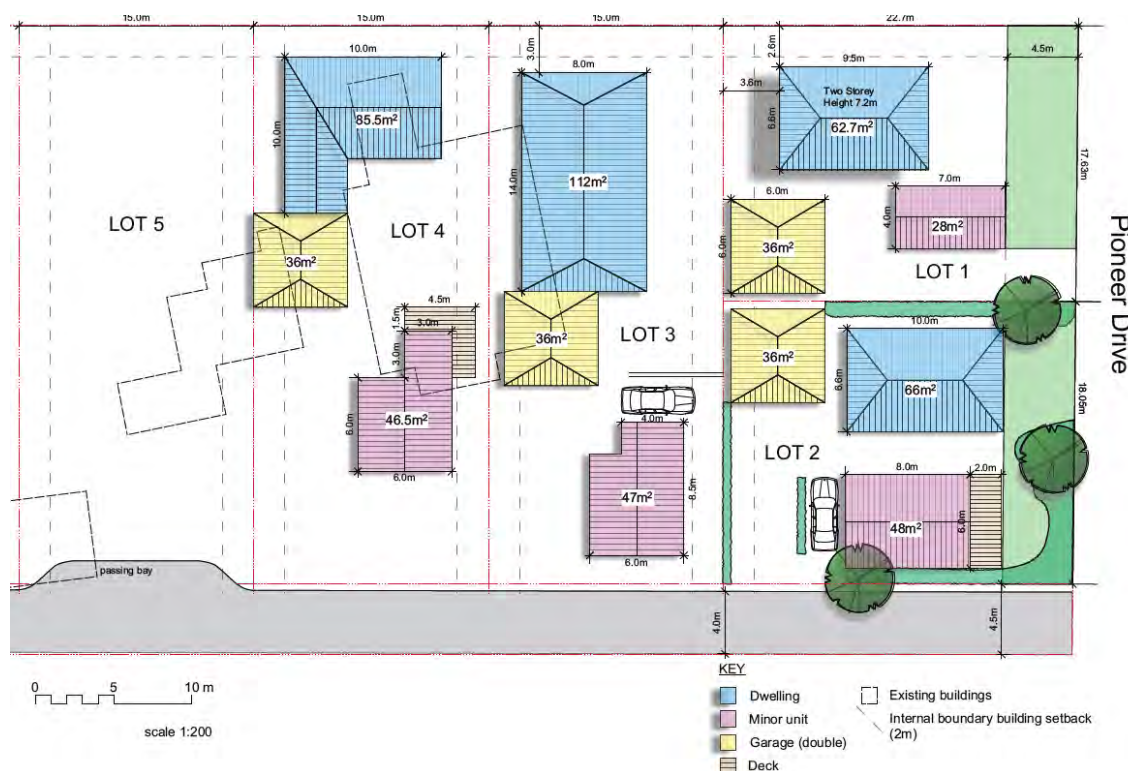


Figure 3: Example of building layout with subdivision (Source: Rough and Milne Landscape Architects Ltd)

44. Within each of these lots, the following activities / buildings could be established as a permitted activity (following subdivision):
- Maximum building height of 8m i.e. two stories;
  - A maximum building and hard surface coverage of 50%;
  - 2m internal boundary setback and 4.5m road boundary setback;
  - On each allotment, one minor unit can be established. Note that a minor unit means a residential unit of not more than 50m<sup>2</sup> gross floor area and of not more than 4 metres in height above natural ground level;
  - Each residential unit can be used for visitor accommodation for up to six people.
45. An example of the type of layout anticipated by these rules is shown in Figure 3 above.
46. Notably, in relation to this permitted baseline / development scenario, the recent resource consent approval relating to the existing travellers accommodation activities the Independent Commissioners decision stated:

*Mr Fitzgerald [being the planner who provided evidence on behalf of the applicant] provided a further baseline example for our consideration in paragraph 31 of his evidence; noting that the site is some 4000m<sup>2</sup> in area and in terms of the Plan subdivision standards may be capable of being subdivided into 7 allotments, each with an individual development capability. While the subdivision itself cannot be considered a permitted*





*baseline, as there are no “permitted” subdivisions within the District, we do accept that a staged approach to development could lead to a situation where we could apply a permitted baseline assessment to a land use development that arises after subdivision has occurred. This scenario could mean 7 new dwellings or a mix of visitor accommodation and dwellings, each with an array of effects requiring consideration and comparison to the proposal subject to this application. During the hearing we also raised the issue of an alternate baseline example, being a smaller scale subdivision that may provide development potential for two to three permitted (6 persons) visitor accommodation developments.*

*In each of the above examples, which we consider to be valid, the development potential may give rise to resident and/or guest numbers that match or exceed that currently proposed. While that is useful in our view, it does not necessarily address all of the adverse effects that may arise from this proposal given the aggradation of visitors in one location (primarily within 1 building) compared to the compartmentalised development that would arise from the above permitted baseline examples. Suffice to say, however, our preliminary finding is that the **permitted baseline example provided by Mr Fitzgerald (and the alternate we discussed at the hearing)** has some value in evaluating the effects that may arise from this proposal.*

[emphasis added]

47. Notably the landscape assessment prepared by Rough and Milne Landscape Architects (attached as **Appendix 3**) refers to the development scenario in Figure 3 as a ‘permitted baseline’. For the reasons expressed by the Commissioners, this is considered to assist with an evaluation of the proposal’s effects.

## **Assessment of Actual or Potential Effects on the Environment**

48. As a non-complying activity, all actual or potential effects on the environment can be considered.
49. In this instance, it is considered that the potential adverse effects relate to:
- Residential Character and Amenity; and
  - Traffic Effects.
50. Notably, the District Plan provides specific assessment matters related to several of the standards which are breached by the District Plan e.g. 9.2.a Building Density and Coverage; 9.2.c Setback from Streets or Neighbours; 9.4.a Visitor Accommodation in the Residential 1 and 2 zones. These matters are listed in **Appendix 7** in this report. These assessment matters are addressed (albeit not individually) in the following assessment.



## Residential Character and Amenity

51. The character and amenity of the site and its surrounds are described in detail<sup>4</sup> in the landscape assessment in **Appendix 3**.
52. An assessment of the relevant effects in terms of residential character and amenity is provided below.

### Visual Effects

53. The proposal breaches several rules which broadly relate to the control of potential adverse visual effects.
54. **Appendix 3** provides a full and detailed assessment of visual effects associated with the proposal prepared by Rough and Milne Landscape Architects. The following summary of the visual effects is provided in this assessment:

*The above description [as outlined in pages 11-15 of the landscape assessment] of Pioneer Drive as the receiving environment sets out the existing amenity and character of the locality. The existing character is low density, small scale residential development with a diversity of architectural styles dominated by open space (including undeveloped sections) and large established trees providing an intimate setting and scenic backdrop to the lake edge. The pertinent aspects of the site relating to amenity are the treed setting, the historic dwelling, a generous built setback, the rock boundary wall, an open landscaped frontage and small scale, low built density.*

*The site's prominent location, including the status of Pioneer Drive as a scenic road and its proximity to the cycleway and iconic features in the landscape indicates a high sensitivity to a change or more relevantly, to a departure from the district plan provisions.*

*The DP standards provide for two residential units and two minor residential units per lot, up to 50m<sup>2</sup> and no more than 4m in height. So instead of four residential buildings, at least six of the proposed visitor accommodation units will be obvious due to the site's prominent location along Pioneer Drive and the lake shore. Importantly the 4.5m built setback [for the buildings themselves – only the decks intrude the setback] is met and an aesthetically pleasing landscaped frontage is provided. Furthermore, the proposed development retains a number of the existing site features including the rock boundary wall, the historic dwelling and established trees along the property boundary.*

*The increased number, size (58m<sup>2</sup>) and height (5.2m) of the visitor accommodation units in relation to the requirements for a minor residential unit combine to result in the perception of an increased density and dominance of buildings along the frontage (refer View Panoramas 1a, 1 b and 2 and Visual Simulations 1 and 2) to a marginally greater degree than that anticipated by the MDP [Mackenzie District Plan] for Pioneer Drive.*

*For local residents familiar with Pioneer Drive the visual effects will be immediately obvious but likely to reduce in effect over time. Although the built form is not altogether consistent with the high country architectural style anticipated by the Tekapo Design Guidelines, the units do reflect the small scale development and incorporate some*

<sup>4</sup> Rough and Milne Landscape Architects, Assessment of Landscape and Visual Effects, pages 2-5.



*components of the high country style by using cedar cladding, other timber and corrugated iron roofing material. Overall from an immediate close proximity the proposed development will result in moderate adverse effects on amenity. However, for passing drivers, cyclists and those viewers unfamiliar with the setting the visual effects will be momentary and given the comparative baseline and scale of the setting, will result in slight adverse effects on amenity.*

*Viewpoints located at Mackenzies Dog and The Church of the Good Shepherd will not afford views of the proposed development due to the angle of view, screening by vegetation and the mitigating factor of distance so there are no effects on visual amenity from these locations.*

*Views from Mt John will be at a distance of 2.77km and given the angle of the view the proposed development will be seen as a cluster of roofs but largely indistinguishable from the surrounding built development and mostly screened by established trees. In general, at distances over 45m the proposed development will not be obvious from viewpoints in the vicinity and are generally well screened by the proposed onsite planting and effects on visual amenity will be negligible or none.*

*Overall, despite the non-complying nature of the proposal and with consideration of the mitigation provided by the retention of existing site features, the use of cedar cladding, and the high quality of landscape planting proposed, from the pertinent viewpoints effects on visual amenity will be minor.*

55. These conclusions are accepted.
56. The landscape assessment also provides assessment of the specific non-compliances with the District Plan building bulk and location standards. The following assessment on these matters is noted.
57. Regarding the non-compliance with the building and hard surface standard 5.4.3(i) (where 40% is permitted 60.5% in the Residential 1 part of the site):

*The total site coverage (roading, units, lodge, decks and courtyard areas) will total 59.2%<sup>5</sup> and therefore will not meet the 40% site coverage permitted. However, a large part of this figure consists of roading, courtyard areas and decks rather than the units and lodge buildings, which amount to a site coverage of 28.3%. Importantly the proposed landscaped areas of the development total 40.73% of the site, well in excess of the minimum 10% area of landscaping required. The landscape areas in combination with the parking and manoeuvring requirements will ensure that there is ample open space maintained across the site.*

58. Regarding the non-compliance with the internal boundary setback standard 5.1.2.c.i (where a 3m setback is required to the internal boundaries and the minimum setbacks proposed to the buildings will be 2m, and the decks will be setback a minimum of 1.3m and 1.5m to the western and eastern internal boundaries respectively):

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<sup>5</sup> This figure is the building and hard surfaces site coverage across the entire site – not just the Residential 2 zoned part of the site.



*The proposed or existing fencing to 1.8 m along internal boundaries fences and the generically low height of the units (and decks) across the site will ensure and therefore the neighbouring properties maintain access to sunlight, privacy, views and a pleasant outlook will be maintained. The marginal non-compliance with the building setbacks from internal boundaries will still enable substantial sufficient planting along internal boundaries to the east, south and west for screening and a vegetated outlook to ensure that the pleasantness and amenity on neighbouring sites is not adversely affected by the proposal.*

59. Regarding the non-compliance with the road boundary setback 5.2.1.c.ii (where a 4.5m road boundary setback is required and the decks are setback a minimum of 3.36m. Notably the buildings comply):

*The decks along the road boundary will intrude into the 4.5m road boundary setback at a minimum setback of approximately 3.36m. The retention of the existing low stone wall and generous landscaped frontage will ensure that a perception of openness dominated by planting will remain.*

60. In addition to the detailed visual assessment provided in **Appendix 3**, it is also noted that the proposed signage attached to the front road wall / fence will comply with the relevant District Plan standards (both in terms of the size / dimensions / location of the sign, the light spill from the internal lighting). As such, any visual effects of the signage is considered to be scale anticipated by the District Plan.
61. The expert assessment provided by Rough and Milne on the non-compliances associated with visual amenity matters and their assessment of visual effects generally is accepted. On this basis it is concluded that any adverse visual effects will be **no more than minor** and acceptable.

#### *Traffic Generation Amenity Effects*

62. Based on the transport assessment prepared by Mr Nick Fuller (Novo Group Senior Traffic Engineer) attached as **Appendix 6**, it is estimated that the activity will generate approximately 62 vehicle movements per day, and a peak of 10-11 movements per hour.
63. The following mitigating factors are noted in respect of amenity effects associated with the proposal.
- The visitor accommodation will not generate any heavy goods vehicle traffic or the noise and vibrations associated with these types of vehicles.
  - In respect of glare from car headlights, the lighting assessment from Mr Steve Muir of Essential Lighting Consultancy (refer to **Appendix 4**) states:

*Obtrusion or annoyance from car headlight sweep is highly unlikely because it has been eliminated through the siting of the units, driveway and parking direction plus internal site planting. Protection of view is the intent with no direct line of sight from any vehicle movement or unit carparking towards neighbouring properties is anticipated. Extensive planting (in addition) to existing is envisaged. Side and rear boundaries will include low height shrubs and / or trees with no*



*artificial lighting. This will limit the overall site lighting and any possible spill into adjoining properties.*

*As vehicles enter the site and manoeuvre around before parking it is estimated they will be travelling between 10 and 30 kilometres per hour or approximately 3 to 8 meters per sec. Hence, if we say the average distance to travel to any unit is 60 meters the maximum time any vehicle headlight is likely to direct light in any one direct line of sight is estimated to be between 12 and 20 seconds. This is highly unlikely as the route to each unit is not a straight path, there are curves, buildings, change in levels and raised garden planters to manoeuvre before parking at different angles.*

*The share nature of light from a vehicle headlight is designed to shine light forward, downward and slightly to the left of the vehicle centerline. This is so as not to cause "blind spot" to oncoming vehicles as we drive down the road. The height, intensity and direction of this light is regularly checked annually during the vehicles warrant of fitness check. Change in levels over the site, placement of garden planting and the orientation of the units means no one neighbour will be subjected to any vehicle headlight sweep for an excessive period.*

*Furthermore, it is anticipated not all vehicle movement will occur during the hours of darkness.*

As such, the effects of headlight glare are anticipated to be minimal.

- The proposed development is predicted to provide sufficient car parking to accommodate the demand. Therefore, there will be no use of on-street parking and there are no adverse effects anticipated regarding car parking provision.
- With regard to vehicle noise, as detailed in the noise assessment in **Appendix 5**, Mr William Reeve of Acoustic Engineering Services considers that any vehicle noise experienced at adjoining properties will be acceptable subject to the establishment of acoustic fencing in recommended locations, and the imposition of a Noise Management Plan. Both recommendations have been accepted by the applicant.
- The traffic movements will not have any measurable reduction in the network capacity or operational safety of Pioneer Drive, or the wider road network.
- Lastly, it is reiterated that the District Plan anticipates that the site could be developed for seven residential units. An average residential unit generates approximately 10 vehicle movements per day, and as such the 62 trips from the visitor accommodation activity (and resulting amenity effects) will be similar to the approximately 70 trips per day that could be expected from a residential activity.

64. For the above reasons it is considered that traffic generation from the site will have **no more than minor** and acceptable adverse effects on the amenity of surrounding residents.

#### *Residential Coherence*

65. It is also appropriate to also assess actual and potential effects on the coherence of the surrounding residential environment from the introduction of a non-residential activity.



Whilst the proposal will result in the reduction of coherence of surrounding environment (as compared to standard residential activity), the following is noted:

- Under a permitted baseline / anticipated development scenario, up to six visitors could stay on each of the seven lots, and there would be no requirement for any permanent residential occupation of the site. It is unlikely that there would be any perceptible difference on the coherence of the surrounding residential environment between the proposal and a complying development on the site.
- Secondly, the proposal does include an on-site manager who resides permanently on the site, who will be able to respond to requests from surrounding properties. It is considered that the presence of the on-site manager at least partly mitigates the effects in respect of the loss of residential coherence.

66. As such it is considered that any effects in respect of residential coherence will be **no more than minor** and acceptable, especially noting the permitted baseline / anticipated development scenario for the site.

#### Noise Effects

67. An assessment of the noise effects of the proposal has been prepared by Mr William Reeve at Acoustic Engineering Services Ltd ('AES') and is attached as **Appendix 5** to this report.
68. In considering the potential noise effects, this report identifies the relevant acoustic criteria from the District Plan, New Zealand Standard 6802, and the World Health Organisation standards. The potential sources of noise identified by AES are: noise associated with people staying on-site; and noise from vehicles on site.
69. The following conclusions from the noise report are noted:

*We have reviewed noise emissions which may be associated with the operation of proposed visitor accommodation activity at 5 Pioneer Drive in Lake Tekapo.*

*Based on a review of the District Plan limits, WHO guidelines and NZS 6802:2008, we consider that if daytime noise levels are less than 50 dB LAeq (0700 to 2000 hours) and 40 dB LAeq / 70 dB LMax (2000 to 0700 hours) at neighbouring residential properties when assessed in accordance with NZS 6802:2008, noise effects on neighbouring residential properties will be acceptable.*

*Our analysis indicates that with the adoption of acoustic fencing and an appropriate management plan to manage guest behaviour, it is practical for noise due to guests conversing and vehicles on the access road to meet these levels at residential properties.*

*At the visitor accommodation facility at 1 Beauchamp Place, including the units which are permanently occupied, we consider that higher noise levels at the boundary (up to 55 dB LAeq during the daytime and 45 dB LAeq during the night-time) would not be unreasonable given the similar usage and types of noise generated. At The Residence [aka. The Mantra], noise levels of up to 42 dB LAeq may be received at the boundary if the guest carpark closest to this boundary if it is used during the night time period. We note that noise levels received at the façade of the units on this site*



*will be less than 35 dB LAeq. We consider that these noise levels will not be problematic.*

*To ensure that noise levels will be acceptable, we recommend that the applicant includes the following mitigation in their proposal:*

- *Acoustic fencing as described in section 3.0.*
- *A Noise Management Plan which includes procedures to limit music noise, record complaints and remove nuisance guests.*

70. Notably, the acoustic fencing recommended by Mr Reeve is a 1.8m high acoustic fence, of the following specifications:

- Surface Mass – 10 kg/m<sup>2</sup> (for example 15 mm plywood, 25 mm timber palings)
- Fences must be continuous, and maintained with no gaps or cracks. If timber palings are used, they must be well overlapped (25 mm minimum) or a “board and batten” system could be installed, and a sleeper rail connecting the base of the palings to the ground.

71. The recommended location of the acoustic fence is shown in 3.1 of Mr Reeve’s report (also shown in Figure 4 below), which the applicant has included in the application plans.

72. Mr Reeve’s conclusions are accepted, and the noise effects of the proposal are considered to be **no more than minor** and acceptable.



Figure 4: Recommended location of acoustic fence (Source: Acoustic Engineering Services)



## Lighting Effects

73. The report from Mr Steve Muir at Essential Lighting Consultancy (ELC) attached as **Appendix 4** provides details of the exterior and interior lighting concepts for the site. In terms of effects, the following commentary from this report is noted:

### ***District Plan Compliance***

*All exterior (outdoor) lighting will be fully compliant with Mackenzie District Council (MDC) District Plan in respect to Outdoor Lighting, Objectives and Policies in particular Clause 13 and its sub clauses.*

*No exterior lighting will be directed towards Lake Tekapo or directly towards Pioneer Drive or adjacent properties.*

*There will be no feature building floodlighting onto any building façade over an extended area (say 3m x 3m) or result in any illumination point exceeding 20 lux 5m away from the light source. The exterior lighting proposed will result in a very low average (less than 5 lux) for the intended purposes of way finding, obstacle or trip hazard.*

### ***Exterior Lighting Concepts***

*All exterior lighting shall be shielded from any upward light spill. Light fittings will be selected to direct light downwards or directed asymmetrically onto vertical surfaces. Lighting will achieve minimal levels with site lighting used for pathway identification for each unit. By lighting vertical surfaces this will identify the space and identify objects allowing the users to orientate themselves.*

...

### ***Interior Lighting Concepts***

*All interior lighting will be shielded from view from outside. A lot of lighting will be concealed, and / or light fittings will be selected to direct light downwards or directed asymmetrically onto vertical/sloping surfaces.*

74. The advice from Mr Muir is accepted, and it is considered that adverse effects related to lighting will be **no more than minor** and acceptable.

### ***Summary of Residential Character and Amenity Effects***

75. Based on the assessments above, it is considered that the overall effects on the residential character and amenity of the environment will be **no more than minor** and acceptable. Notably, this takes into account the permitted baseline / anticipated development scenario for a seven lot development described in paragraphs 45-49.

## Transport Effects

76. An Integrated Transport Assessment ('ITA') for the development, prepared by Mr Nick Fuller at Novo Group is attached as **Appendix 6** to this report. This report provides an





assessment of the transport aspects of the proposed development. It also describes the transport environment in the vicinity of the site, describes the transport related components of the proposal and identifies compliance issues with the transport provisions in the District Plan.

77. The following summary and conclusions of the ITA are noted:

Summary

*It is proposed to develop and operate a 17-unit travellers accommodation facility, with service centre / manager's residence at the site. The activity will be supported by 20 off-street car parking spaces and access will be from Pioneer Drive.*

*The site provides sufficient car parks to meet the predicted demand and to comply with the District Plan requirements. However, these parking spaces will not be marked. There will be timber wheel-stops provided to assist guiding drivers to park and this is considered to be sufficient to avoid parking from occurring on-street.*

*The site access is predicted to operate satisfactorily because it has sufficient visibility to on-coming traffic and the passing volumes are low. Whilst the queue space is not provided on-site, it is available in the berm and this is not anticipated to have adverse effects on other road users (including pedestrians).*

*The effects of the activity on the wider transport network are considered to be acceptable. It is also noted that the traffic generation is comparable to that which would be generated by the baseline development.*

Conclusion

*Based on the assessment undertaken above, we consider that the proposed development can be supported from a transport perspective as having less than minor effects.*

78. Mr Fuller's conclusions are accepted, and the transport effects of the proposal are considered to be **no more than minor**.

**Positive Effects**

79. The proposal will provide additional high-quality visitor accommodation within Tekapo, where it is anecdotally<sup>6</sup> understood that there is a shortfall of such facilities. Furthermore, the site is conveniently located close to commercial areas within Tekapo, and attractions such as The Church of the Good Shepherd. By attracting further visitors to the area, this will have positive impacts for local tourism and the local economy.

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<sup>6</sup> Refer to recent newspaper articles:

<https://www.stuff.co.nz/timaru-herald/news/95606627/Hotel-in-Tekapo-awaits-consent-from-Mackenzie-District-Council>  
<https://www.stuff.co.nz/timaru-herald/news/80175421/shortage-of-accommodation-in-the-mackenzie-district>



## Summary of Effects

80. In summary of the assessment above it is considered that the proposal will have **no more than minor** and acceptable adverse effects on the surrounding environment.

## Relevant Provisions of Planning Instruments

81. The planning documents of relevance to this application and the provisions therein are listed and assessed in turn below:

### Mackenzie District Plan

82. Table 1 below assesses the relevant objectives and policies of the District Plan:

Table 1: District Plan Objectives and Policies assessment

District Plan provision	Comment / Assessment
<b>Section 6 – Residential</b>	
<b>Residential – Objective 1 Amenity</b> <i>Maintenance of the pleasantness, amenity and safety of residential areas and maintenance and protection of the surrounding natural and physical environment.</i>	For the reasons outlined in the AEE and the landscape and visual assessment (refer to Appendix 3), it is considered that the impacts on the pleasantness and amenity enjoyed by neighbouring sites will be no more than minor. Consequently the proposal is considered to be consistent with Objective 1.
<b>Policy 1A – Bulk and Location of Building</b> <i>To permit flexibility in building design while ensuring that buildings on sites in residential areas do not adversely affect the pleasantness and amenity enjoyed on neighbouring sites.</i>	Policy 1A seeks that the building design 'do not adversely affect' these matters. As noted in the AEE, the proposal will have adverse effects, albeit these are considered to be no more than minor and acceptable. In other words, the scale of the adverse effects on the pleasantness and amenity enjoyed on neighbouring sites is considered to be appropriate. As such, while the proposal cannot be said to be wholly consistent with this Policy, it is considered that it is not inconsistent.
<b>Policy 1B – Density and Scale</b> <i>To enable land in Residential 1 Zones to be used efficiently while maintaining ample open space and the existing scale and medium density of these areas.</i>	<p>Notably, while this policy refers to land being used 'efficiently', there is no guidance within the supporting commentary (e.g. explanation and reasons, implementation methods, and environmental results anticipated) as to its meaning in this context. The definition of the word<sup>7</sup> refers to 'efficiently' being: 'In a way that achieves maximum productivity with minimum wasted effort or expense'; In a well-organized and competent way'.</p> <p>Noting that the proposal has been the subject of considerable review and design by a registered architect, and landscape architects, acoustic, traffic and lighting engineers, and surveyors (whom all support the current proposal), it is considered that the current proposal represents a well organized and competent development, which is an efficient use of land.</p> <p>It can also be argued that the proposal makes a more efficient use of the land (being the application site), which is considered to be largely undeveloped in the context of</p>

<sup>7</sup> <https://en.oxforddictionaries.com/definition/efficiently>



the anticipated development scenario for the site i.e. a seven lot subdivision as outlined in paragraphs 43-47.

In respect of the second part of the Policy, the assessment from paragraph 57 is reiterated where the landscape assessment concludes that the proposal will maintain ample open space across the site.

In respect of maintaining the 'existing scale and medium density of these areas', it is noted that the area immediately surrounding the application site within the Residential 1 has a relatively low scale and density currently<sup>8</sup> as compared to the scale of development anticipated by the District Plan as detailed in paragraphs 43-47 e.g. residential lot sizes of 400m<sup>2</sup> and 500m<sup>2</sup> for front and rear lots respectively. However it is acknowledged that scale and density of the proposal developed will be greater than 'existing' Residential 1 zone surrounding the application site.

As such, the proposal is not entirely consistent with this Policy.

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**Residential Policy 1C – Density And Scale:  
Residential 2 Zones**

***To provide for higher densities of residential and visitor accommodation development around the periphery of the Lake Tekapo and Twizel town centres and to promote a compact residential form***

As only a relatively small part of the application site along its rear boundary is located within the Residential 2 zone, this policy is considered to be of little relevance as it is unlikely that a standalone visitor accommodation activity could only be established on this small area of land. Generally speaking however, the proposal is considered to be consistent with this policy as it provides for visitor accommodation around Lake Tekapo.

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**Policy 1E – Activities**

***To ensure that activities in residential areas do not adversely affect the natural and physical environment, the safety of residents and the pleasantness and amenity enjoyed in these areas.***

For the reasons outlined in the AEE, it is considered that the adverse effects of the proposal on the physical environment, and safety of residents and pleasantness and amenity will be no more than minor and acceptable.

As per Policy 1A, Policy 1E also seeks that the activities 'do not adversely affect' these matters. As noted in the AEE, the proposal will have adverse effects, albeit these are considered to be no more than minor and acceptable. In other words, the scale of the adverse effects on the natural and physical environment, the safety of residents and the pleasantness and amenity enjoyed in these areas is considered to be appropriate. As such, while the proposal cannot be said to be wholly consistent with this Policy, it is considered that it is not inconsistent.

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**Residential - Objective 2 - Non Residential Activities**

***Non-residential activities in residential areas which are necessary to meet the needs of people and the community but do not detract from the amenity and safety of the area.***

It is considered that proposed visitor accommodation meets the needs of people (being visitors to the area) and the wider community (including the business community by providing additional accommodation for tourists).

The objective seeks that these non-residential activities 'do not detract from the amenity and safety of the area'. As noted in the AEE, the proposal will have adverse effects, albeit these are considered to be no more than minor and acceptable. In other words, the scale of the adverse effects on the 'amenity and safety of the area' is considered to be appropriate. As such, while the proposal cannot be said to be wholly consistent with this Objective, it is considered that it is not inconsistent.

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<sup>8</sup> 4 Pioneer Drive (872m<sup>2</sup> lot size with an existing single storey residential dwelling to the east of the application site); 6 Pioneer Drive (844m<sup>2</sup> lot size with an existing two storey residential dwelling to the west of the application site, fronting onto the street); 7 Pioneer Drive (1022m<sup>2</sup> lot size with an existing single storey residential dwelling on a rear section to the west of the application site); 5 Beauchamp Place (946m<sup>2</sup> lot size with a recently constructed single storey residential dwelling to the east of the application site); 3 Beauchamp Place (1087m<sup>2</sup> lot size with a single storey dwelling under construction to the east of the application site).



### **Policy 2C – Visitor Accommodation**

**To enable the establishment of visitor accommodation activities, particularly in the Residential 2 Zone in a manner that protects and is compatible with the residential character and amenity of the zone, and avoids, remedies or mitigates adverse effects.**

From the outset it is noted that this policy seeks to 'enable' visitor accommodation. While it emphasises that this particularly relates to enabling visitor accommodation in the Residential 2 zone (where the explanation and reasons for the policy note that this zone can more suitably absorb potential adverse effects (e.g. noise, traffic generation and parking) than the Residential 1, 3 or 4 zones) it does not preclude establishing visitor accommodation in the Residential 1 zone. This point was accepted by the Independent Commissioners in the recent resource consent decision for the application site<sup>9</sup>.

The second part of the policy enables visitor accommodation where it 'protects and is comparable with the residential character and amenity of the zone, and avoids, remedies or mitigates adverse effects'.

As outlined previously, it is considered that the proposal is generally comparable with the residential character and amenity of the zone. This accounts for the permitted baseline / anticipated development scenario for the Residential 1 zone (as outlined in paragraphs 43-47) for up to seven residential units.

For the reasons outlined in the AEE (and the supporting traffic, lighting, noise, and visual and landscape assessment), it is considered that the proposal remedies and mitigates adverse effects.

As such it is considered that the proposal is consistent with the Policy 2C.

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## **Section 12 – Signs and Outdoor Lighting**

### **Objective 1 - Outdoor Lighting Aerial Distractions And Signs**

**Outdoor Lighting, Signs and Aerial Distractions which avoid or mitigate adverse effects on public safety, convenience, and the visual amenity of the District.**

As noted in the AEE, the proposed signage will comply with the District Plan standards. As such, it is considered that the signage will avoid adverse effects on traffic safety and amenity, and therefore is consistent with these matters.

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### **Policy 1A - Traffic Safety**

**To prevent the display of signs, aerial distractions or outdoor lighting which may adversely affect traffic safety by causing confusion or distraction**

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<sup>9</sup> Decision on RM170182 - Decision of the Hearing Panel, paragraph 53

...Policy 2C deals specifically with the provision of visitor accommodation and reads:

*"To enable the establishment of visitor accommodation activities, particularly in the Residential 2 Zone in a manner that protects and is compatible with the residential character and amenity of the zone, and avoids, remedies or mitigates adverse effects"*

- *It is an enabling policy that indicates a preference for such activities to be located within the Residential 2 zone. It does not, however, preclude such developments with the R1 zone. The explanation and reasons for the policy note that the effects of such activities can be "suitably absorbed by the receiving environment of a high density residential neighbourhood like the Residential 2 zone than that of the Residential 1, 3 or 4 zones." (our emphasis). On this issue Mr Fletcher noted that:*
- *"Policy 2C enables the establishment of visitor accommodation in all residential areas but places greatest preference to the Residential 2 zone. It is therefore considered that visitor accommodation us to some degree encouraged..."*
- *While Mr Fitzgerald held a similar view, Ms Sweney noted during the hearing that she did not consider that it was the intent of the Plan to allow growth of travellers' accommodation in the Residential 1 zone.*
- *We favour the views of the two Planners. It is clear from the wording of the Plan policy framework that there is a "preference" for guest accommodation within the Residential 2 zone, but equally it is "enabled" within the other residential zones. If that were not the case, and returning to the Plan rule cascade that we have mentioned earlier, the Plan would have assigned an alternate activity status to guest accommodation above 6 people within the Residential 1 zone. Moreover, had the Plan intended a more restrictive approach to such activities, other than from an effects perspective, Objective 2 and Policy 2C would most likely have used the phrase 'avoid' to clearly indicate the intention.*



*to, or obstructing the views, of motorists or pedestrians*

#### **Policy 1B - Amenity Controls**

*To prescribe standards controlling the number, size, location and nature of signs and the intensity and direction of light spillage in different areas of the District, in accordance with the character and amenity of the areas and the community's desire to maintain and/or enhance that character or amenity.*

#### **Objective 2 - Viewing Of The Night Sky**

*Maintenance of the ability to undertake effective research at the Mt John University Observatory and of the ability to view the night sky.*

Based on the lighting design and assessment undertaken by Essential Lighting Consultancy, it is considered that the proposal avoids 'unnecessary light pollution' and will avoid adverse effects on the activities undertaken at Mt John University Observatory and other peoples ability to view the night sky. Therefore the proposal is considered to be consistent with these matters.

#### **Policy 2A**

*To avoid unnecessary light pollution of the night time sky in the Mackenzie Basin area, so as not to adversely affect the astronomical, astrophysical and atmospheric research at Mt John University Observatory or people's ability to view the night sky.*

### **Section 14 – Temporary Activities and Buildings and Environmental Noise**

#### **Objective - Noise Objective**

*To ensure the effects of noise upon people are not adverse to their health.*

For the reasons outlined in the AEE and Noise Impact Assessment (attached as Appendix 5), it is considered that the noise effects of the proposal will be acceptable, and therefore the proposal will be consistent with these matters.

#### **Policy - Noise Limits**

*To set noise limits consistent with relevant New Zealand Standards*

### **Section 15 – Transportation**

#### **Objective 1 - Parking, Loading And Access**

*Vehicle parking, loading and access which does not detract from the efficiency, safety and amenity of the various activity areas, particularly the state highway network within the District.*

For the reasons outlined in the AEE and Integrated Transport Assessment (attached as Appendix 7), it is considered that the transport effects of the proposal will be acceptable, and therefore the proposal will be consistent with these matters.

#### **Policy 1A**

*To protect the efficiency, safety and amenity of various activity areas, the state highway network and the road hierarchy in the District by ensuring adequate on-site parking, loading and access provisions exist.*

83. Overall the proposal is considered to be consistent with the objectives and policies of the District Plan as they relate to signs and outdoor lighting (Section 12), noise (Section 14), and transportation (Section 15).
84. In regard to the relevant objectives and policies in the residential chapter, the proposal is either considered to either consistent with the relevant matters, or not inconsistent. Notably, the proposal is consistent with the most relevant Policy 2C, which relates to the establishment of visitor accommodation in the Residential 1 and 2 zones. TBC



## Canterbury Regional Policy Statement

85. The Proposed Christchurch Replacement District Plan gives effect to the Canterbury Regional Policy Statement ('CRPS') and based on the assessment provided above, it is concluded that the proposal is consistent with the CRPS to the limited extent that it is relevant. For completeness, it is noted that the proposal does not entail any matters of regional significance or issues that are specifically addressed in the CRPS.

## Plan Integrity / Precedent

86. As the proposal is for a non-complying activity, issues of precedent / plan integrity should be considered.
87. Case Law has established however, through the *High Court in Rodney District Council v Gould*, that concerns relating to plan integrity and precedent effect are not mandatory considerations. The Court held that they are matters that decision makers may have regard to, depending on the facts of a particular case including:
1. Whether a proposal is contrary to the objectives and policies of the plan; and if so
  2. Whether in the circumstances of a particular case a proposal can be seen as having some unusual quality.
88. The assessment and objectives and policies has found that the application is not contrary to (and is generally consistent with the majority of) the objectives and policies of the operative District Plan.
89. For these reasons, it is considered that the proposal will not result in precedent issues that could undermine the integrity of the District Plan.
- 90.

## Relevant Other Matters

### Consultation

91. The applicant undertook pre-application consultation with Council planning staff (Karina Morrow and Suzanne Blyth) prior to lodging this application.
92. No other consultation has been undertaken to date.

### Mitigation Measures

93. Based on the assessment of effects in the previous section, no additional mitigation measures are considered necessary for this proposal.



## Consideration of Alternatives

94. The preceding assessment of effects shows that the proposal will not have any significant adverse effects on the environment. Therefore, an assessment of alternatives is not required.

## Resource Management Act 1991

### Particular Restrictions for Non-complying Activities (s.104D)

95. Under s104D of the Act:

*‘...a consent authority may grant a resource consent for a non-complying activity only if it is satisfied that either—*

*(a) the adverse effects of the activity on the environment (other than any effect to which section 104(3)(a)(ii) applies) will be minor; or*

*(b) the application is for an activity that will not be contrary to the objectives and policies of—*

*(i) the relevant plan, if there is a plan but no proposed plan in respect of the activity; or*

*(ii) the relevant proposed plan, if there is a proposed plan but no relevant plan in respect of the activity; or*

*(iii) both the relevant plan and the relevant proposed plan, if there is both a plan and a proposed plan in respect of the activity.*

96. As outlined earlier in this assessment, the adverse effects of the activity on the environment are concluded to be no more than minor, thus meeting the test under s104D(a). The proposal is not otherwise contrary to the relevant objectives and policies of the District Plan.

## Part 2 (sections 5-8)

97. In considering an application for resource consent, pre-eminence must be given to Part II, the purpose and principles of the Resource Management Act. The purpose of the Act is to promote the sustainable management of natural and physical resources. Section 5 imposes a duty on consent authorities to promote sustainable management while avoiding, remedying or mitigating adverse effects of activities on the environment. In this respect, the proposal is consistent with the enabling provision of section 5 in that the proposal will provide for the efficient and sustainable use of the site and for the wellbeing of the existing and future community. Importantly, the activity will not result in any adverse effects that would be in conflict with section 5(2)(a) – (c).
98. There are no matters under section 6 or section 8 (Treaty of Waitangi) which need to be taken into account.
99. Section 7 lists various matters to which regard shall be had in achieving the purpose of the Act. The matters of particular relevance to this application are:





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

100. In respect of subsections (c) and (f), based on the assessment of effects provided earlier in this assessment, the proposal will maintain and enhance amenity values and the quality of the environment. In terms of subsection (b), the proposal entails efficient use and development of the physical land resource.

101. In summary, the proposal is in keeping with Part II of the Resource Management Act 1991.

## Conclusion

102. In conclusion, the proposal is consistent with the purpose and principles of the Resource Management Act 1991 in that it enables people to provide for their economic and social well-being, whilst maintaining and enhancing the quality and amenity of the local environment and avoiding adverse effects.
103. In terms of section 104, the proposal will be consistent with the relevant provisions of the District Plan and will have actual or potential effects on the environment which are no more than minor and consistent with the environmental outcomes envisaged by the relevant statutory planning framework.
104. Accordingly, it is concluded that the Council should grant consent to the activity in accordance with sections 104, 104B, and 104D, and Part 2 of the Act, subject to appropriate conditions.





## **Appendix 1**

### **Certificate of Title**



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**



  
R. W. Muir  
Registrar-General  
of Land

**Search Copy**

**Identifier** CB330/5  
**Land Registration District** Canterbury  
**Date Issued** 26 November 1920

**Prior References**  
CBPR86/127 WA 52/106

---

**Estate** Fee Simple  
**Area** 4047 square metres more or less  
**Legal Description** Section 4 Block I Tekapo Village

**Proprietors**  
Sunshine Housing (2016) Limited

---

**Interests**

Fairlie - Tekapo - Pukaki - Road

4

5

3

1 0 0 0

7



## **Appendix 2**

### **Application Plans**



ROUGH & MILNE LANDSCAPE ARCHITECTS LIMITED  
DO NOT SCALE. ALL DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO  
COMMENCING ANY WORK.  
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ISSUE	DATE	STATUS
0	12/06/17	CLIENT REVIEW
A	02/08/17	CLIENT REVIEW
B	04/09/17	CLIENT REVIEW
C	03/03/18	CLIENT REVIEW
D	29/03/18	RESOURCE CONSENT
E	23/07/18	RESOURCE CONSENT



LEGEND

- 2m Boundary setback 4.5m from roadside boundary
- Site Boundary
- Existing Spot Height
- Top of wall
- Proposed level
- Chipseal (3 coat)
- Exposed aggregate concrete
- Stone sett threshold
- Decking
- Stacked stone wall
- Flag stone paving
- Existing fence
- Vertical timber fin fence
- Contours
- Existing boundary planting to remain and be supplemented with additional shrubs and groundcovers
- Lawn
- Tussock Planting

- Native Grasses**  
Red tussock  
Dwarf toe toe  
Sedge  
Wind grass  
Blue fescue  
NZ iris  
Wild spaniard

- Proposed shrubs and groundcovers**  
Shrubs  
Hebe odora  
Red barked dogwood  
Lavender (Italian)  
Mountain flax  
Purple astelias  
Coprosma (varied cultivars)  
Broadleaf (Hedge)  
Portuguese Laurel (Hedge)  
Hornbeam (Hedge)

- Groundcovers**  
Alpine moss  
Marlborough rock daisy  
Black mondo  
Creeping wire vine  
Scleranthus biflorus  
Pachystegia insignis  
Ophiopogon planiscapus  
Muehlenbeckia axillaris

- Proposed trees**  
Trees  
Pin/Scarlet oak  
Liquidamber  
Oriental plane  
Mountain beech  
NZ cedar  
Italian alder  
White birch  
European beech (Green + Copper)  
Mountain rowan

- Existing trees**  
Existing trees to be removed

- Existing trees**  
Quercus palustris  
Liquidambar styraciflua  
Platanus orientalis 'Autum Glory'  
Fuscospora cliffortioides  
Libocedrus bidwillii  
Alnus cordata  
Betula papyrifera  
European beech (Green + Copper)  
Mountain rowan

COMPLIANCE TABLE

	Required	Provided
Carparks	1/unit 2 managers 1 mobility	16 units 2 managers 1 mobility Total = 19
Built & hard surface coverage	40%	Roads 1,035 m2 Units 960m2 Lodge/Centre 185 m2 Courtyard 75m2 Stonewalls 149 Total 2,404m2 59% of property area
Property Area	4,044 m2	

Note: Timber decks not included in hard surfacates area schedule

rough & milne landscape architects  
Level 2, 80 Cambridge Terrace  
PO Box 1016, Christchurch 8140  
Tel +64 3 372 8200  
Fax +64 3 372 8201  
info@roughandmilne.co.nz

LANDSCAPE CONCEPT PLAN  
SUNSHINE HOUSING  
5 PIONEER DRIVE  
TEKAPO

JOB No.	17037
SCALE	1:150 @ A1
DATE	26/03/18
DESIGNED	TM/BM
DRAWN	LD
CHECKED	TM
STATUS	RESOURCE CONSENT
DRAWING No.	LC 10
SERIES	E
1 of 1	





DRAWING INDEX	
Sheet Number	Sheet Name

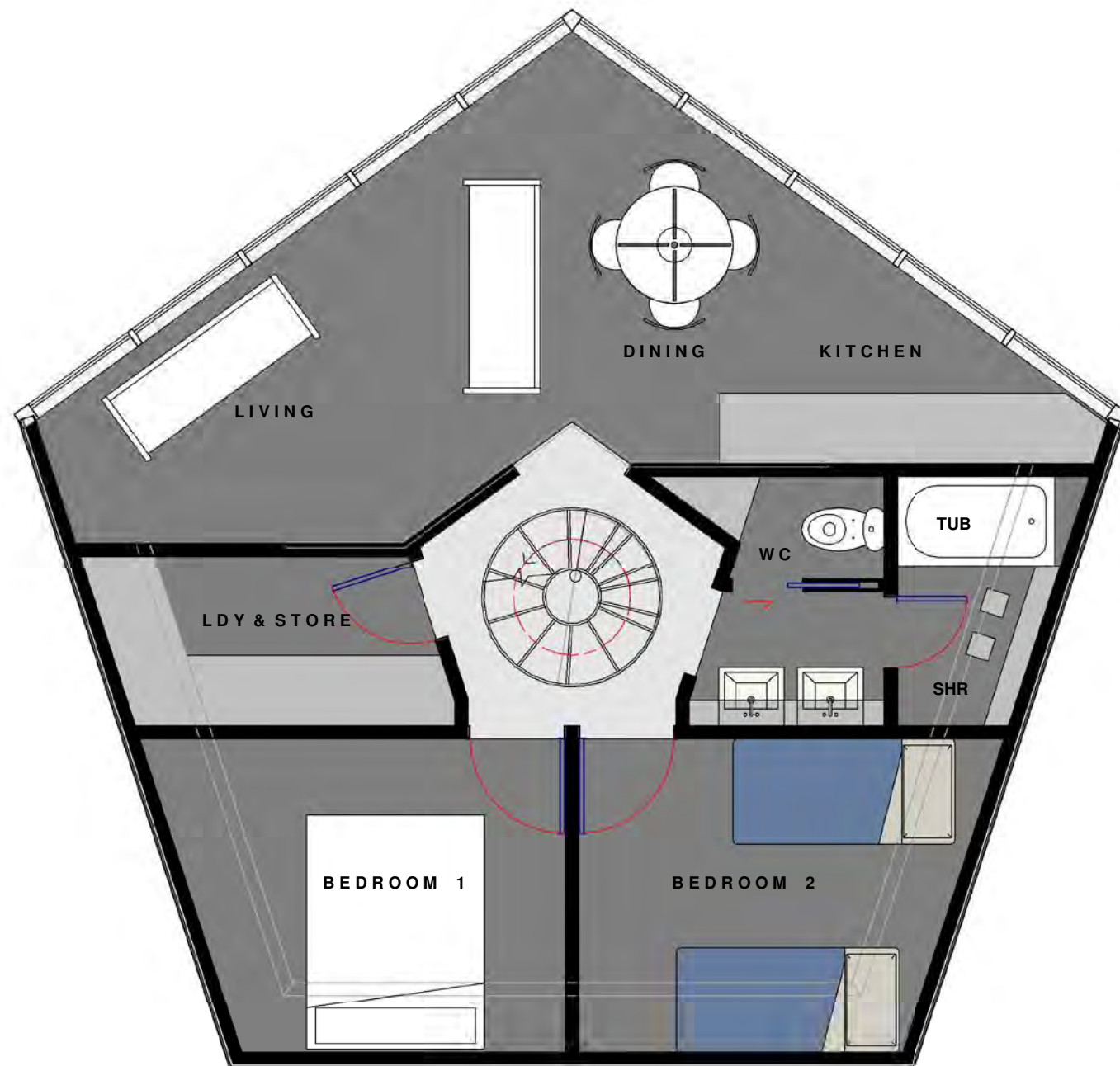
A000	DRAWING INDEX
A001	SITE PLAN
A100	FLOOR PLANS
A200	ELEVATIONS
A201	ELEVATIONS

## 5 PIONEER DRIVE - LAKE TEKAPO

20 MARCH 2018



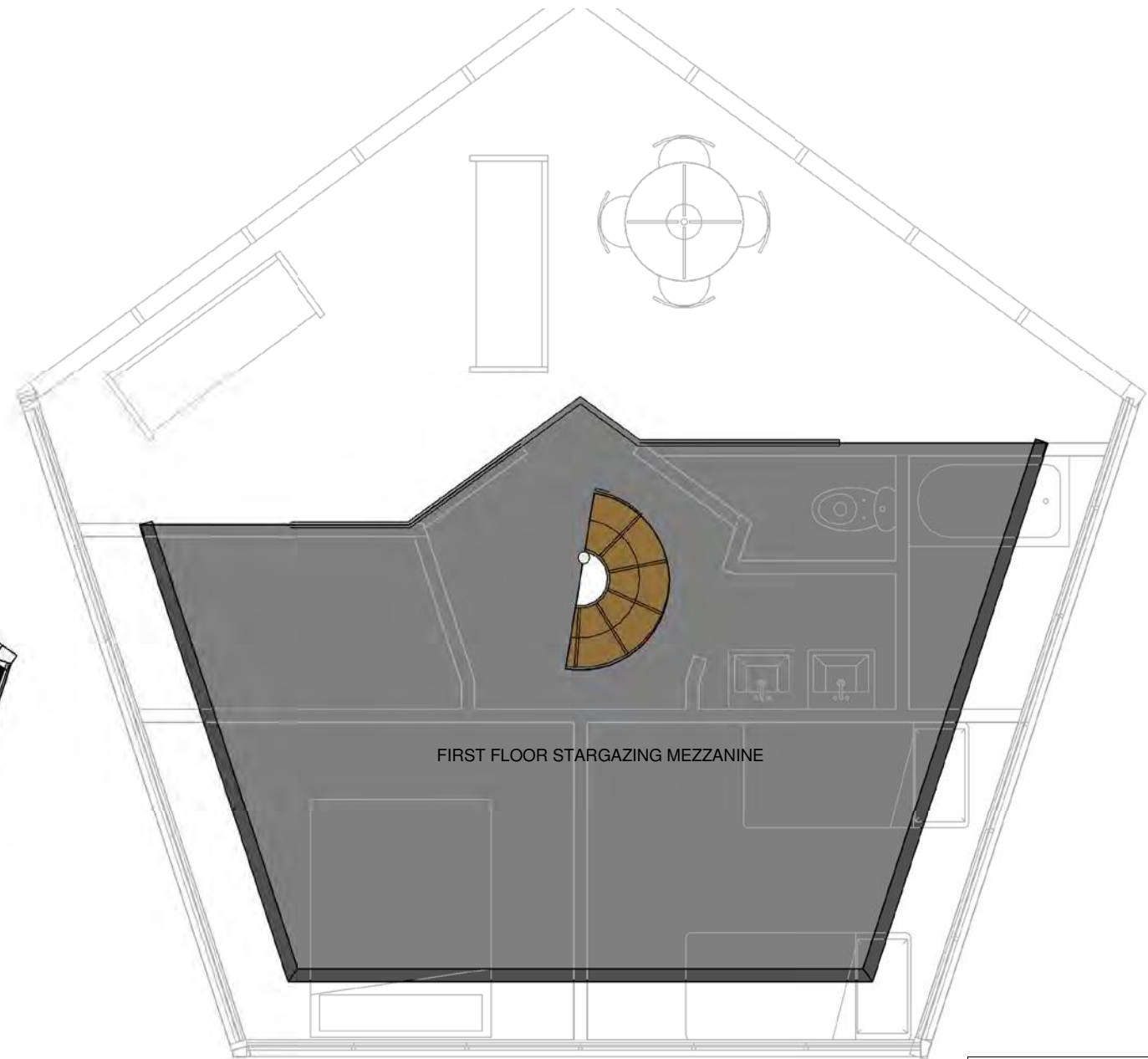
### CONCEPT DRAFT



GROUND FLOOR  
58m<sup>2</sup>

## GROUND FLOOR PLAN

SCALE 1 : 5 0 @ A3



FIRST FLOOR STARGAZING MEZZANINE  
26m<sup>2</sup>

## FIRST FLOOR PLAN

SCALE 1 : 5 0 @ A3

## CONCEPT DRAFT

張 **ZHANG RONG**  
**ARCHITECT**  
SUNSHINE HOUSING LTD

PROJECT:

No.

DRAWING: FLOOR PLANS

SCALE: 1:100

DATE: 20/03/2018

DRAWING NO. REVISION DWN BY:

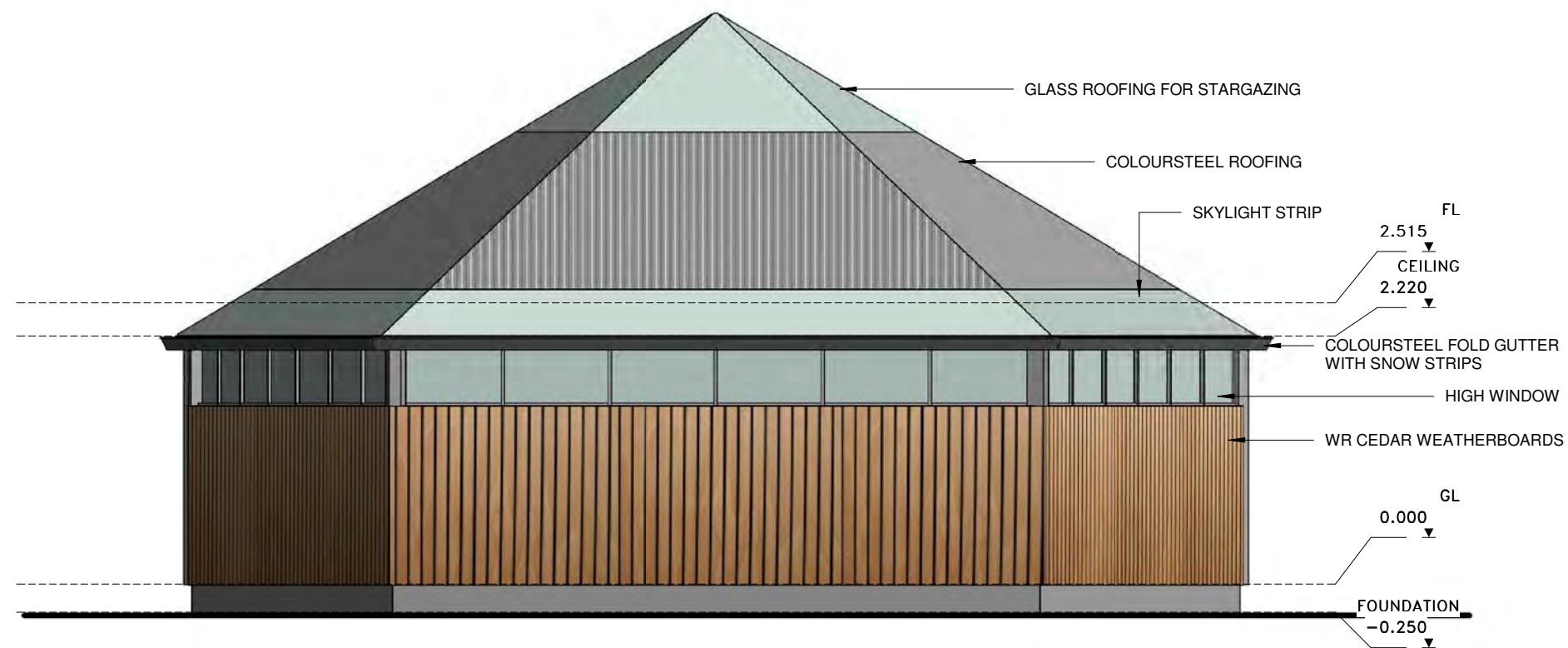
A100 ☐ RZ

DRAWING STATUS: FOR INFORMATION ☐  
FOR TENDER ☐ FOR CONSENT ☐

P.O. BOX 6598 P: 03 4218 618  
UPPER RICcarton M: 0275566585  
CHRISTCHURCH 8442 E: rong@sunshinehousing.co.nz

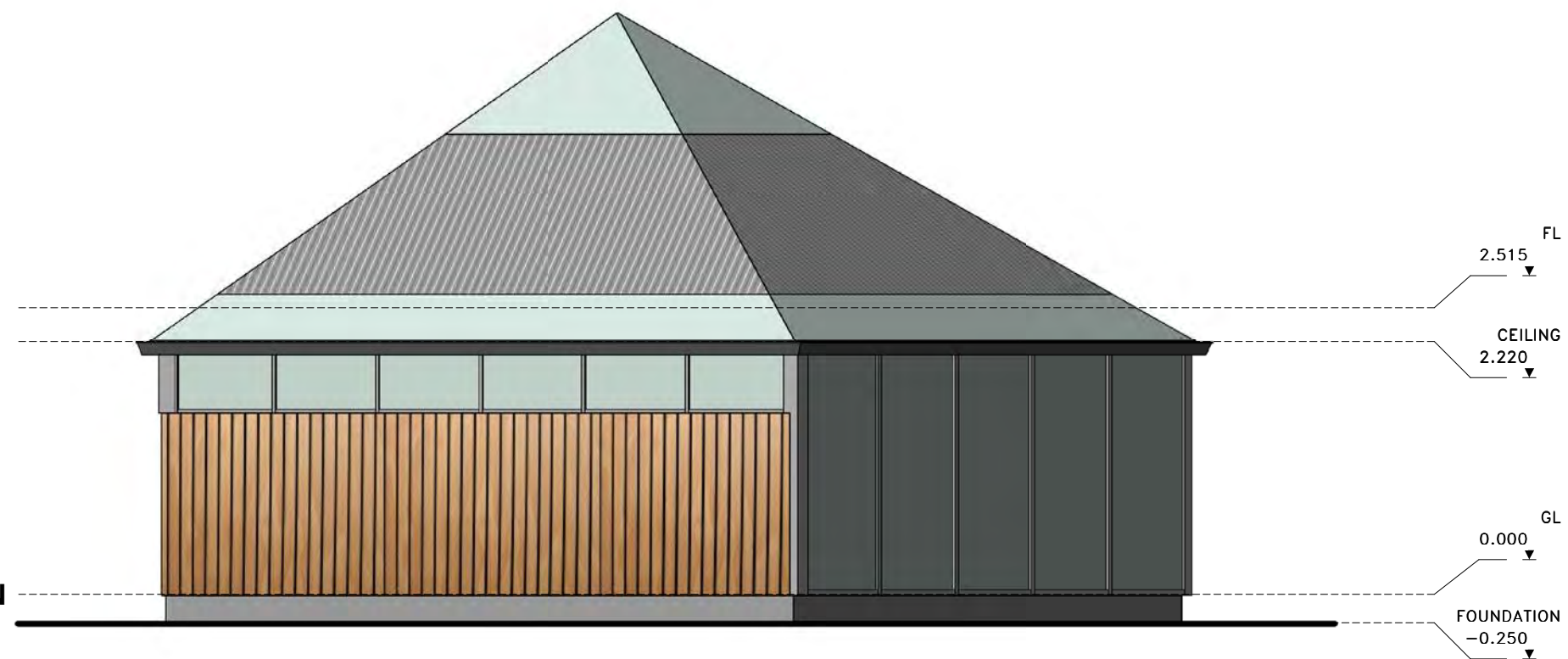
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## SOUTH ELEVATION

SCALE 1:50



## EAST ELEVATION

SCALE 1:50

## CONCEPT DRAFT

**張 ZHANG RONG ARCHITECT**  
SUNSHINE HOUSING LTD

PROJECT:

DRAWING: ELEVATIONS

SCALE: 1 : 50

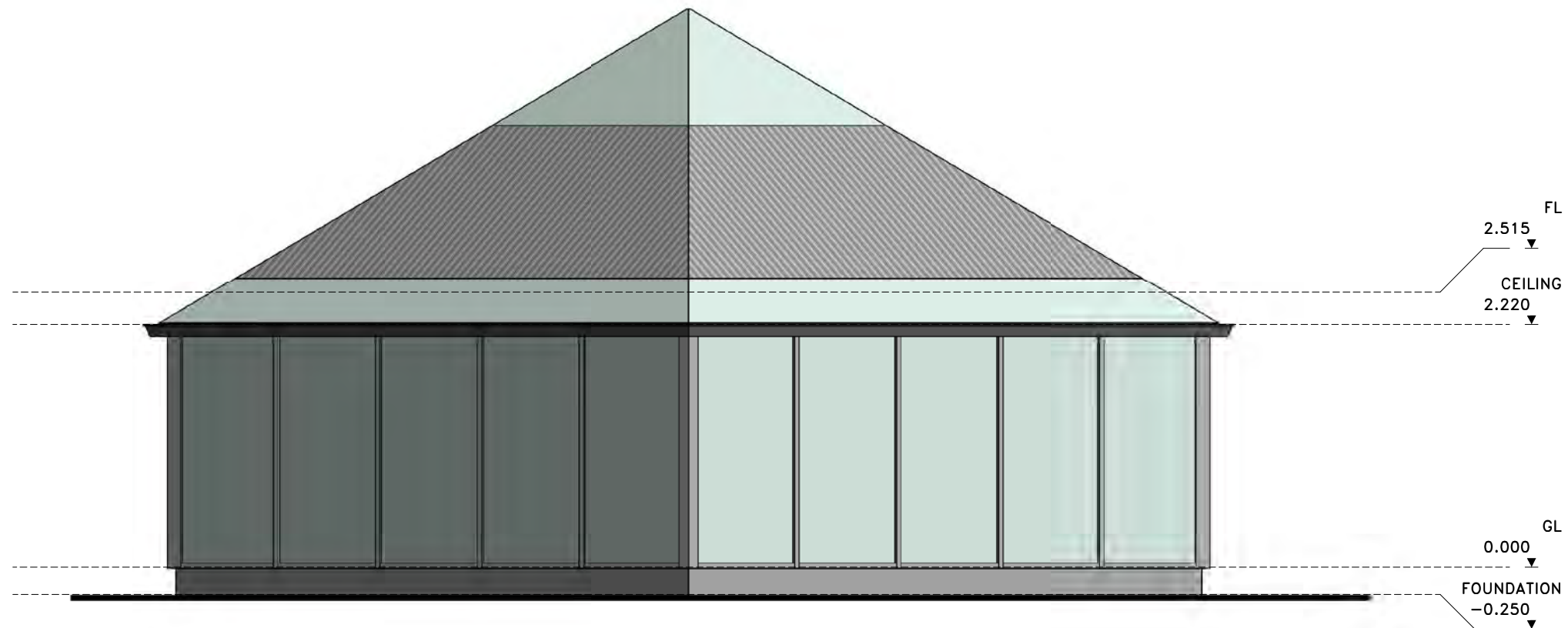
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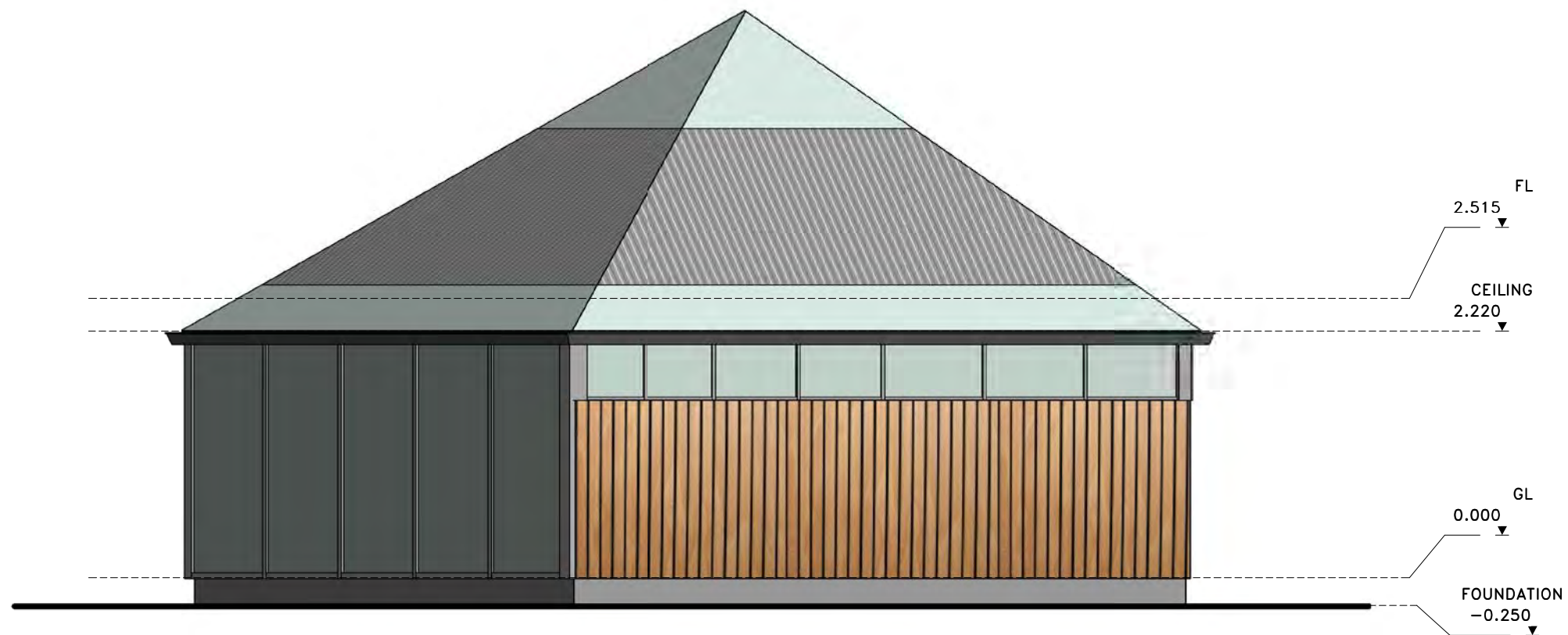
P.O. BOX 6598 UPPER RIC CARTON CHRISTCHURCH 8442 P: 03 4218 618 M: 0275566585 E: rong@sunshinehousing.co.nz

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**NORTH ELEVATION**

SCALE 1:50



**WEST ELEVATION**

SCALE 1:50

## CONCEPT DRAFT

**張 ZHANG RONG**  
**ARCHITECT**  
SUNSHINE HOUSING LTD

PROJECT:

DRAWING: ELEVATIONS

SCALE: 1 : 50

DATE: 20/03/2018

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A201	<input type="checkbox"/>	RZ

DRAWING STATUS:	FOR INFORMATION	<input type="checkbox"/>
FOR TENDER	FOR CONSENT	<input type="checkbox"/>

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# ILLUMINATED SIGNAGE

SCALE 1 : 20 @ A3

張

ZHANG RONG

ARCHITECT

SUNSHINE HOUSING LTD

PROJECT:

No.

DRAWING: ILLIMINATED SIGNAGE

SCALE: 1 : 20

DATE: 06/10/2017

DRAWING NO.

REVISION

DWN BY:

001

☐

R.Z.

DRAWING STATUS:

FOR INFORMATION

FOR TENDER

☐

FOR CONSENT

☐

P.O. BOX 6598  
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## **Appendix 3**

### **Assessment of Landscape and Visual Effects and Graphic Attachment**

**Sunshine Housing**  
**Assessment of Landscape and Visual Effects**

**Prepared by**  
**Rough and Milne Landscape Architects Limited**

**June 2018**

rough & milne landscape architects

## INTRODUCTION

The purpose of this report is to assess the potential landscape and visual effects of the visitor accommodation development proposed at 5 Pioneer Drive, Tekapo. The application site is zoned Residential 1 and partly Residential 2 and comprises one land parcel 0.4047 ha in area.

An A3 graphic appendix (GA) accompanies this report and contains material to illustrate the receiving environment and the proposed development on Sheets 1 – 22.

## LANDSCAPE DESCRIPTION

### The Receiving Environment

The site is located within the Tekapo township east of the Tekapo River at the southern end of Lake Tekapo.

At a broad scale the landforms of the receiving environment comprises the intermountain basin and ranges of the Mackenzie Basin landscape. The Southern Main Divide and associated ranges (Hall Range, Sibbald Range, and Two Thumb Range) contain Lake Tekapo and dominate the northern outlook. Of note is the isolated hill form of Mt John at 1031 masl, which is a distinctive geological feature on the south-western shore of Lake Tekapo and prominently visible from the Lake Tekapo township. Motuariki Island is a notable feature on Lake Tekapo at 7.6 km from the shoreline.

Lake Tekapo runs north-south along the northern edge of the Mackenzie Basin and is a dominant feature of the receiving environment. This glacial lake is 30 km long and over 83 km<sup>2</sup> and is fed by the braided Godley River, which has its headwaters in the Southern Alps. As part of the hydro power scheme Lake Tekapo levels fluctuate according to management and demand exposing shallow water and muddy flats at the southern end of the lake. The refraction of light through finely ground rock particles of the glacial melt waters that feed the lake is the reason for its remarkable turquoise colour. The Tekapo River outflow at the southern end of the lake is dammed at the State Highway (SH) 8 bridge access into the Tekapo township.

The surrounding landscape is within the Pukaki and Tekapo Ecological Districts<sup>1</sup>. The land and shoreline surrounding Lake Tekapo to the east and west consists of the glacial and fluvial derived landforms. The most obvious features are moraines, outwash gravel surfaces and associated features. The land south of the lake is also legible as a dry outwash plain between Lake Tekapo and Benmore but modified by a network of canals associated with the hydro-electric power scheme.

The prevailing wind is northwest or strong westerly. The climate is humid to sub-humid with cold winters, warm summer and rainfall between 600 – 1600 mm per annum. The soils are moderately deep to shallow moderately fertile but droughty in summer. The vegetation is modified and predominantly depleted fescue – red tussock with a high proportion of matagouri scrub, *Coprosma* sp, sweet briar, scrub kowhai and *Corokia cotoneaster*. The lake foreshore in proximity to and in front of the site is for the most part open dominated by tussock grassland, matagouri and sweet briar with wilding pines, exotic deciduous trees including silver birch and rowan and scattered willow trees

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<sup>1</sup> Ecological Regions and Districts of NZ, 3<sup>rd</sup> revised edition. Dept of Conservation 1987

along the shoreline particularly to the east of Tekapo township. Forest plantations are located at the southwest and southeast ends of the lake at the base of Mt John and either side of Lilybank Station Road.

Maori were the first people to settle the basin establishing summer camps along the lake shore and rivers as part of a mahinga kai trail. Lake Tekapo is also referred to in Maori legends. The European settlement was initially driven by sheep farmers who leased large run holdings in the basin.

The Lake Tekapo township sits at 710 m surrounded by a vast basin of tussock grassland. It has a permanent population of around 360 people and is one of five settlements in the sparsely populated Mackenzie Basin. It is accessed by SH8 that traverses the southern shoreline of the lake and runs directly through the township separating the commercial area fronting the lake to the north from the residential areas to the south and east of the Tekapo River. The township supports several hotels, motels, a camp ground and backpacker accommodation centrally located around the town.

Pioneer Drive is located off SH8 on the eastern approach to Tekapo and traverses the lakeshore as a one km scenic route before returning to SH8 at the bridge crossing the Tekapo River at the entry of the township. Pioneer Drive affords panoramic views across the Lake, east to Mt John, the distant surrounding mountain ranges and the forest plantation on Lilybank Station to the west.

Pioneer Drive provides access to one of the earliest residential areas developed in Tekapo between SH8, the Tekapo River and the southern shore of Lake Tekapo, bisected by Beauchamp Place, Sealy and Mackenzie streets. This discrete residential enclave consists of large lots mostly 800 – 1000 m<sup>2</sup> interspersed with large lots ranging from 2 - 4000 m<sup>2</sup> and a 8000 m<sup>2</sup> open space reserve fronting SH8.

Small scale residential dwellings represent a diverse range of architectural styles and building eras and face onto Pioneer Drive beyond generous landscaped frontages with grassed and planted roadside berms up to 14 m in width. Established mature exotic trees provide a backdrop and setting, separation and shelter from the main areas of Tekapo. Some of the dwellings are advertised as providing Bed & Breakfast and motel accommodation.

Situated midway between Christchurch and Queenstown, Lake Tekapo township is a popular tourist destination and stopover for passing travellers on State Highway (SH) 8 en-route to Mt Cook and the Queenstown Lakes District. The history of the early European settlement is recognised by two iconic landmarks, which include the stone Church of the Good Shepherd built in 1935 and a bronze Dog Statue dedicated to the working collies of James Mackenzie (a well known Scottish shepherd). These are located on Pioneer Drive on the southern shoreline of Lake, some 350 – 450 m west of the application site. These landmarks are said to be amongst the most photographed features within the South Island.

Recreational opportunities are an important attribute of the area. The Te Araroa trail and Alps 2 Ocean cycle trail traverse the southern shoreline of Lake Tekapo immediately alongside Pioneer Drive. The Te Araroa Trail is a continuous 3,000 km walking track from Cape Reinga to Bluff connecting settlements, township and cities to showcase a



wide variety of NZ natural, cultural and historic experiences. The Alps 2 Ocean cycle trail section is an alternative route to the Mt Cook / Aoraki start point to the track. The Alps to Ocean (A2O) cycleway traverses over 300 km between Aoraki / Mt Cook and Oamaru. This trail provides a unique experience of the Mackenzie / Omarama Basin areas and is increasingly patronised by cyclists and walkers of all ages.

Lilybank Road and Godley Peaks Road extend along the lake edges up into the Godley and Macaulay River valleys at the head of the lake. These roads provide access to farmland and are also utilised by mountain bikers, skiers, trampers, anglers and hunters.

Apart from sight-seeing and scenic flights, other recreational activities include horse trekking, curling, ice hockey, ice skating, hot pools, skiing, alpine touring, water skiing, golf and star gazing. The Mt John Observatory was established on the summit of Mt John by the University of Canterbury because of the very clear night sky with low surrounding light pollution. It is recognised as the Aoraki Mackenzie International Dark Sky Reserve. The facilities are used for astronomy and astrophysics scientific investigations as well as being a popular tourist attraction overlooking Tekapo.

### **The Site**

The site is located on the south side of Pioneer Drive within 80 m of the Lake Tekapo shoreline, looking north across the lake to the mountain peaks of the Hall, Sibbald and Two Thumb Range. It is approximately 0.4047 ha and is one of the town's original properties. It contains a historic dwelling known as Old Pennscroft erected in 1929. The site is adjoined by three small residential lots to the east, including a dwelling named Pennscroft, indicating a previous association with the site. Two residential lots adjoin the site to the west and a large residential / visitor accommodation complex comprising 30 two storey units adjoins the site to the south.

The site is a relatively narrow rectangular shape, approximately 38 m wide and 100 m long. The site is essentially split level with the front northern portion some 2.1 m higher, dropping steeply in elevation to the back third of the site.

The existing dwelling is setback approximately 34 m from the roadside boundary and is predominantly weatherboard with a feature stone foundation, and chimney. The north elevation comprises a gable end and timber joinery enclosing the original veranda area.

A skyline garage and outbuildings are located to the rear of the dwelling. The outbuildings are a mix of architectural styles and include a lean-to addition and a separate corrugated iron shed containing a laundry.

The rear portion of the property is largely open grass with some juvenile feature trees located around the perimeter including horse chestnut, cedar, silver birch, pinoak / liquidambar, and ash trees.

A low dry stone wall identifies the road boundary and front yard to the house with plaster and stone entrance feature walls, stone columns and timber gate either side of a gravel driveway. The driveway traverses a generous front lawn area containing large established exotic evergreen and deciduous feature trees including silver birch, larch, rowan and horse chestnut trees etc. It continues alongside the east side of the house to the garage and back area of the property. The boundary garden includes beech,

toetoe, tussock, toetoe, hebe, flax and rhododendrons. A rustic seat is centrally located on the front lawn, positioned to face north affording a panoramic view across Lake Tekapo, distant mountains and Mt John.

The site currently operates as visitor accommodation for up to 12 people, with an on-site manager staying in caravan (refer to recent resource consent decision RMA170182).

### **Landscape and Amenity Values**

The wider landscape is nationally recognised as an ONL<sup>2</sup> with areas of exceptional legibility, aesthetic, transient, shared and recognised and very high natural science values, and high tangata whenua and historic landscape values. This is reflected in the reserve status of the night sky known as the Aoraki Mackenzie International Dark Sky Reserve. One of the reasons for the Tekapo's importance as a visitor destination is its access to iconic landscapes.

In brief, the landscape and amenity values of the receiving environment are associated with the expansive Mackenzie Basin landscape setting where the scale and legibility of the glacial landforms and lake convey a dramatic scenic quality.

The transient and aesthetic qualities associated with seasonal changes including snow cover, autumn colour, flowering lupins and the turquoise colour of the lake contribute to the iconic values of the setting. The clear and unpolluted night sky is a valued feature of the area. The Church of the Good Shepherd and Mackenzie's Dog monuments are nearby tourist icons acknowledging the important cultural heritage values.

At a local site scale, the historic dwelling, although not classified a heritage listing in the MDP, is clearly part of the earlier settled area of Tekapo where large properties contain small scale dwellings or buildings within a setting of established exotic trees.

The architectural style is diverse although typically small scale. Dwellings along Pioneer Drive are setback beyond a minimum of 4.5 m although built setbacks vary hugely. Internal boundaries are generally identified by planting with planted road frontages often open to the road with no obvious physical barrier demarking private / public boundaries. The generous grassed berms, lack of formed footpaths and kerb and channel contributes to a low key informal setting conveying a rural rather an urban amenity, i.e. one dominated by the landscape rather than buildings.

The low density and scale of the existing residential development and open planted frontages contribute to the overall very high scenic quality of the landscape as viewed from Pioneer Drive and Te Araroa Trail, particularly approaching the iconic features of Mackenzies Dog and The Church of the Good Shepherd.

The landscape and amenity values of the site itself is conveyed by the large established exotic tree setting, an open grassed frontage, feature rock walls, and heritage dwelling referencing a bygone era. The proximity to the lake and views offer a high level of amenity to the site.

---

<sup>2</sup> Canterbury Regional Landscape Study. July 2010

## THE PROPOSAL

The proposed development layout is illustrated by the landscape plan, architects plan and elevations on Sheets 16 – 20.

The existing principal building will be retained in-situ and a further 16 visitor accommodation units are proposed around the periphery of the site. The units north of the existing dwelling are referred to as the 'Lake View' units and the units south of the existing dwelling are referred to as 'The Glade' units. The units are setback 4.5 m from Pioneer Drive and between 2 – 3 m from each internal boundary. A central circulation layout provides vehicle manoeuvring and access through the site to each unit. Sections of acoustic and non acoustic fencing is proposed in various locations along the east and west site boundaries up to 1.8 m in height, except along the southern boundary where the existing colorsteel fence will remain. The parking areas and circulation areas will be chipseal surfaced with a local aggregate except for a paved threshold southeast of the existing dwelling which indicates a common use area at the intersection access between the Lodge, the 'Lake View' and 'The Glade' units.

The units are each designed as 58 m<sup>2</sup> pentagons, approximately 5.1 m in height, clad in cedar weatherboards on three sides and glazing on the remaining two with glass and colour steel roofing. The apex of the pentagon is glazed and intended to facilitate stargazing. The internal layout includes open plan dining, kitchen, living with the balance floor area divided into a bathroom and 2 bedrooms.

All units are stand alone except for units 1 and 2 fronting Pioneer Drive at the northern boundary of the site. These units are joined by a common central deck area. Each unit has a separate fenced area for rubbish and recycling bins, an outdoor deck area and a landscaped surrounding.

The site is landscaped with rockeries, stone walls and tree planting to separate and provide privacy between the units. The large rocks proposed around the units for landscaping purposes will be locally sourced and arranged in a naturalistic manner to represent glacial erratic.

Most site trees will be removed except where practicable existing trees will be retained. The retained trees include a large conifer close to the front boundary, several trees along the southern site boundary and a cluster of conifers and birch where the site slopes to The Glade area.

The plant palette has been chosen to reflect the planted character of the locality and includes pin-oak, liquidambar, plane tree, alder, silver birch, european beech and rowan trees. The native mountain beech tree is also proposed. Groundcover and shrubs will consist of a mix of native and exotic grasses and shrubs.

The design concept seeks to achieve a comprehensive development with units that nestle cohesively into their immediate landscape setting. The built area (i.e. units and existing lodge only) will total 1145 m<sup>2</sup> equating to a site coverage of 28.3%.

All planted areas and / or individual plants will be irrigated using a dripper irrigation system to ensure rapid establishment of the new planting.

## STATUTORY REQUIREMENTS

Under the Mackenzie District Plan (MDP) Map 44 and 44A shows the application site lies predominantly within the Residential 1 (R1) zone, with the exception of a 6 – 7 m wide paper road across the rear of the lot which is part of the R2 zone. The R1 zone anticipates:

- *Adequate open space between neighbouring buildings to be used for garden plantings, to act as a buffer between buildings and to increase the amount of privacy enjoyed.*
- *A pleasant outlook from residential sites, without views of long continuous walls and buildings of great bulk.*
- *Maintenance of a residential environment that is pleasant with a high level of on site amenity in terms of good access to sunlight and daylight, privacy, outlook and not dominated by buildings.*
- *A range of building forms in the Residential Zone.*
- *Low scale residential development allowing for views to be enjoyed.*
- *Low scale non-residential development which is in keeping with residential activity.*
- *Maintenance of existing medium residential density with sites being dominated by open space rather than buildings, providing the opportunity for tree and garden planting around buildings.*
- *Efficient use of land in residential areas.*
- *Outdoor storage and parking areas which are screened from view from the public and adjoining residential sites.*
- *Maintenance of the residential character within residential zones.*
- *Establishment of buildings in residential areas of similar bulk to existing residential buildings.*

The R2 zone anticipates

- *High density residential development including apartments and terraced dwellings.*
- *High density visitor accommodation that is in keeping with the character of the surrounding residential activity.*
- *Maintenance of a high degree of amenity through the provision of building controls, landscape planting, and sensitive building design in developments.*
- *The exclusion or mitigation of activities that result in adverse effects such as loss of privacy, building domination, glare, noise, excessive traffic generation or parking congestion.*
- *New residential areas of high density integrated with the surrounding built, physical and social environment between the town centre and low density residential activities towards the urban periphery.*
- *Provision of ample opportunities for visitor accommodation activities of various scales close to town centres.*

The proposed development triggers a non-complying status, due to non-compliance with standards related to Visitor Accommodation: 5.4.1 Noise; 5.4.2 Visitor

Accommodation<sup>3</sup> providing for 13 or more visitors at any one time; and 5.4.3 more than 40% site coverage for buildings and hard surfaces.

As a non-complying activity then the proposal must be consistent with the relevant objectives and policies, or effects must be no more than minor.

The relevant objectives and policies are:

***Residential – Objective 1 Amenity***

***Maintenance of the pleasantness, amenity and safety of residential areas and maintenance and protection of the surrounding natural and physical environment***

***Policy 1A – Bulk and Location of Building***

***To permit flexibility in building design while ensuring that buildings on sites in residential areas do not adversely affect the pleasantness and amenity enjoyed on neighbouring sites.***

***Policy 1B – Density and Scale***

***To enable land in Residential 1 Zones to be used efficiently while maintaining ample open space and the existing scale and medium density of these areas.***

***Residential Policy 1C – Density And Scale: Residential 2 Zones***

***To provide for higher densities of residential and visitor accommodation development around the periphery of the Lake Tekapo and Twizel town centres and to promote a compact residential form.***

***Policy 1E – Activities***

***To ensure that activities in residential areas do not adversely affect the natural and physical environment, the safety of residents and the pleasantness and amenity enjoyed in these areas.***

***Residential - Objective 2 - Non Residential Activities***

***Non-residential activities in residential areas which are necessary to meet the needs of people and the community but do not detract from the amenity and safety of the area.***

***Policy 2C – Visitor Accommodation***

***To enable the establishment of visitor accommodation activities, particularly in the Residential 2 Zone in a manner that protects and is compatible with the residential character and amenity of the zone, and avoids, remedies or mitigates adverse effects.***

In determining whether effects are no more than minor, the consent authority may disregard adverse effects that are permitted by the rules. The permitted baseline provides a guide as to what level of development is anticipated and establishes the outcomes associated with such activity as acceptable to uphold the desired character and amenity.

The R2 zone is more enabling of the proposed development however the following assessment focuses on the permitted baseline for the R1 zone since this is the more critical zone and comprises the bulk of the site, particularly that fronting Pioneer Drive.

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<sup>3</sup> MDP Section 6 Residential Zone Rules; 5.4.2

## **The Permitted Baseline**

The existing subdivision development pattern in the R1 zone along Pioneer Drive has resulted in a predominance of lots at 800 – 1000 m<sup>2</sup> with several larger lots of approximately 4000 m<sup>2</sup>. Currently there are 18 lots with 15 dwellings fronting Pioneer Drive. Contrary to the existing development pattern under the MDP, subdivision rules permit lots of 400 m<sup>2</sup> in area along Pioneer Drive, each with one primary residential unit and one minor residential unit up to 50 m<sup>2</sup>. Refer Sheets 21 – 22 showing a permitted baseline subdivision and development.

The maximum density of development that could occur along Pioneer Drive would result in 24 lots at 400 m<sup>2</sup> with a total of 48 residential buildings (made up of 24 primary residential units and 24 minor residential units) visible along Pioneer Drive. Inevitably this will also increase the number of driveways and traffic and is likely to necessitate the removal of a number of established trees.

So, in accordance with the permitted baseline, subdivision and development of the site could realistically result in the creation of two lots along the current property frontage, each containing one primary residential unit plus one minor unit. This means that four residential buildings fronting Pioneer Drive are a likely and acceptable outcome of development. The residential buildings will be setback the required 4.5 m behind a landscaped frontage. It is likely that each lot would have a separate driveway access and fenced or planted internal boundaries. The resulting compartmentalisation is likely to effectively increase the perceived urban density of the site.

Inevitably the change associated with a credible permitted development of the site will be considerable and likely to remove views of the historic house, open space, and a number of large trees from Pioneer Drive. There is no requirement for the existing features, such as the historic dwelling and rock boundary wall of the site to be retained by future development.

The permitted baseline development indicates the residential character and amenity anticipated for the R1 zone along Pioneer Drive. It is clearly a significant departure from the actual reality of the current receiving environment but not dissimilar to the effects resulting from the proposed development.

## **Assessment Matters**

In considering resource consents for land use activities, in addition to the applicable provisions of the Act, the Council shall apply the relevant Assessment Matters set out below.

### ***At 9.4.a Residential 1, 2, 3 and 4 Zones***

*i. The extent to which the scale of the activity and buildings will be compatible with the scale and character of other buildings and activities in the surrounding area*

*v. The degree of loss of privacy from the positioning of visitor accommodation activities adjacent to residential activities.*

Of further relevance in considering resource consents for land use activities<sup>4</sup> to the proposed development is the extent to which the design and appearance of new buildings comply with the matters set out in the Lake Tekapo Design Guide in Appendix P. The Lake Tekapo Design Guide seeks to ensure that new development in Lake Tekapo is sympathetic to the character of the town and the surrounding landscape.

The main principles include:

- (i) integrating new development into its landscape and setting
- (ii) local building lines, styles and features
- (iii) honest materials and local colours
- (iv) scale, massing and height

While the majority of residential buildings in Lake Tekapo lack any formal style, the most characteristic architectural styles are the alpine and high country themes. The MDP, Appendix P Lake Tekapo Design Guide provides building design guidelines for new development that is sympathetic to the character of the town and the surrounding landscape. They have been prepared specifically for the Village Centre, Special Travellers Accommodation and Residential 2 Zones however the guidelines are suggested as broadly applying to all development in Lake Tekapo. The guidelines clearly indicate what is expected for the built environment with regard to rooflines, architectural style, architectural features, openings, exterior cladding materials and colours, accessory buildings, and landscaping. According to the Lake Tekapo Design Guide, the High Country Style has been decided by the community as the character most suitable for Lake Tekapo.

## **LANDSCAPE AND VISUAL ASSESSMENT**

The main issues relevant to the proposal are maintaining the pleasantness and amenity of Residential areas. As noted in the description accompanying Issue 1 of the MDP, *people's perception of well being is enhanced by a coherent and pleasant living environment and this is often a reflection of the existing character of their living areas.*

### **Landscape Character and Amenity**

The landscape character of any area is derived from the combination of natural and man-made elements such as vegetation, landforms, water bodies, buildings, roads, etc. What distinguishes one landscape from another is the way elements are combined.

Whether a landscape has visual appeal or not is often derived from a person's response to the character of a landscape and therefore amenity and landscape character are inextricably linked.

Amenity values are defined under the Act as:

*Those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence and cultural and recreational attributes.*

Amenity values encompass a broad range of issues and visual amenity is a measure of the visual quality of a landscape as experienced by people living in, working in or

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<sup>4</sup> MDP Assessment matters – Resource Consent, 9.1.b



travelling through it. It is invariably associated with the pleasantness, memorability and aesthetic coherence of an area or a view.

A place-specific determination of amenity is important but this must also take into account the district plan provisions, including consented development that may be unrealised and the permitted baseline. The MDP anticipates a much greater level of development than currently exists. If development occurs to the permitted baseline along Pioneer Drive then the inevitable result would be an increased number of dwellings and a reduced dominance of natural elements, particularly in regard to the number of established trees around dwellings.

Pioneer Drive is characterised by the low density, small built scale and diverse architectural development. The generous built setbacks and proliferation of established trees contributes significantly to the amenity of the built environment. The highly natural setting, close proximity and expansive views across the lake, and surrounding mountains dominates the scenic outlook and affords a very high amenity. Ephemeral and transient qualities are also an important part of the experience.

In addressing the matter of amenity values, this assessment is confined to those of a visual nature from public places. Although individuals will have different perceptions of the landscape, there will also be many similarities in relation to an appreciation of beauty and meaning. The iconic status of the Church of the Good Shepherd, Mackenzies Dog statue, the general Lake Tekapo ONFL setting and proximity to the cycle trail indicate the very high values in relation to landscape and amenity that are held in common by the public.

### **Visual Assessment**

The potential effects on amenity can be broadly determined by assessing the visual impact of the proposed development using a representative viewpoint analysis. The significance of the visual effects on amenity are influenced by the visibility, the scale and nature of the proposed development, the context of the existing landscape, the visual sensitivity of the viewer and the size of the viewing audience. The scale used to determine the degrees of visibility and effects on visual amenity is appended to this assessment as Appendix A.

The visual effects are likely to be experienced differently depending on whether the viewer is a local resident or a visitor. Changes to familiar views will be immediately obvious to local residents and those familiar with the area, whereas they will be less noticeable to tourists or occasional visitors.

The viewpoints that represent the most obvious public views of the site are those from Pioneer Drive, the cycle trail, Mackenzies Dog statue and from the nearby vantage point of Mt John Observatory. These viewpoints attract large number of tourists at all times of the year. The following assessment is undertaken with consideration of the permitted baseline (refer section above) rather than the actual existing environment, which is largely underdeveloped as compared to what could be developed pursuant to the District Plan.

In order to assist in the assessment of effects a series of view panoramas were taken from locations with clear views to the site or popular frequented locations with views

of the site. Refer Sheets 3 – 7 of the Graphic Appendix. In addition three visual simulations of the proposed development were prepared from salient viewpoints. Refer Sheets 8 – 11. The visual simulations are accurate representations of the proposed development. The effects from the representative viewpoints are assessed below with reference to the visual simulations.

***View Panoramas 1a, 1b and 2. Pioneer Drive looking northwest at a distance of 14 - 30 m (refer Sheets 3 – 5)***

***Visual Simulations 1 and 2. Pioneer Drive opposite and looking east towards the site at a distance of 20 m (refer Sheets 8 – 10)***

The view context is diverse along Pioneer Drive comprising built development to the southwest nestled amongst mature trees and wide expansive views across the lake towards the glacial feature of Mt John and the distant mountains framing the lake. Viewer focus from passing vehicles or walkers along the Alps to Ocean track is likely to be orientated to the natural environment, which offers a highly scenic outlook rather than the proposed development.

In close proximity and immediately opposite the site, the proposed development will remove a prominent and recognisable heritage component from view and also several established trees along Pioneer Drive. It will introduce three hexagonal units close to the front boundary of the property albeit set behind the retained stone wall and planted frontage. The existing roadside trees in the foreground of roadside and trail views will provide partial screening to the proposed development and assist in integrating the units into the existing residential suburb.

The units, although separate, are designed as repeating components and likely to read as a single entity across the site frontage given their small scale and design. This will result in a coherent outlook across the site. The built quality of the units is contributed by the use of cedar cladding, stone walls and hardwood decking and in combination will convey a high level of amenity. The amenity currently derived from the existing vegetation along Pioneer Drive will be maintained by the proposed landscaping, which includes extensive native planting and exotic amenity trees in keeping with the existing character.

The proposed development will form a visible and recognisable new component within the overall scene but not to the extent it changes its character. So overall effects on visual amenity will be **moderate**.

***View Panoramas 3, 4 and 5. Pioneer Drive looking east towards the site at distances between 72 - 435 m (refer Sheets 5 – 6)***

***Visual Simulation 3. Pioneer Drive looking east towards the site at a distance of 45 m (refer Sheet 11)***

Beyond the site frontage views looking east (and northwest) towards the site are dominated by dense clusters of established trees with dwellings largely screened from view. The exotic trees convey a high level of amenity in contrast to the surrounding sere tussock clad hillsides and mountain slopes and the turquoise blue colour of the lake, particularly in autumn when leaves turn bright red, orange and gold. Other transient aspects of amenity are derived from autumn leaf colours and flowering lakeside lupins

over summer. The dominant scenic outlook is the expansive and dramatic views across the lake and mountains.

At distances beyond 45 m from the site the proposed development will constitute only a minor component of the wider view, which might be missed by the casual observer. This is particularly true from the Church of the Good Shepherd (at a distance of 445m) statue of Mackenzies Dog (at a distance of 435 m) which is a popular tourist attraction and where tourists stop to take photos. Even so, awareness of the proposed development will not have a marked effect on the overall quality of the scene so overall effects on visual amenity will be **slight to negligible**.

***View Panorama 6. Pines Beach looking east towards the site at a distance of 1.17 km (refer Sheet 7)***

Pines Beach was chosen as an important viewpoint because it is a popular picnic spot for locals and tourists on the lake shore, accessed from Lilybank Road. The view panorama is focussed on the Tekapo township at the southern end of the lake and Mt John with the distant Southern Alps in the distant background. Although residential dwellings within the township are visible they are well nestled amongst mature trees and read as a coherent cluster rather than individual buildings.

The proposed development sits amongst established trees and despite the removal of some trees will be screened by the surrounding vegetation from this perspective. The proposed development will be indiscernible at this distance so there will be **no** effects on visual amenity.

***View Panorama 7. Mt John Observatory looking east towards the site at a distance of 2.77 km (refer Sheet 7)***

This viewpoint is similarly located at a popular tourist attraction and affords a comprehensive view across Tekapo township. Pioneer Drive is readily distinguished along the lake edge. The established trees indicate that the residential development along Pioneer Drive was amongst the earliest area to be settled in comparison to the sparsely treed areas within more recent subdivisions. The Church of the Good Shepard is clearly seen as a stand-alone feature within the open space lake frontage at the confluence of the Tekapo River. The site is not obvious from this view due to the surrounding trees.

The proposed development will remove some site trees and therefore will be seen as a cluster of roofs although given the recessive colour they will not be a prominent component of the view. Once the proposed tree planting establishes visual screening will reduce visual effects to **negligible**.

***Summary of Effects on Visual Amenity***

The above description of Pioneer Drive as the receiving environment sets out the existing amenity and character of the locality. The existing character is low density, small scale residential development with a diversity of architectural styles dominated by open space (including undeveloped sections) and large established trees providing an intimate setting and scenic backdrop to the lake edge. The pertinent aspects of the site relating to amenity are the treed setting, the historic dwelling, a generous built setback, the rock boundary wall, an open landscaped frontage and small scale, low built density.

The site's prominent location, including the status of Pioneer Drive as a scenic road and its proximity to the cycleway and iconic features in the landscape indicates a high sensitivity to a change or more relevantly, to a departure from the district plan provisions.

The DP standards provide for two residential units and two minor residential units per lot, up to 50 m<sup>2</sup> and no more than 4 m in height. So instead of four residential buildings, at least six of the proposed visitor accommodation units will be obvious due to the site's prominent location along Pioneer Drive and the lake shore. Importantly the 4.5 m built setback is met and an aesthetically pleasing landscaped frontage is provided. Furthermore, the proposed development retains a number of the existing site features including the rock boundary wall, the historic dwelling and established trees along the property boundary.

The increased number, size (58 m<sup>2</sup>) and height (5.2 m) of the visitor accommodation units in relation to the requirements for a minor residential unit combine to result in the perception of an increased density and dominance of buildings along the frontage (refer View Panoramas 1a, 1 b and 2 and Visual Simulations 1 and 2) to a marginally greater degree than that anticipated by the MDP for Pioneer Drive.

For local residents familiar with Pioneer Drive the visual effects will be immediately obvious but likely to reduce in effect over time. Although the built form is not altogether consistent with the high country architectural style anticipated by the Tekapo Design Guidelines, the units do reflect the small scale development and incorporate some components of the high country style by using cedar cladding, other timber and corrugated iron roofing material. Overall from an immediate close proximity the proposed development will result in **moderate** adverse effects on amenity. However, for passing drivers, cyclists and those viewers unfamiliar with the setting the visual effects will be momentary and given the comparative baseline and scale of the setting, will result in **slight** adverse effects on amenity.

Viewpoints located at Mackenzies Dog and The Church of the Good Shepherd will not afford views of the proposed development due to the angle of view, screening by vegetation and the mitigating factor of distance so there are no effects on visual amenity from these locations.

Views from Mt John will be at a distance of 2.77 km and given the angle of the view the proposed development will be seen as a cluster of roofs but largely indistinguishable from the surrounding built development and mostly screened by established trees. In general, at distances over 45 m the proposed development will not be obvious from viewpoints in the vicinity and are generally well screened by the proposed onsite planting and effects on visual amenity will be **negligible or none**.

Overall, despite the non-complying nature of the proposal and with consideration of the mitigation provided by the retention of existing site features, the use of cedar cladding, and the high quality of landscape planting proposed, from the pertinent viewpoints effects on visual amenity will be **minor**.

## ASSESSMENT AGAINST THE STATUTORY PROVISIONS

The relevant objectives and policies are:

### ***Residential – Objective 1 Amenity***

***Maintenance of the pleasantness, amenity and safety of residential areas and maintenance and protection of the surrounding natural and physical environment***

### ***Policy 1A – Bulk and Location of Building***

***To permit flexibility in building design while ensuring that buildings on sites in residential areas do not adversely affect the pleasantness and amenity enjoyed on neighbouring sites.***

The neighbouring sites consist of the R2 zone to the south and R1 zone to the east and west. Of primary importance is the site's proximity to the town centre, iconic features, the Lake Tekapo shoreline and recreational trails.

The bulk and location standards for the Residential 1 zone, Residential 2 and those relevant to Visitor Accommodation determine the built outcome anticipated for the zone. These standards affect the pleasantness and amenity of residential areas.

The following assessment concentrates on the standards applying to the Residential 1 zone and the Visitor Accommodation as being most relevant to the proposed development. Although the R2 zone is more enabling it comprises a comparatively small portion of the site consisting of a narrow strip of 6 - 7 m along the southwestern internal boundary. The R1 zone standards are considered to be the more critical provisions applicable to the site.

At **5.1.2.c Setback from Neighbours and Roads** the District Plan requires:

**i. In the Residential 1 and 2 Zones, the minimum building setback for all new visitor accommodation or related accessory buildings from all internal net site area boundaries shall be 3m...'**

The proposed units will be setback a minimum of approximately 2m to the east and west internal boundaries. The decks attached to the units will be setback a minimum of approximately 1.3m to the west internal boundary (decks for units 3 and 5), and approximately 1.5m to the east internal boundary (decks for units 11 and 14).

**ii. In the Residential 1 and 2 Zones, the minimum building setback from all site road boundaries shall be 3.5m except that: a) where a site has road frontage to Lakeside Drive, and that part of Pioneer Drive from Sealy Street to Beauchamp Place in Lake Tekapo, the setback along this boundary shall be 4.5m.**

The decks along the road boundary will intrude into the 4.5m road boundary setback at a minimum setback of approximately 3.36m. The retention of the existing low stone wall and generous landscaped frontage will ensure that a perception of openness dominated by planting will remain.

The visitor accommodation units will also marginally exceed the standards applying to the minor residential units building height at 4.0 m by 1.2 m being 5.2 m in height. Despite this, when taking into account the permitted residential development baseline,

at least seven residential dwellings could be up to 8 m in height, providing they comply with recession planes.

The visitor accommodation units all comply with recession planes and will not be significantly different in bulk and location to the permitted baseline along Pioneer Drive. The proposed or existing fencing to 1.8 m along internal boundaries fences and the generically low height of the units (and decks) across the site will ensure the neighbouring properties maintain access to sunlight, privacy, views and a pleasant outlook. The marginal non-compliance with building setbacks from internal boundaries will still enable sufficient planting along internal boundaries to the east, south and west for screening and a vegetated outlook to ensure that the pleasantness and amenity on neighbouring sites is not adversely affected by the proposal.

To the north the site fronts onto a popular, scenic route, frequented by both tourists and locals within 1 km of the town centre, 445 m of The Church of the Good Shepherd, 340 m of Mackenzies Dog statue, and within 26 m of the Te Araroa Trail and Lake shore. The residential setting along Pioneer Drive contributes to the character and very high amenity of the locality.

As previously mentioned the prevailing character is one of very low density small scale residential development, a range of architectural styles, generous setbacks with roadside views dominated by open space, established trees and planted road frontages. There are no kerbs, or formed pathways along the road frontage. The existing character is however subject to the anticipated outcome of the DP. The proposed development will for the most part be similar to the bulk and location of permitted development and in this regard the bulk and location effects will be slight.

***Policy 1B – Density and Scale***

***To enable land in Residential 1 Zones to be used efficiently while maintaining ample open space and the existing scale and medium density of these areas.***

The explanation and reasons given acknowledge that activities and buildings occurring on individual sites in an area contribute to the general amenity of the area. The environmental results anticipated include:

- low scale residential development allowing for views to be enjoyed,
- the maintenance of existing medium residential density with sites being dominated by open space rather than buildings providing the opportunity for tree and garden planting around buildings.

The permitted baseline allows a maximum of seven main residential dwellings and seven minor residential units for the site being a total of 14. The proposed development consists of 16 visitor accommodation units plus the existing historic dwelling as a central lodge (a total of 17) so it will not comply with the built density anticipated for the R1 zone. However, the unit sizes will be small compared to what could establish as a primary residential unit.

The total site coverage (roading, units, lodge, decks and courtyard areas) will total 59.2 % and therefore will not meet the 40 % site coverage permitted. However, a large part of this figure consists of roading, courtyard areas and decks rather than the units and lodge buildings, which amount to a site coverage of 28.3 %. Importantly the proposed landscaped areas of the development total 40.73% of the site, well in excess of the

minimum 10 % area of landscaping required. The landscape areas in combination with the parking and manoeuvring requirements will ensure that there is ample open space maintained across the site.

***Policy 1E – Activities***

***To ensure that activities in residential areas do not adversely affect the natural and physical environment, the safety of residents and the pleasantness and amenity enjoyed in these areas.***

The explanation and reasons for this policy acknowledge that visual effects can adversely affect residential amenity. The environmental results anticipated include the maintenance of the residential character within residential zones, the establishment of buildings in residential areas of similar bulk to existing residential buildings and screening of outdoor storage and parking areas.

The residential character will be maintained by the proposed visitor accommodation activity. Although the layout is not typical of the residential development pattern it is comprehensively designed as visitor accommodation units set around a centralised access layout within a landscaped setting. The proposed development consists of a number of small scale residential units that introduce a distinctive architectural style to the site.

As repeating elements they offer a high level of visual cohesion within the site. The cladding materials and landscaping will be consistent with the surrounding high country setting. The units are orientated with respect to privacy and sunshine, and where possible towards lake views.

There is limited storage required for short term visitor accommodation however the recycling and rubbish bins are proposed to be stored within an enclosed area outside each unit and screened from general view. Parking areas are not screened internally except informally by landscaped areas, since any fenced structure would introduce additional built elements that are not in character with the generally spacious settings and effectively compartmentalise an open space. The parking areas are however screened along internal boundaries by sections of existing, acoustic and non-acoustic timber paling fencing up to 1.8 m in height.

The permitted baseline requires least two vehicle parking spaces per residential unit so parking and access areas are likely to be similar to the residential character but there is no requirement for any existing trees to be retained. Approximately 19 existing trees will be retained where practicable given the layout density and requirement for on-site vehicle manoeuvring. The retention of established trees will contribute to a natural setting and maintain a pleasant amenity across the site.

***Residential - Objective 2 - Non Residential Activities***

***Non-residential activities in residential areas which are necessary to meet the needs of people and the community but do not detract from the amenity and safety of the area.***

***Policy 2C – Visitor Accommodation***

***To enable the establishment of visitor accommodation activities, particularly in the Residential 2 Zone in a manner that protects and is compatible with the residential character and amenity of the zone, and avoids, remedies or mitigates adverse effects.***



It is noted that visitor accommodation is anticipated in both the R1 and R2 zones. In the R1 zone the rules do allow some increase in density with one primary residential unit and one minor residential unit per lot. In accordance with the permitted baseline for subdivision and land use of this site as part of the R1 zone, a total of 14 residential buildings could be located on the site, of which two primary residential dwellings and two minor residential units (i.e. a total of four buildings) would be obvious along the site frontage.

The primary residential dwellings may be up to 8.0 m in height with the minor residential units being less than 50 m<sup>2</sup> in size and no more than 4.0 m in height. All residential development is required to be setback 4.5 m beyond a landscaped frontage. Two separate access points would be necessary to maximise development under the permitted baseline regime. There is no requirement to retain the historic dwelling, the existing rock wall boundary treatment or established trees on site.

In comparison, the proposed development will result in 16 visitor accommodation units and in addition proposes to retain the historic dwelling as a central lodge. All units will be 58 m<sup>2</sup> in area and 5.2 m in height. In terms of built scale and materials, on average, the visitor accommodation units will appear consistent with the existing small scale residential development anticipated along Pioneer Drive. Along Pioneer Drive, five residential units will be located within the front 30 m of the site. Two of the units will appear as one primary residential unit, joined by an area of decking that wraps around the north face of each unit as external outdoor living space. All units will be clad in cedar and glass with external deck areas as outdoor space.

The proposed tourist accommodation introduces pentagon shaped units as a dominant built form. This is not a typical response to the local design vernacular, climate or location and will not be consistent with built character anticipated by the Lake Tekapo Design Guide. However, the components of the proposed units will reflect a local vernacular and the overall built scale will be consistent with the current built form comprising Lake Tekapo township

Furthermore, notwithstanding the desirability of the High Country theme, it is apparent that the architectural style of Pioneer Drive is very diverse, spanning a period of 87 years. In this regard the proposed pentagon building form will introduce a further level of diversity that is not out of keeping given the proposed scale and materials. Refer View Panoramas 3 - 5.

It is understood that the pentagon design is largely driven by the intention to facilitate star gazing. This fits with the recognition of Lake Tekapo as the Aoraki Mackenzie International Dark Sky Reserve. Apart from the built form the tourist accommodation units are consistent with the existing small built scale and display a coherent theme with cedar cladding that reflect a modern day aesthetic and are compatible with the high country and alpine style.

The proposed landscaping will consist of predominantly locally common native species vegetation comprising mostly indigenous shrub and tussock species, exotic conifers, deciduous trees with autumn colours, a lack of boundary fencing and generous areas of lawn or grassed berms. The proposed landscaping will assist in providing consistency with the surrounding planted setting. A benefit of the proposal is the retention of the

historic dwelling, which although partly obscured by the visitor accommodation units, will be glimpsed from the lake shore frontage. Further advantages will be realised by retaining the main driveway access and the rock boundary wall. One existing tree will be retained along the site frontage.

Overall it is considered that the increased scale and density will be compatible with the residential development anticipated by the MDP. The built form also applies a material palette that is sympathetic with the local environment.

In summary, it is considered that the landscape character and amenity arising from the proposed development will be compatible with the anticipated residential character and amenity along Pioneer Drive.

***At 9.4.a Residential 1, 2, 3 and 4 Zones***

***i. The extent to which the scale of the activity and buildings will be compatible with the scale and character of other buildings and activities in the surrounding area***

***v. The degree of loss of privacy from the positioning of visitor accommodation activities adjacent to residential activities.***

These assessment matters are addressed within the section above relating to the objectives and policies.

**CONCLUSION**

The receiving environment includes the lake setting with extensive panoramic views to distant mountains with obvious aesthetic, shared and recognised, cultural and recreational values accessible from Pioneer Drive, the Alps 2 Ocean cycleway, Te Araroa trail, Mackenzies Dog and The Church of the Good Shepherd as iconic features in the landscape.

The main landscape attributes of the area and in particular the site, are identified as being low density, small scale residential character with a diversity of architectural styles dominated by open space (including undeveloped sections) and large established trees providing an intimate setting, as the scenic backdrop to the lake edge. The pertinent aspects of the site relating to amenity are the treed lake front setting, the historic dwelling, a generous built setback, the rock boundary wall, and open landscaped frontage.

The permitted baseline provides guidance on the residential character and amenity anticipated to result from development in the Residential 1 Zone as the more critical zone standard, and clearly demonstrates that the receiving environment has some capacity to absorb the change that will occur from the proposed visitor accommodation development.

For the reasons discussed above, the proposed development will be consistent with the anticipated residential character and amenity of receiving environment and therefore overall effects will be no more than minor. The proposed development will also satisfy the relevant objectives and policies contained within the MDP.

## APPENDIX A

### ***Definition of Magnitude / Degrees of effects on visual amenity***

<b>None</b>	No part of the development, or work or activity associated with it, is discernible
<b>Negligible</b>	Only a very small part of the proposal is discernible and / or they are at such a distance that they are scarcely appreciated. Consequently they have very little effect on the scene.
<b>Low / Slight</b>	The proposals constitute only a minor component of the wider view, which might be missed by the casual observer or receptor. Awareness of the proposals would not have a marked effect on the overall quality of the scene.
<b>Moderate</b>	The proposals may form a visible and recognisable new element within the overall scene and may be readily noticed by the observer.
<b>Substantial</b>	The proposals form a significant and immediately apparent part of the scene that affects and changes its overall character
<b>Severe</b>	The proposals become the dominant feature of the scene to which other elements become subordinate and they significantly affect and change its character.



Graphic Attachment

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**For Sunshine Housing Dwellings  
Lake Tekapo**

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Prepared by  
Nikki Smetham

March 2018

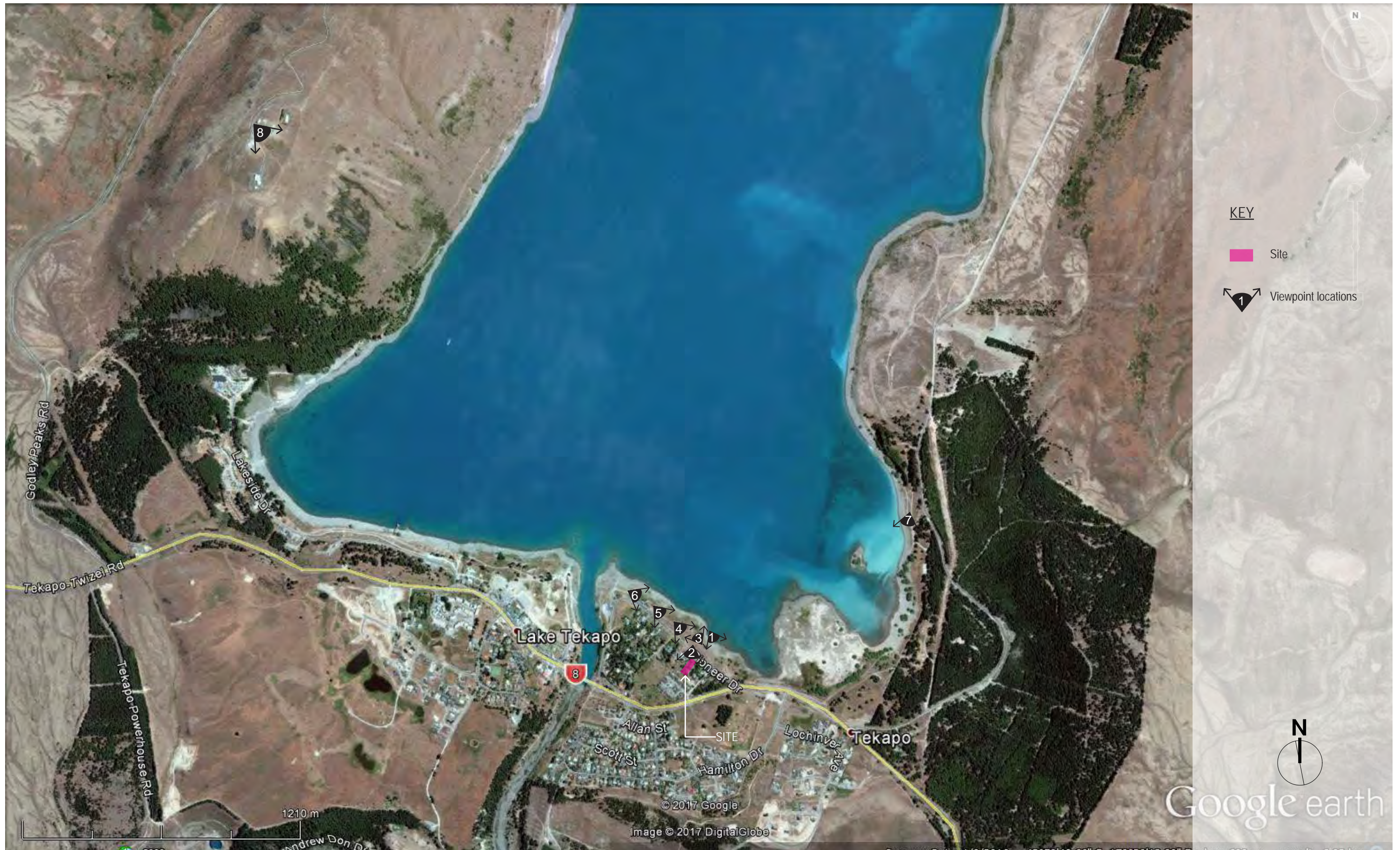
















Viewpoint 1 - Site context looking northwest.



Viewpoint 2 - The site entrance - frontage to Pioneer Drive.





Viewpoint 3 - From Te Araroa Trail looking northwest.



Viewpoint 4 - From Te Araroa Trail looking southeast.





Viewpoint 5 - From Te Araroa Trail looking southeast.



Viewpoint 6 - From MacKenzie's Dog looking southeast.





Viewpoint 7 - From Pines Beach looking west.



Viewpoint 8 - From Mt John Observatory looking southeast.





Photograph 1 - The site, including historic dwelling and area proposed for Lake View Units looking west.





Photograph 2 - The site front area proposed for Lake View Units looking north.



Photograph 3 - The site outlook to Lake Tekapo (looking north).





Photograph 4 - The site area proposed for The Glade Units looking south.



Photograph 5 - The site proposed for The Glade Units looking west.





Photograph 6 - The site area proposed for The Glade Units looking east.



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ISSUE	DATE	STATUS
0	12/06/17	CLIENT REVIEW
A	02/08/17	CLIENT REVIEW
B	04/09/17	CLIENT REVIEW
C	03/03/18	CLIENT REVIEW
D	29/03/18	RESOURCE CONSENT
E	23/07/18	RESOURCE CONSENT



LEGEND

- 2m Boundary setback 4.5m from roadside boundary
- Site Boundary
- Existing Spot Height
- Top of wall
- Proposed level
- Chipseal (3 coat)
- Exposed aggregate concrete
- Stone sett threshold
- Decking
- Stacked stone wall
- Flag stone paving
- Existing fence
- Vertical timber fin fence
- Contours
- Existing boundary planting to remain and be supplemented with additional shrubs and groundcovers
- Lawn
- Tussock Planting

- Native Grasses**  
Red tussock  
Dwarf toe toe  
Sedge  
Wind grass  
Blue fescue  
NZ iris  
Wild spaniard
- Chionochloa rubra**  
**Chionochloa flavicans**  
**Carex testacea**  
**Anemathelle lessoniana**  
**Festuca glauca**  
**Libertia peregrinans**  
**Aciphylla colensoi**

Proposed shrubs and groundcovers

- Shrubs**  
Hebe odora  
Red barked dogwood  
Lavender (Italian)  
Mountain flax  
Purple astelias  
Coprosma sp.  
Broadleaf (Hedge)  
Portuguese Laurel (Hedge)  
Hornbeam (Hedge)
- Groundcovers**  
Alpine moss  
Marlborough rock daisy  
Black mondo  
Creeping wire vine
- Hebe odora**  
**Cornus alba 'Sibirica'**  
**Lavandula stoechas**  
**Phormium cookianum**  
**Astelia 'Purple Shadow'**  
**Coprosma sp.**  
**Griselinia littoralis**  
**Prunus lusitanica**  
**Carpinus betulus**  
**Scleranthus biflorus**  
**Pachystegia insignis**  
**Ophiopogon planiscapus**  
**Muehlenbeckia axillaris**

Proposed trees

- Trees**  
Pin/Scarlet oak  
Liquidamber  
Oriental plane  
Mountain beech  
NZ cedar  
Italian alder  
White birch  
European beech (Green + Copper)  
Mountain rowan
- Quercus palustris**  
**Liquidambar styraciflua**  
**Platanus orientalis 'Autum Glory'**  
**Fuscopora cliffortioides**  
**Libocedrus bidwillii**  
**Alnus cordata**  
**Betula papyrifera**  
**Fagus sylvatica**  
**Sorbus aucuparia**

- Existing trees
- Existing trees to be removed

COMPLIANCE TABLE

	Required	Provided
Carparks	1/unit 2 managers 1 mobility	16 units 2 managers 1 mobility <b>Total = 19</b>
Built & hard surface coverage	40%	Roads 1,035 m2 Units 960m2 Lodge/Centre 185 m2 Courtyard 75m2 Stonewalls 149 <b>Total 2,404m2</b> Property Area 4,044 m2 <b>59% of property area</b>

Note: Timber decks not included in hard surfacates area schedule

rough & milne landscape architects  
Level 2, 80 Cambridge Terrace  
PO Box 1016, Christchurch 8140  
Tel +64 3 372 8200  
Fax +64 3 372 8207  
info@roughandmilne.co.nz

LANDSCAPE CONCEPT PLAN  
SUNSHINE HOUSING  
5 PIONEER DRIVE  
TEKAPO

JOB No.	17037
SCALE	1:150 @ A1
DATE	26/03/18
DESIGNED	TM/BM
DRAWN	LD
CHECKED	TM
STATUS	RESOURCE CONSENT
DRAWING No.	LC 10
SERIES	E
1 of 1	





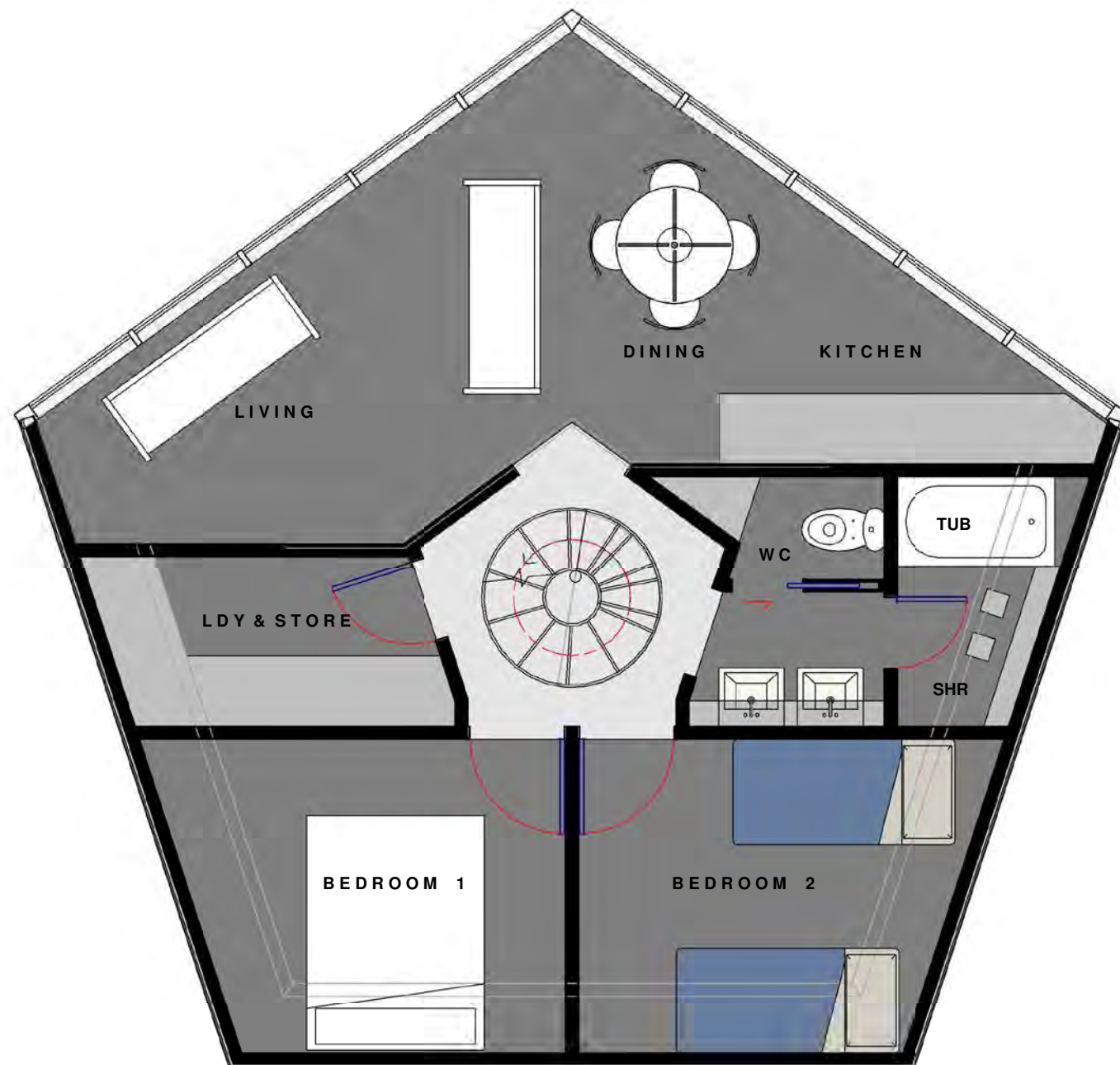
DRAWING INDEX	
Sheet Number	Sheet Name
A000	DRAWING INDEX
A001	SITE PLAN
A100	FLOOR PLANS
A200	ELEVATIONS
A201	ELEVATIONS

## 5 PIONEER DRIVE - LAKE TEKAPO

20 MARCH 2018



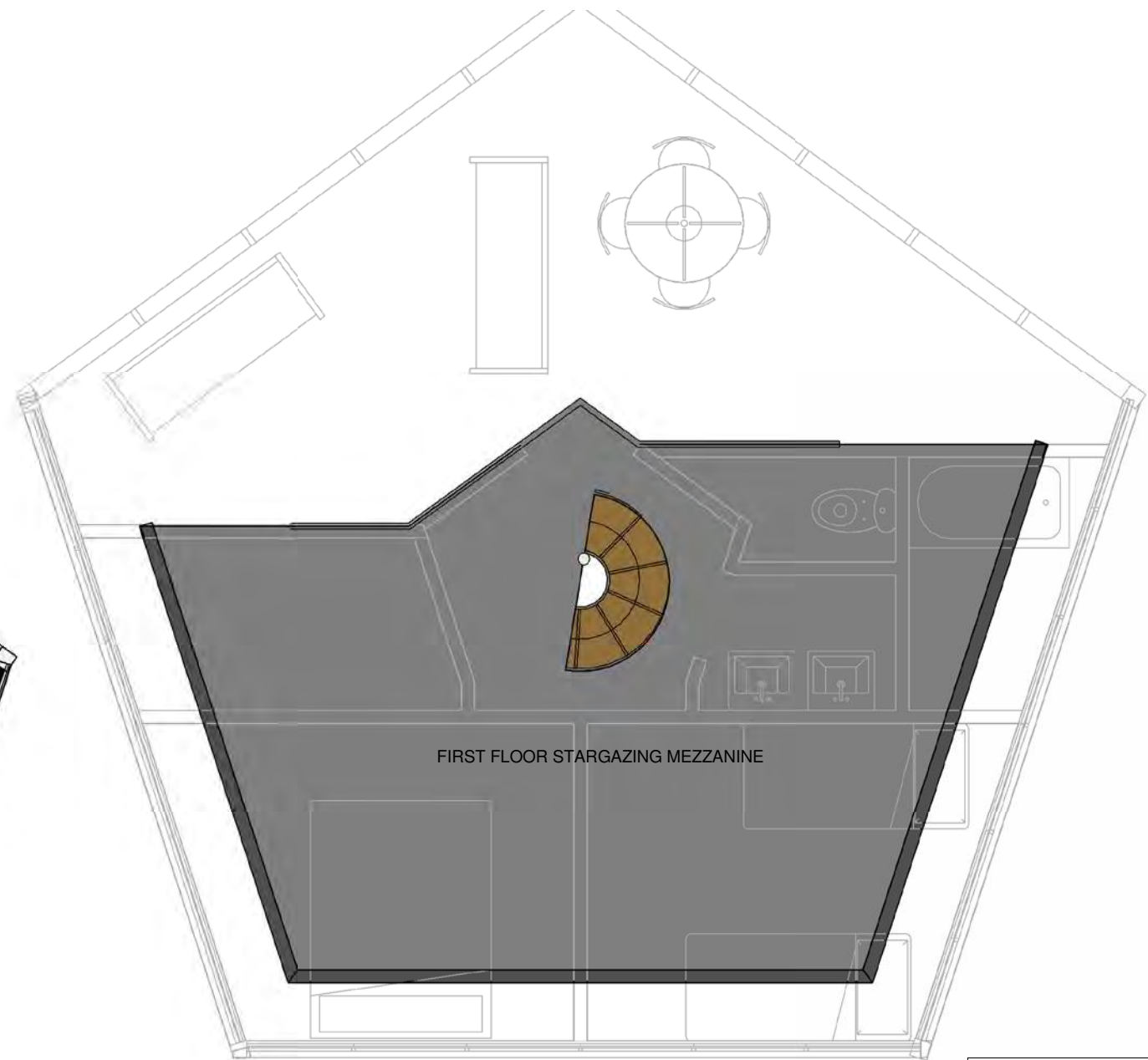
**CONCEPT DRAFT**



GROUND FLOOR  
58m<sup>2</sup>

## GROUND FLOOR PLAN

SCALE 1 : 5 0 @ A3



FIRST FLOOR STARGAZING MEZZANINE  
26m<sup>2</sup>

## FIRST FLOOR PLAN

SCALE 1 : 5 0 @ A3

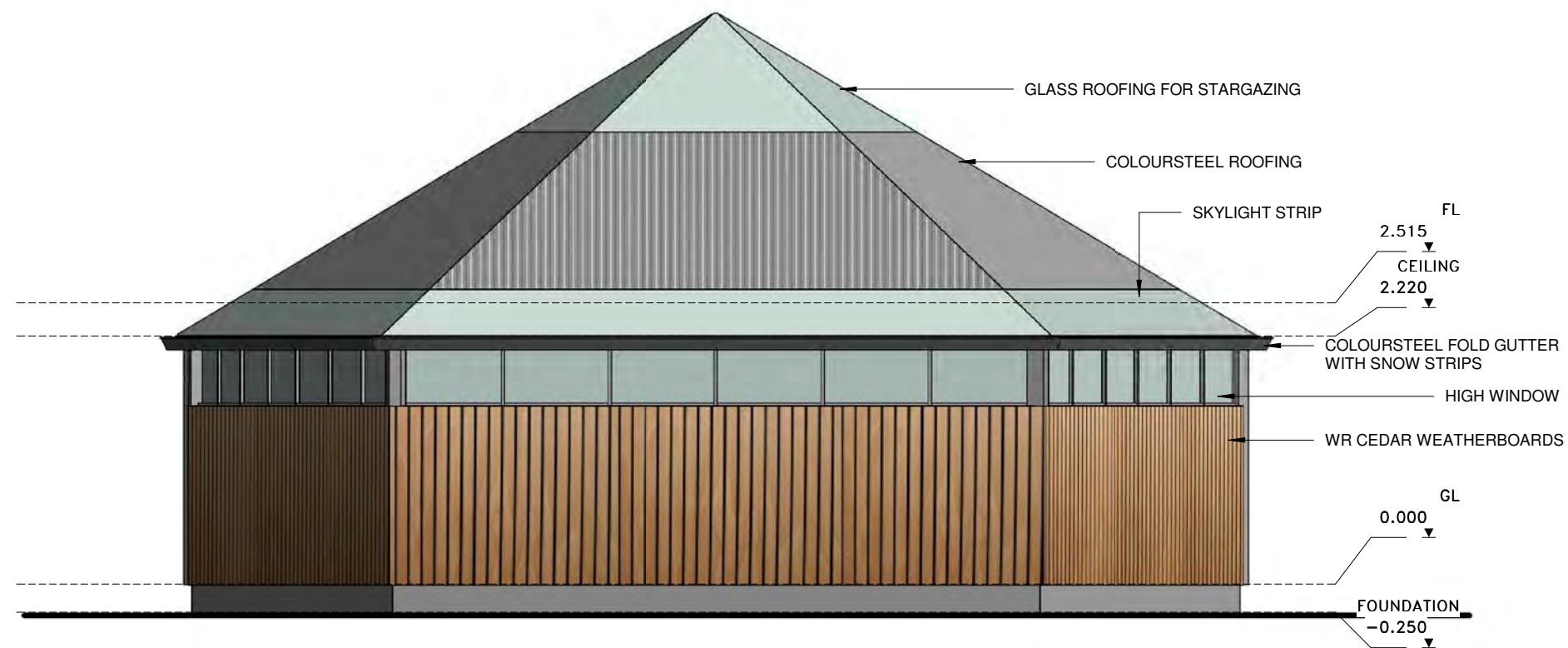
## CONCEPT DRAFT

張 **ZHANG RONG**  
**ARCHITECT**  
SUNSHINE HOUSING LTD

PROJECT:  
No.  
DRAWING: FLOOR PLANS  
SCALE: 1:100  
DATE: 20/03/2018  
DRAWING NO. A100 REVISION ☐ DWN BY: RZ  
DRAWING STATUS: FOR INFORMATION ☐  
FOR TENDER ☐ FOR CONSENT ☐  
P.O. BOX 6598 P: 03 4218 618  
UPPER RICcarton M: 0275566585  
CHRISTCHURCH 8442 E: rong@sunshinehousing.co.nz

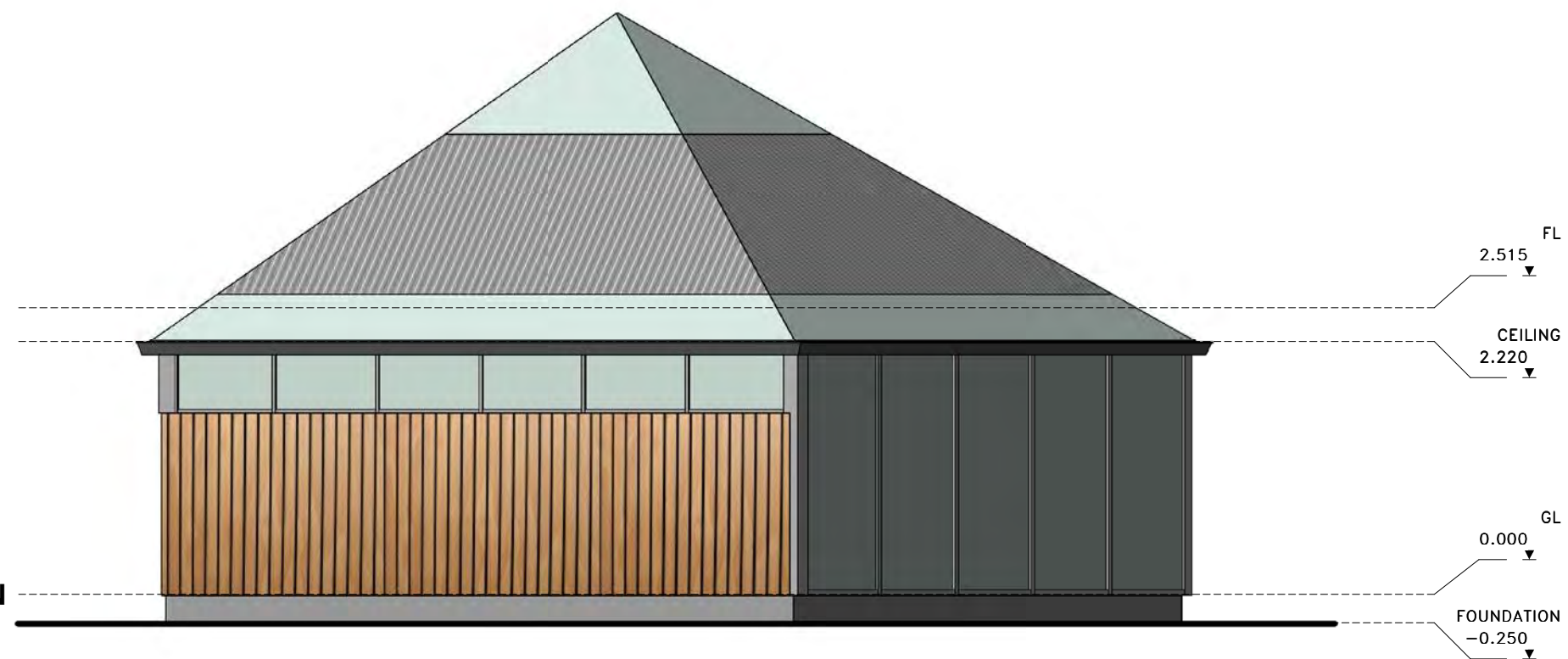
INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE COPYRIGHT  
OF  
RONG ZHANG. AND IS NOT TO BE REPRODUCED WITHOUT HIS  
PERMISSION.  
DO NOT SCALE - ALL DIMENSIONS TO BE CONFIRMED ON SITE





## SOUTH ELEVATION

SCALE 1:50



## EAST ELEVATION

SCALE 1:50

## CONCEPT DRAFT

**張 ZHANG RONG ARCHITECT**  
SUNSHINE HOUSING LTD

PROJECT:

DRAWING: ELEVATIONS

SCALE: 1 : 50

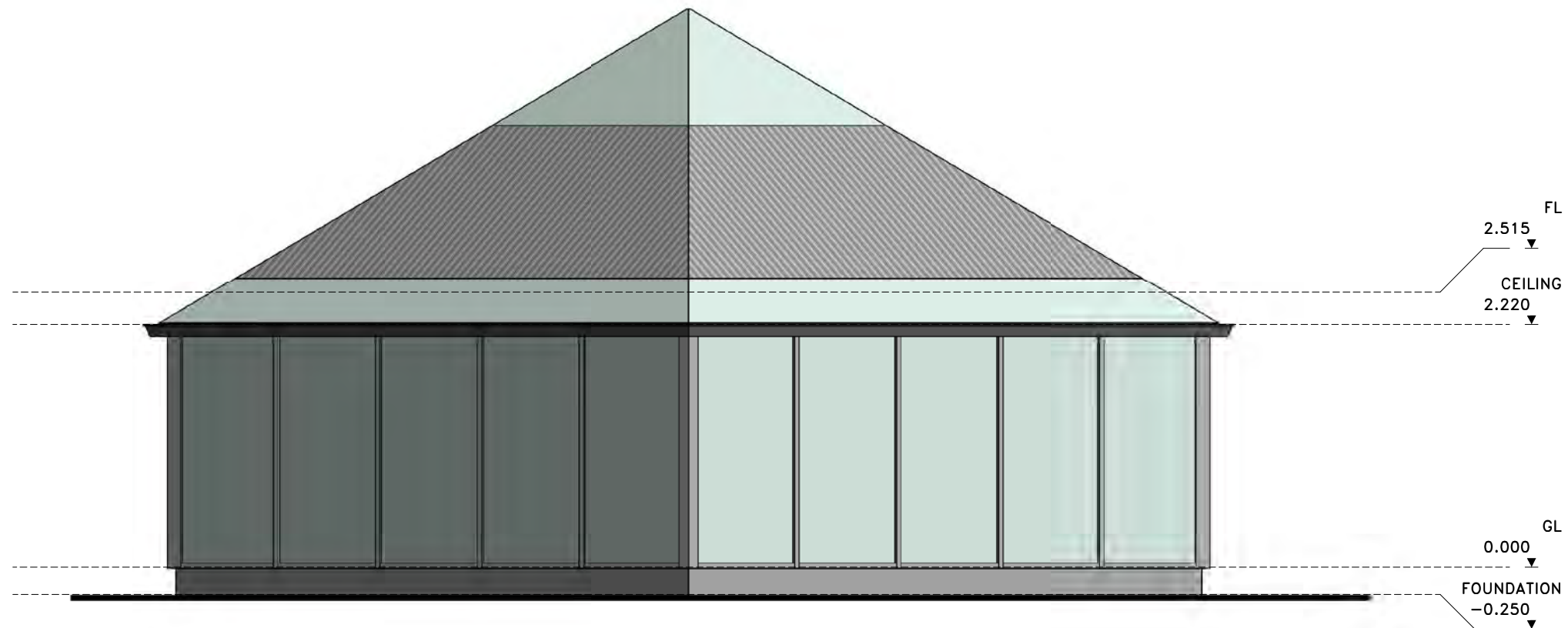
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DRAWING NO. A200 REVISION ☐ DWN BY: Author

DRAWING STATUS: FOR TENDER ☐ FOR INFORMATION ☐ FOR CONSENT ☐

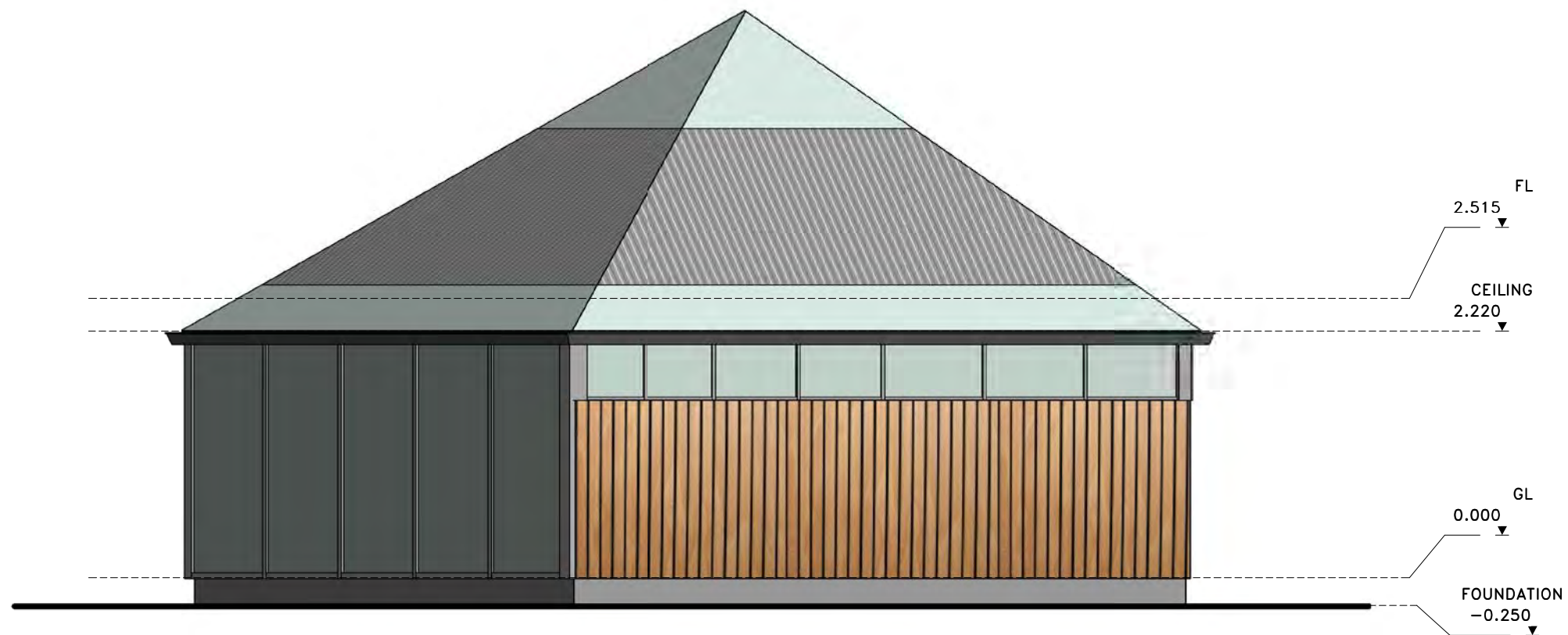
P.O. BOX 6598 P: 03 4218 618  
UPPER RIC CARTON M: 0275566585  
CHRISTCHURCH 8442 E: rong@sunshinehousing.co.nz

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**NORTH ELEVATION**

SCALE 1:50



**WEST ELEVATION**

SCALE 1:50

## CONCEPT DRAFT

張 ZHANG RONG  
ARCHITECT  
SUNSHINE HOUSING LTD

PROJECT:

DRAWING: ELEVATIONS

SCALE: 1 : 50

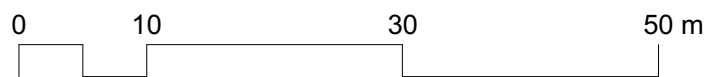
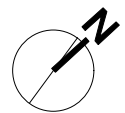
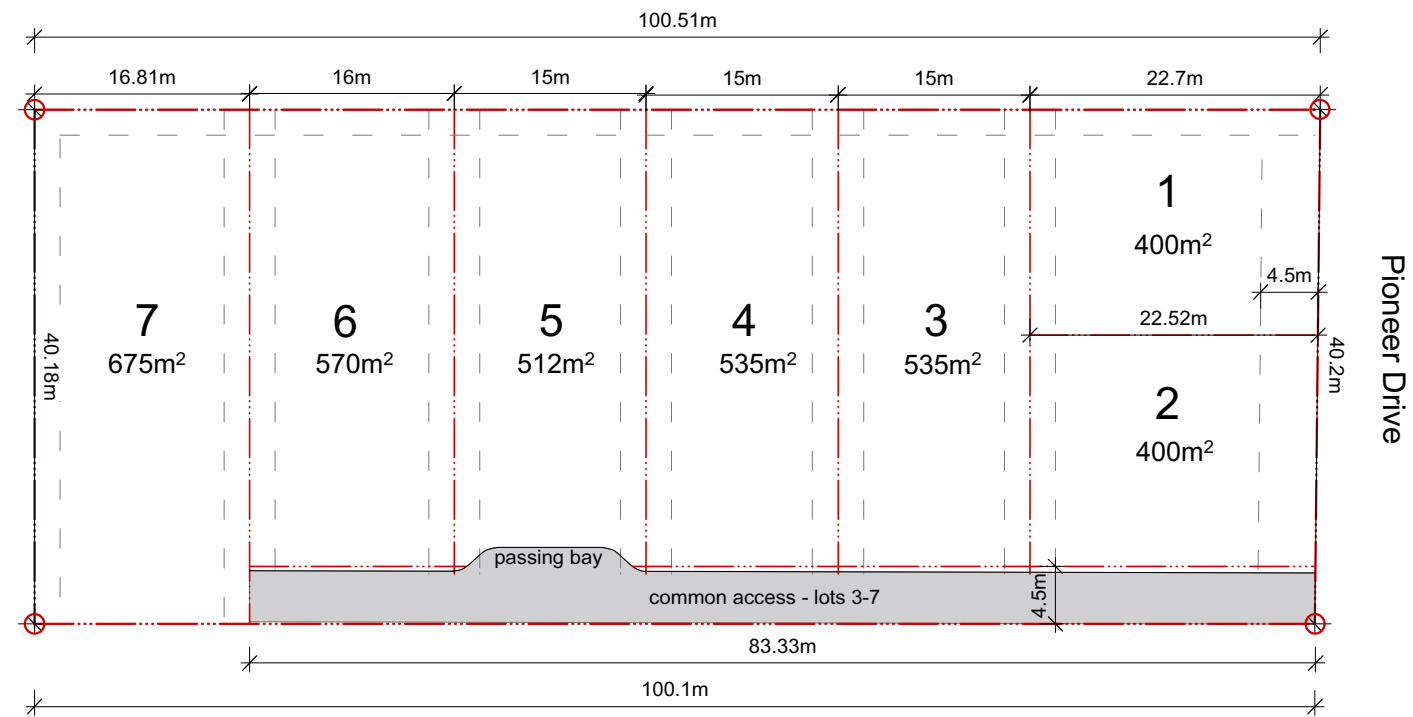
DATE: 20/03/2018

DRAWING NO.	REVISION	DWN BY:
A201	<input type="checkbox"/>	RZ

DRAWING STATUS:	FOR INFORMATION	<input type="checkbox"/>
FOR TENDER	FOR CONSENT	<input type="checkbox"/>

P.O. BOX 6598 UPPER RICCARTON CHRISTCHURCH 8442	P: 03 4218 618 M: 0275566585 E: rong@sunshinehousing.co.nz
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scale 1:500











PHOTOGRAPH 1 - EXISTING



VISUAL SIMULATION 1 - PROPOSED

\*Refer to separate A2 document for full-size Visual Simulations

PHOTOGRAPH DETAILS: Rectilinear panorama composed of 15 frames (5 horizontal x 3 vertical). Horizontal FOV 124°, Vertical FOV 55°, Optimal viewing distance of A2 print to match view on site approx 250mm from eye  
 CAMERA DETAILS: Canon 7DMkII, Sigma 30mm F1.4 Art Series Lens. Camera Sensor Crop Factor 1.6 = Equivalent Focal Length 48mm for individual frames  
 CAMERA LOCATION: Northing (Timaru 2000) 843856.31m, Easting (Timaru 2000) 354289.69m, Elevation 718.66m, Camera Height 1.5m  
 PHOTOGRAPH TAKEN: 26th November 2017, 1:52pm





PHOTOGRAPH 2 - EXISTING



VISUAL SIMULATION 2 - PROPOSED

\*Refer to separate A2 document for full-size Visual Simulations

PHOTOGRAPH DETAILS: Rectilinear panorama composed of 15 frames (5 horizontal x 3 vertical). Horizontal FOV 124°, Vertical FOV 55°, Optimal viewing distance of A2 print to match view on site approx 250mm from eye  
 CAMERA DETAILS: Canon 7DMkII, Sigma 30mm F1.4 Art Series Lens. Camera Sensor Crop Factor 1.6 = Equivalent Focal Length 48mm for individual frames  
 CAMERA LOCATION: Northing (Timaru 2000) 843876.85m, Easting (Timaru 2000) 354266.95m, Elevation 718.40m, Camera Height 1.5m  
 PHOTOGRAPH TAKEN: 26th November 2017, 1:44pm





PHOTOGRAPH 3 - EXISTING



VISUAL SIMULATION 3 - PROPOSED

\*Refer to separate A2 document for full-size Visual Simulations

PHOTOGRAPH DETAILS: Rectilinear panorama composed of 15 frames (5 horizontal x 3 vertical). Horizontal FOV 124°, Vertical FOV 55°, Optimal viewing distance of A2 print to match view on site approx 250mm from eye  
 CAMERA DETAILS: Canon 7DMkII, Sigma 30mm F1.4 Art Series Lens. Camera Sensor Crop Factor 1.6 = Equivalent Focal Length 48mm for individual frames  
 CAMERA LOCATION: Northing (Timaru 2000) 843904.24m, Easting (Timaru 2000) 354237.45m, Elevation 718.42m, Camera Height 1.5m  
 PHOTOGRAPH TAKEN: 26th November 2017, 1:36pm





## **Appendix 4**

### **Lighting Design and Assessment**

# ELC – Essential Lighting Consultancy

---

506 Boundary Road, RD 4 Christchurch 7674 Telephone 03 325 7887 or 021 343662

Email [muirs@extra.co.nz](mailto:muirs@extra.co.nz)

## **3-4-18**

Rong Zhang  
Sunshine Housing Ltd  
P O Box 6598,  
Christchurch 8442.

### **Re: Concept Lighting Design for Lake Tekapo**

#### **District Plan Compliance**

All exterior (outdoor) lighting will be fully compliant with Mackenzie District Council (MDC) District Plan in respect to Outdoor Lighting, Objectives and Policies in particular Clause 13 and its sub clauses.

No exterior lighting will be directed towards Lake Tekapo or directly towards Pioneer Drive or adjacent properties.

There will be no feature building floodlighting onto any building façade over an extended area (say 3m x 3m) or result in any illumination point exceeding 20 lux 5m away from the light source. The exterior lighting proposed will result in a very low average (less than 5 lux) for the intended purposes of way finding, obstacle or trip hazard.

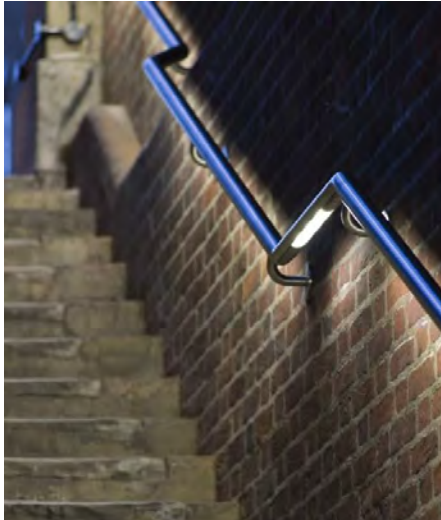
#### **Exterior Lighting Concepts**

All exterior lighting shall be shielded from any upward light spill. Light fittings will be selected to direct light downwards or directed asymmetrically onto vertical surfaces. Lighting will achieve minimal levels with site lighting used for pathway identification for each unit. By lighting vertical surfaces this will identify the space and identify objects allowing the users to orientate themselves.

Concealed LED's will be the predominant light source that have a warm colour temperature of between 2700°K and 3000°K.

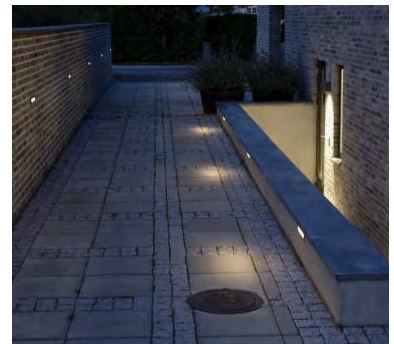
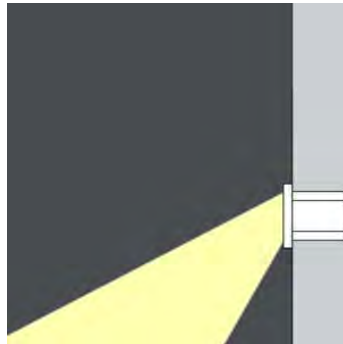
The following applications are anticipated.

### 1. Site Entrance.



Entrance to the site will be identified with LED's installed within the handrail on either side of stone wall. This will direct light downwards and back vertically onto the stone wall to identify the width (for cars to manoeuvre) and any obstacles or trip hazards for pedestrians.

### 2. Step Lighting.



Where there is a significant change in height such as deck step to entrance or drop-off entrance step this type of application will be used. Control of these lights will be via sensors, so the lights are only on when required.

### 3. Illuminated house numbering

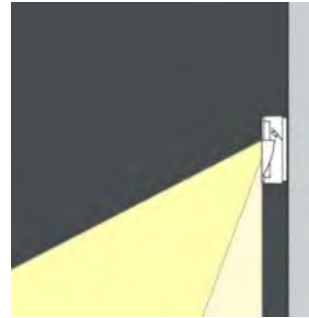
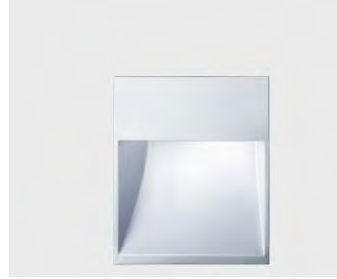
Each unit will have an illuminated number for easy identification.



Similar number could be used on the street entrance. If this is done it will be mounted onto the stone wall and will have a low luminance value less than 720 cd at 1.7m high 10m away. This will limit any glare and spill light. The physical size of the main lettering will be limited to 100mm high, and the overall size of the sign will be less than 1m<sup>2</sup>. Further detailing of any sign will occur during the design phase but it is possible there will be an aluminum channel to attach the letters to and or to house the driver (similar to that indicated in the numbered image above image).

These lights will be controlled via a time clock / photo-cell, so they are only illuminated during the hours of darkness. Each unit will have an override switch to enable the users to switch off.

#### 4. Site Path Finding.



High levels of illumination over the complete site are not intended, low-level lighting is going to be employed onto or in/on walls to orientate and to identify site obstructions such as rock walls and raised planters. Control of these lights will be via sensors, so the lights are only on when required.

#### **Vehicle Car Headlight Sweep**

Obtrusion or annoyance from car headlight sweep is highly unlikely because it has been eliminated through the siting of the units, driveway and parking direction plus internal site planting. Protection of view is the intent with no direct line of sight from any vehicle movement or unit carparking towards neighbouring properties is anticipated. Extensive planting (in addition) to existing is envisaged. Side and rear boundaries will include low height shrubs and / or trees with no artificial lighting. This will limit the overall site lighting and any possible spill into adjoining properties.

As vehicles enter the site and manoeuvre around before parking it is estimated they will be travelling between 10 and 30 kilometers per hour or approximately 3 to 8 meters per sec. Hence, if we say the average distance to travel to any unit is 60 meters the maximum time any vehicle headlight is likely to direct light in any one direct line of sight is estimated to be between 12 and 20 seconds. This is highly unlikely as the route to each unit is not a straight path, there are curves, buildings, change in levels and raised garden planters to manoeuvre before parking at different angles.

The share nature of light from a vehicle headlight is designed to shine light forward, downward and slightly to the left of the vehicle centerline. This is so as not to cause "blind spot" to oncoming vehicles as we drive down the road. The height, intensity and direction of this light is regularly checked annually during the vehicles warrant of fitness check. Change in levels over the site, placement of garden planting and the orientation of the units means no one neighbour will be subjected to any vehicle headlight sweep for an excessive period.

Furthermore, it is anticipated not all vehicle movement will occur during the hours of darkness.



## Interior Lighting Concepts

All interior lighting will be shielded from view from outside. A lot of lighting will be concealed, and / or light fittings will be selected to direct light downwards or directed asymmetrically onto vertical/sloping surfaces. Fixed lighting will achieve minimal levels with additional lighting for the likes of reading being supplied by the owner on an “as required” basis. The technique of lighting vertical surfaces will identify the space and allow objects to be seen by users enabling them to orientate themselves.

Concealed LED's will be the predominant light source that have a warm colour temperature of between 2700°K and 3000°K. Most will have the ability to be dimmed and or automatically controlled. Modern technology such as remote control and / or IT based control will be incorporated into the overall lighting scheme.

The following applications are anticipated.

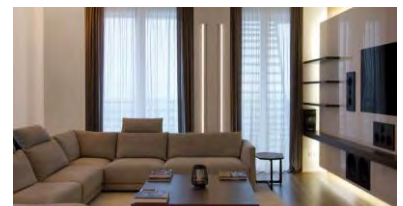
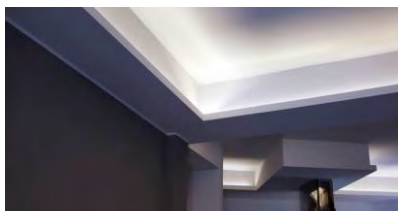
### 1. Illuminated glass window.



OLED illuminate glass is being considered for the main Living Area, Bedrooms and Bathroom lighting. This technology is new, but it enables the window to look and function like normal glass during the day i.e. you can see in and out. At night if the light is switched on it provides uniform diffuse light into the room. When the light is on you cannot see into the room from the outside hence the night sky is protected.

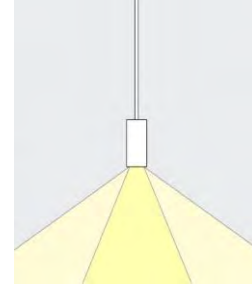
An alternative to this lighting concept is to have motorized shutters or blinds on the windows / skylights controlled via the main room lighting. For example, when the lighting is switched on the blinds/shutters close, so no stray lighting can exit the building. This form of control will enable the users to view the night sky from within the building during inclement weather, but they can only do so if the internal lights are off. Time clock and/or daylight control will also be required so the blinds/shutters can remain closed as an option during early morning hours.

### 2. Concealed discrete lighting.



Concealing LED lighting into a recess either at high level or to form a shape provides a relaxed comfortable feeling to the area. It also gives height and depth to the space. Pendant luminaire can be positioned where light is required if the OLED illuminated glass is not installed.

### 3. Dining Area.



The intention is to only provide lighting over the area that requires light i.e. "the table".

### 4. Kitchen lighting.



Toe space lighting within the Kitchen will be incorporated into the joinery both at low level and at working plane height over the bench but concealed under the overhead cupboards



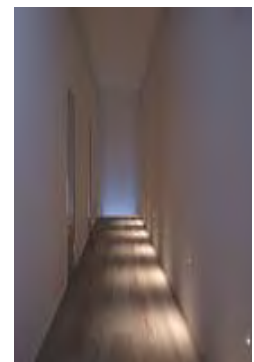
Suspended aluminum will provide functional lighting that will designate the space and provide general illumination.

### 5. Bathroom and accessway lighting.



Concealed space lighting around the mirror or joinery units, below the bath plus within the shower will provide discrete unobtrusive lighting but will still enable the required functions to be carried out.

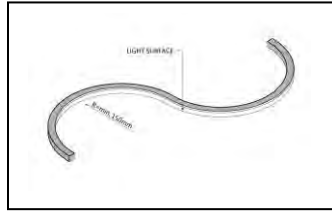
Small night lights will be installed on sensors at low level for orientation lighting.



## 6. Stairway lighting.



Concealed vertical lighting or flexible LED lighting around the spiral stairway will give functional lighting for access but will be discrete and unobtrusive.



## 7. Bedroom Lighting.



Concealed orientation lighting like Bathroom or Kitchen lighting is going to be incorporated around the toe space of the beds to give the impression that they are floating. This will provide sufficient lighting for movement around the room without switching on the illuminated glass window or main room lighting.

If the illuminated glass window is not installed, recessed ceiling lighting will provide even general illumination.

If you have any questions or concerns regarding the proposed lighting, please do not hesitate to get in contact with the author.

Regards

**Steve Muir**

ELC – Essential Lighting Consultancy.



## **Appendix 5**

### **Assessment of Noise Effects**



File Ref: AC18071 – 02 – R2

16 April 2018

Mr R. Zhang  
Sunshine Housing (2016) Ltd  
PO Box 6598  
CHRISTCHURCH 8442

Email: rong@sunshinehousing.co.nz

Dear Rong,

**Re: Proposed visitor accommodation – 5 Pioneer Drive, Lake Tekapo  
Assessment of Noise Effects**

As requested, we have undertaken a review of the expected noise levels resulting from a proposed visitor accommodation facility to be located at the above address. The applicant requires an assessment of the environmental noise emitted by this activity, with regard to the Resource Management Act (RMA), which requires the actual and potential effects of the activity on the environment to be considered.

We have undertaken a desktop analysis primarily based on the following documentation:

- Concept Draft architectural drawings titled *5 Pioneer Drive – Lake Tekapo* as prepared by Zhang Rong Architect and dated the 20<sup>th</sup> of March 2018
- Developed Landscape Design as prepared by Rough & Milne Landscape Architects and dated the 4<sup>th</sup> of April 2018

## **1.0 SITE AND PROPOSAL**

The proposed visitor accommodation facility is to be located at 5 Pioneer Drive in Lake Tekapo with views towards the lake. The site is generally flat but will fall in the order of 2.5 metres towards the rear of the site. The adjoining sites to the west (7 and 9 Pioneer Drive) overlook the rear of the site.

The majority of the subject site and those alongside to the south-east and north-west are located in the Residential 1 Zone and appear currently to be occupied by residential dwellings. The dwelling at 6 Pioneer Drive is two storeys. The south west portion of the subject site and the site to the south west are located in the Residential 2 Zone. This site currently houses a visitor accommodation facility called The Residence (also known as Mantra Lake Tekapo). We understand that some of the units here contain permanent residents. There is further visitor accommodation at 10 Pioneer Drive (Parkhead Motel).

On the other side of Pioneer Road is undeveloped land alongside Lake Tekapo which is zoned Open Space (Heritage).

The site location and zoning is shown in figure 1.1 below.



Figure 1.1 – Applicant site and zoning (Canterbury Maps 27/03/18)

The development will include 16 two bedroom units, each with a glazed roof with a first floor stargazing mezzanine. Each unit has a small deck area. There is also a central 'lodge' which will be used as an accommodation unit, and the attached service centre will double as the managers unit. There is also an outdoor courtyard (for the managers use only). The main access runs near the centre of the site, with a parking area beside each unit.

We understand that the units at this facility will be free titled and owned by individuals for use as family holiday homes or as permanent residences. They will be rented out to visitors when not in use.

The proposed site layout is shown in figure 1.2 below.



Figure 1.2 – Site layout

## 2.0 ACOUSTIC CRITERIA

Guidance as to the significance of any adverse noise effects may be obtained from several sources as outlined in the following sections.



## 2.1 District Plan

The site is located within Residential 1 and 2 Zones of the Mackenzie District Plan. The applicable noise rules for visitor accommodation in these zones are contained within Section 5.3.4 of the Plan which states:

*All visitor accommodation activities shall be conducted to comply with the following standards as measured at any point within the boundary of any other site:*

<i>Daytime</i>	<i>0700 to 2000 hours</i>	<i>50 dBA <math>L_{10}</math></i>
<i>Night-time</i>	<i>2000 to 0700 hours</i>	<i>40 dBA <math>L_{10}</math> and 70 dBA <math>L_{max}</math></i>

*Noise levels shall be measured and assessed in accordance with NZS 6801:1991 and NZS 6802:1991 or their successors.*

We note that the Standards referenced in the District Plan have been superseded with updated versions, most recently 2008. In the 1999 revision of NZS 6802,  $L_{10}$  was replaced by  $L_{eq}$  as the descriptor for intrusive noise in order to align with both Australian and international practice.

## 2.2 New Zealand Standard 6802

NZS 6802:2008 *Acoustics – Environmental noise* outlines a guidance daytime limit of 55 dB  $L_{Aeq}$  (15 minutes) (approximately 57 dBA  $L_{10}$ ) and a night-time noise limit of 45 dB  $L_{Aeq}$  (15 minutes) (approximately 47 dBA  $L_{10}$ ) and 75 dB  $L_{AFmax}$  for the “reasonable protection of health and amenity associated with the use of land for residential purposes.”

The Standard also describes how a 3 dB adjustment may be applied to sound received for less than 50 % of the daytime period, and a 5 dB adjustment may be applied to sound received for less than 30 % of the daytime period.

We note that the Standard provides guidelines in section 8.3 regarding ‘daytime’ and ‘night time’ for use in situations where these are not specified. The time frame recommended is 0700 to 2200 hours daytime, and 2200 hours to 0700 hours the following day for night time.

## 2.3 World Health Organisation

*Guidelines for Community Noise*<sup>1</sup>, a document produced by the World Health Organisation based on extensive international research recommends a guideline limit of 55 dB  $L_{Aeq}$  (16 hours) (approximately 57 dB  $L_{A10}$ ) to ensure few people are seriously annoyed in residential situations. A guideline limit of 50 dB  $L_{Aeq}$  (16 hours) (approximately 52 dB  $L_{A10}$ ) is recommended to prevent moderate annoyance. A guideline night time limit of 45 dB  $L_{Aeq}$  (approximately 47 dB  $L_{A10}$ ) and 60 dB  $L_{Amax}$  is recommended to allow occupants to sleep with windows open, when measured at the façade.

## 2.4 Discussion of appropriate noise levels

Based on the above, we observe that the District Plan noise standards are more restrictive than the limits recommended by the WHO and NZS 6802:2008 for the protection of residential amenity.

We therefore consider that if noise from the operation meets the levels identified by the District Plan, measured and assessed in accordance with the current New Zealand acoustic standards (NZS 6801:2008 and NZS 6802:2008, including the current  $L_{Aeq}$  metric), at residential properties, then this will ensure noise effects will be acceptable. These levels are as follows:

<sup>1</sup> Edited by Berglund, B et al. *Guidelines for community noise*. World Health Organization 1999

Daytime (0700 to 2000 hours)	50 dB L <sub>Aeq</sub>
Night-time (2000 to 0700 hours)	40 dB L <sub>Aeq</sub> / 70 dB L <sub>Amax</sub>

In addition, for visitor accommodation, including permanent residences within visitor accommodation facilities (such as The Residence at 1 Beauchamp Place), we expect that higher noise levels at the boundary (up to 55 dB L<sub>Aeq</sub> during the daytime and 45 dB L<sub>Aeq</sub> during the night-time) would not be unreasonable given the similar usage and types of noise generated.

### 3.0 MITIGATION

We recommend that the applicant should adopt physical mitigation measures, along with appropriate site management controls to prevent anti-social behaviour and ensure noise levels received at neighbouring properties are acceptable.

We recommend that 1.8 metre high acoustic screening is installed to the locations shown in blue in figure 3.1 below.



Figure 3.1 – Proposed location of acoustic screening

The fencing shown in blue in figure 3.1 must comply with the following specifications:

- Surface Mass – 10 kg/m<sup>2</sup> (for example 15 mm plywood, 25 mm timber palings)
- Fences must be continuous, and maintained with no gaps or cracks. If timber palings are used, they must be well overlapped (25 mm minimum) or a “board and batten” system could be installed, and a sleeper rail connecting the base of the palings to the ground.

We recommend that the height of the existing stone wall fence along the boundary with 6 Pioneer Drive (shown green in figure 3.1) is increased to 1.8 metres and the fence is upgraded if necessary to ensure that it meets the specifications above.



We also note that it may be reasonable only to adopt the fencing along the boundary with 3 Beauchamp Place when this site is developed for a noise sensitive purpose.

Fencing is not shown along the boundary of the driveway with 6 Pioneer Drive as this area is not expected to be noise sensitive and fencing in this location may restrict lake views. Fencing is not shown along a portion of the boundary with 7 Pioneer Drive as the subject site is significantly lower than 7 Pioneer Drive at this point, and any acoustic fencing along this boundary would provide little acoustic benefit.

We also recommend that a noise management plan is implemented, which includes procedures to limit music noise, record complaints and remove nuisance guests.

#### 4.0 NOISE GENERATED BY THE ACTIVITY

Potential noise sources associated with the operation of the site are expected to be:

- Noise associated with people staying and;
- Noise from vehicles on the site.

We have assessed the noise from each of these sources in the following sections.

#### 4.1 Noise from people outdoors

Expected noise levels due to visitors have been calculated based on the American National Standards Institute Standard ANSI S3.5 – 1997 *Methods of calculation of the Speech Intelligibility Index*, which contains information on the typical speech levels for both male and female speakers. Based on average values, for a normal voice effort, the sound power of a speaker may be deduced to be 71 dB  $L_{WA}$ , and the sound power of a raised voice effort may be deduced to be 78 dB  $L_{WA}$ .

##### 4.1.1 Daytime noise levels

We have assessed noise from the closest unit to each boundary, based on a situation where a unit has four people on the deck outside one of the units talking in normal voices (two people talking simultaneously and continuously for a 15 minute period).

This includes a 5 dB adjustment for averaging as described in NZS 6802:2008 as this noise would occur for less than 30% of the day and an allowance for acoustic fencing where shown in figure 3.1:

<i>4 Pioneer Drive and 3, 5 Beauchamp Place</i>	<i>37 dB <math>L_{Aeq}</math></i>
<i>6 Pioneer Drive (boundary near house – screening)</i>	<i>34 dB <math>L_{Aeq}</math></i>
<i>6 Pioneer Drive (boundary with driveway – no screening)</i>	<i>49 dB <math>L_{Aeq}</math></i>
<i>6 Pioneer Drive (façade of upper level)</i>	<i>38 dB <math>L_{Aeq}</math></i>
<i>7 Pioneer Drive (boundary – no screening)</i>	<i>49 dB <math>L_{Aeq}</math></i>
<i>7 Pioneer Drive (driveway – no screening)</i>	<i>45 dB <math>L_{Aeq}</math></i>
<i>The Residence (1 Beauchamp Place)</i>	<i>41 dB <math>L_{Aeq}</math></i>
<i>The Residence (façade of upper level)</i>	<i>36 dB <math>L_{Aeq}</math></i>

The predicted noise levels at all neighbouring properties are less than 50 dB  $L_{Aeq}$ . We expect the scenario assessed to be conservative, as for these levels to occur, conversation would need to be sustained for 15 minutes.

We therefore expect that for the majority of the time, with an appropriate management policy, noise levels will be appropriate during the daytime period.

#### 4.1.2 Night-time noise levels

During the night-time period, no adjustment for averaging is permitted. The daytime analysis in 4.1.1 therefore illustrates that there may be occasions where a level of 40 dB  $L_{Aeq}$  at the boundary could be exceeded – for example if there is sustained conversation at raised voice levels, or people talking outside on a deck area near the boundary during the night time period.

We expect that this would be best managed through appropriate site management controls to limit anti-social behaviour. We consider that it would be practical to ensure that noise levels do not exceed 40 dB  $L_{Aeq}$  with such management controls. The site management controls should also include provisions for guests who play music.

Given the separation between the units and residential boundaries, we expect that impulsive noise events that may occur (for example doors slamming) will be less than 70 dB  $L_{AFmax}$  at all adjoining properties.

## 4.2 Noise from vehicles

#### 4.2.1 Daytime noise levels

We have considered two scenarios during the daytime period. The first is where a total of 11 vehicles arrive or depart the site during the peak hour (in the order of 2 – 3 vehicle movements in a fifteen minute period). This could be at the conclusion of a public holiday or long weekend, when guests are required to check out by a certain time.

However, as the driveway is located centrally on the site, with individual unit carparks located closer to the boundary, noise from the individual unit carparks when received at the boundary will generally be higher. We have also assessed noise from individual parking areas in a fifteen minute period based on either one or two movements in a fifteen minute period depending on the carpark layout.

The levels presented in table 4.1 below are the worst case from either 11 vehicles using the site access in an hour, or individual vehicles using the closest parks to the boundary in a fifteen minute period.

We have based our calculations on a single vehicle movement having an SEL of 73 dBA at 5 metres. This includes a 5 dB adjustment for averaging as described in NZS 6802:2008 as this noise would occur for less than 30% of the day and an allowance for acoustic fencing where shown in figure 4.1:

*Table 4.1 – Predicted daytime noise levels from vehicle movements*

Site Address	Predicted boundary noise level (dB $L_{Aeq}$ )
4 Pioneer Drive, 5 Beauchamp Place	32
3 Beauchamp Place	23
6, 7 Pioneer Drive	35
The Residence (1 Beauchamp Place)	37

The predicted noise levels at all neighbouring properties are less than 50 dB  $L_{Aeq}$ . We therefore expect that noise levels will be appropriate during the daytime period.



#### 4.2.2 Night-time noise levels

There will also be vehicle arrivals and departures during the night time period. During the night-time period, no adjustment for averaging is permitted. Therefore, if guests arrive after 2000 hours, then the levels shown in table 4.2 below may be received at the neighbouring boundaries.

*Table 4.2 – Predicted night-time noise levels from vehicle movements*

Site Address	Predicted boundary noise level (dB L <sub>Aeq</sub> )
4 Pioneer Drive, 5 Beauchamp Place	37
3 Beauchamp Place	29
6, 7 Pioneer Drive	40
The Residence (1 Beauchamp Place)	42

These levels are generally less than 40 dB L<sub>Aeq</sub> with the exception being noise levels received at the Residence (1 Beauchamp Place). We note that noise levels received at the façade of the units on this site will be less than 35 dB L<sub>Aeq</sub>. When also noting the similar usage of this site (for visitor accommodation), we consider that noise levels of this order will not be of concern.

Given the separation between parking areas and residential boundaries, and the acoustic fencing where shown in figure 3.1 we expect that impulsive noise events such as door slams, engine starts and the like will generally be less than 70 dB L<sub>AFmax</sub>.

#### 4.3 Noise on the road

It is considered best practice to consider the effects of placing additional vehicle traffic on the existing road network.

While Pioneer Drive appears to be a low volume road, we expect that traffic associated with tourists visiting the Church of The Good Shepherd would contribute to the overall volume of traffic at times and would include coaches. The Mackenzie District Council has undertaken community consultation regarding options for traffic management in this area which closed in December 2017.

During the peak daytime hour, we estimate that the proposal may add in the order of 16 vehicle movements to this road.

We note the following with regard to assessment criteria:

- NZS 6802:2008 seems generally to exclude traffic on public roads, noting in section 1.2.2: *'Sound from vehicles on public roads as a specific source is outside the scope of this Standard'*. However, in clause 1.2.3, the Standard also notes that *'Where sound from transportation or construction is part of the ongoing sound emission from activities, it shall be assessed using this Standard. This includes the use of vehicles on private roads'*.
- The other main guidance typically used to assess road traffic noise is the New Zealand Standard 6806:2010 *Acoustics – Road-traffic noise – New and altered roads*. The lowest criteria for traffic noise in this standard is 57 dB L<sub>Aeq</sub> (24 hours) – however this Standard only applies to new or altered roads with an average number of movements greater than 2000.
- Other general (not traffic noise specific) guidance has been discussed in section 3.6 above. The World Health Organisation discuss an average daytime noise level of 50 dB L<sub>Aeq</sub> to prevent moderate annoyance and 55 dB L<sub>Aeq</sub> daytime to prevent serious annoyance, and NZS 6802:2008 discusses a guideline daytime limit of 55 dB L<sub>Aeq</sub> (16 hours).

Based on the guidance discussed above, we consider that if noise levels do not exceed 55 dB  $L_{Aeq}$  at the façade of dwellings during the peak daytime hour, noise effects will be acceptable.

The dwellings along Pioneer Road have a significant setback from the road. The closest dwellings are in the order of 17 metres from the edge of the road. We predict that noise levels at the façade of the closest dwellings to the road would be up to 43 dB  $L_{Aeq}$  in the worst case hour. Noise received at dwellings which are further setback from the road would be even lower. Therefore this noise is not considered unreasonable.

#### 4.4 District Plan compliance

As identified in section 2.0, the District Plan limits are in terms of the  $L_{10}$  metric, which has been replaced by the  $L_{eq}$  metric in the current New Zealand acoustic standards. For most typical noise, the  $L_{10}$  level is 1-2 dB higher than the  $L_{eq}$  level.

Therefore, based on the noise levels predicted in section 4.0, we have identified locations where the District Plan limits may be exceeded:

- For daytime noise from people outdoors on the deck areas, we expect there will be a 1 dB exceedance of the District Plan 50 dB  $L_{A10}$  daytime boundary limit at 6 Pioneer Drive and 7 Pioneer Drive, near the boundary in locations where there is no acoustic fencing.
- For noise associated with vehicles on the site, we expect there will be a 1-2 dB exceedance of the District Plan 40 dB  $L_{A10}$  night-time boundary limit at 6 Pioneer Drive and 7 Pioneer Drive, near the boundary in locations where there is no acoustic fencing. An exceedance of 4 dB would be expected at the boundary with The Residence (1 Beauchamp Place).

As the noise from the development is expected to meet the appropriate noise levels discussed in section 2.4, we consider that the noise effects associated with these non-compliances will not be of concern.

#### 5.0 CONCLUSIONS

We have reviewed noise emissions which may be associated with the operation of proposed visitor accommodation activity at 5 Pioneer Drive in Lake Tekapo.

Based on a review of the District Plan limits, WHO guidelines and NZS 6802:2008, we consider that if daytime noise levels are less than 50 dB  $L_{Aeq}$  (0700 to 2000 hours) and 40 dB  $L_{Aeq}$  / 70 dB  $L_{Amax}$  (2000 to 0700 hours) at neighbouring residential properties when assessed in accordance with NZS 6802:2008, noise effects on neighbouring residential properties will be acceptable.

Our analysis indicates that with the adoption of acoustic fencing and an appropriate management plan to manage guest behaviour, it is practical for noise due to guests conversing and vehicles on the access road to meet these levels at residential properties.

At the visitor accommodation facility at 1 Beauchamp Place, including the units which are permanently occupied, we consider that higher noise levels at the boundary (up to 55 dB  $L_{Aeq}$  during the daytime and 45 dB  $L_{Aeq}$  during the night-time) would not be unreasonable given the similar usage and types of noise generated. At The Residence, noise levels of up to 42 dB  $L_{Aeq}$  may be received at the boundary if the guest carpark closest to this boundary if it is used during the night time period. We note that noise levels received at the façade of the units on this site will be less than 35 dB  $L_{Aeq}$ . We consider that these noise levels will not be problematic.

To ensure that noise levels will be acceptable, we recommend that the applicant includes the following mitigation in their proposal:



- Acoustic fencing as described in section 3.0.
- A Noise Management Plan which includes procedures to limit music noise, record complaints and remove nuisance guests.

Please do not hesitate to contact me to discuss further as required.

Kind Regards,



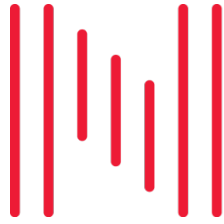
William Reeve  
*B.E. MASNZ*

**Acoustic Engineering Services**



## **Appendix 6**

### **Integrated Transport Assessment**



**novo group**  
Planning. Traffic. Development.

**Integrated Transport Assessment**  
**prepared for**

**SUNSHINE HOUSING**  
**(2016) LTD**

**5 Pioneer Drive, Tekapo**

**July 2018**





**Integrated Transport Assessment**  
**prepared for**

**Sunshine Housing (2016) Ltd**

**5 Pioneer Drive, Tekapo**

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## Introduction

1. Sunshine Housing Ltd has commissioned Novo Group to prepare an Integrated Transport Assessment (ITA) for the development of a 17-unit travellers accommodation facility plus a manager's residence and service centre at 5 Pioneer Drive, Tekapo.
2. This report provides an assessment of the transport aspects of the proposed development. It also describes the transport environment in the vicinity of the site, describes the transport related components of the proposal and identifies compliance issues with the transport provisions in the District Plan. It has been prepared broadly in accordance with the Integrated Transportation Assessment Guidelines specified in New Zealand Transport Agency Research report 422, November 2010 and other relevant best practice guides.
3. It is proposed to develop and operate a 17-unit travellers accommodation facility, with service centre / manager's residence at the site. The activity will be supported by 20 off-street car parking spaces and access will be from Pioneer Drive. The site location is illustrated in **Figure 1** and a copy of the proposed site layout is contained in **Appendix 1**.



Figure 1: Site Location

4. The site is predicted to generate 11 vehicle movements per hour in the weekday PM peak and 62 vehicles per day.





## Transport Environment

### Road Network

#### Pioneer Drive

5. Pioneer Drive is classified as a *Local Road* in the District Plan road hierarchy. These roads typically have a focus on property access with little emphasis on accommodating through traffic. Pioneer Drive provides access to the Church of the Good Shepherd and MacKenzie's dog. This road provides one traffic lane in each direction with a carriageway width of 5.5m. There is no footpath on the same side of the road as the application site, although there is a berm of approximately 14.5m width. There is an unsealed footpath on the opposite side of the road that is approximately 1.6m to 2.0m wide.
6. **Figure 2** is a typical view outside the application site, looking east.



**Figure 2: Pioneer Drive**

7. The existing traffic volumes on Pioneer Drive are estimated as being 847 vehicles per day and a peak hour volume of 113 vehicles per hour<sup>1</sup>. The speed limit is 50km/hr. These volumes are largely attributable to the popular tourist stop at the Church of the Good Shepherd at the north-western end.

#### Crash History

8. The NZ Transport Agency Crash Analyses System (CAS) has been reviewed to identify crashes that have been reported in the vicinity of the site on Pioneer Drive between 2013 and 2017 (the most recent full five-year period available). No crashes have been reported.

### Baseline Development

9. It is understood that the baseline activity for this site is a 7-residential unit development. The NZ Transport Agency Research Report 453 (Trips and Parking Related to Land Use)

<sup>1</sup> From Council traffic count data between SH8 and Beachamp Place dated 3 January 2018.



suggests that residential developments would have the following traffic generation characteristics:

- (a) Peak hour traffic generation of 0.9 to 1.2 vehicle movements per hour per unit; and
  - (b) Daily traffic generation of 8.2 to 10.9 vehicle movements per day per unit.
10. Applying the above to the potential 7-unit development leads to a traffic generation of 6 to 8 vehicles per hour during the peaks and 57 to 76 vehicle movements per day.

## The Proposal

11. The proposal is to establish and operate a 17-unit travellers accommodation facility plus manager's residence at the site, supported by 20 parking spaces. Access will be to Pioneer Drive. The following sets out the trip generation, parking demands and site layout from a transport perspective.

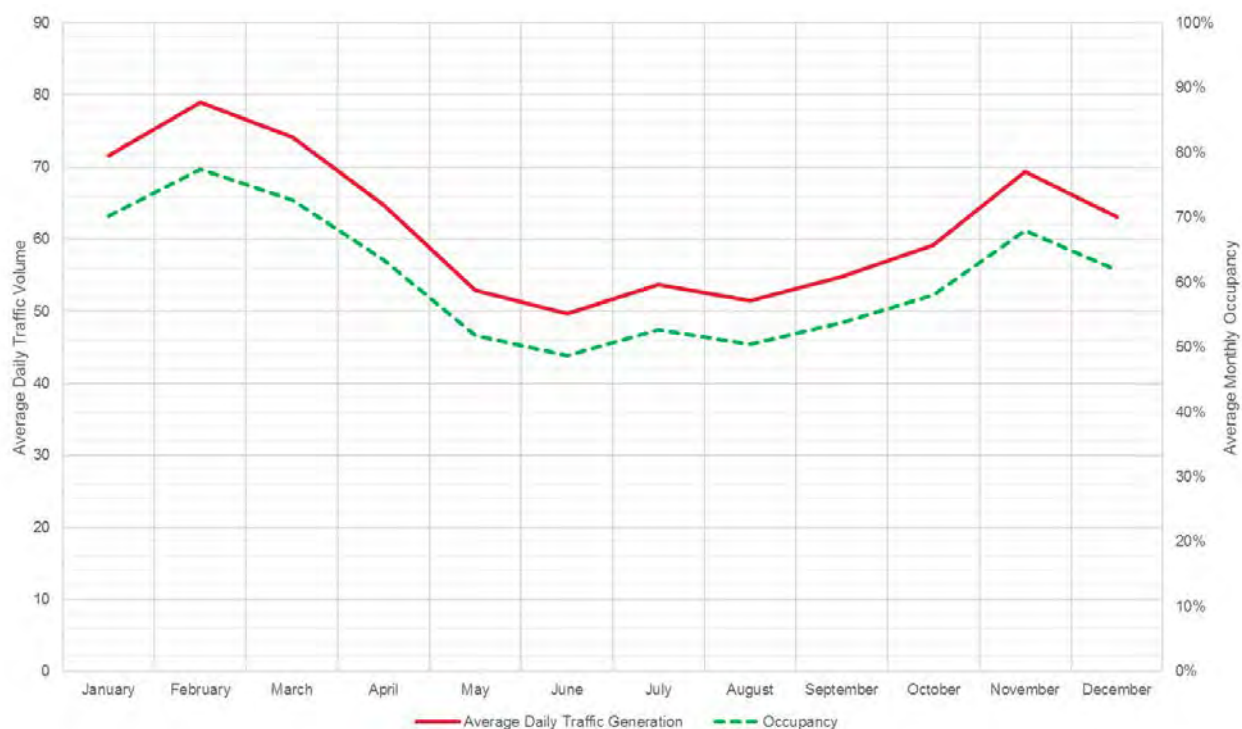
### Traffic Generation

12. The traffic generation of the proposed development has been based on data contained in the Christchurch City Council's *Motel Traffic Generation Survey 1999* report. This data is summarised in **Table 1** below. This information has generally been applied to (and accepted for) most motel developments in Christchurch City since the year 2000. We are not aware of survey data that is specifically applicable to Tekapo, but consider the following to be applicable (this is discussed further in paragraph 13).

**Table 1: CCC Motel Traffic Generation Survey 1999**

	Generation Rates	Occupancy Rates
Average Daily Generation per Occupied Unit	6.0	75.4%
85 <sup>th</sup> Percentile Daily Generation per Occupied Unit	7.3	81%
Maximum Daily Generation per Occupied Unit	8.7	81%

13. The above survey data was of motels in a metropolitan area, where as the application site is in Tekapo. On this basis, it is considered more appropriate to use the average daily traffic generation rate per occupied unit of 6.0 vehicles per day. Furthermore, data from Statistics NZ has been used to determine the average room occupancy for the application site. The following graph sets out the average room occupancy in Mackenzie on a month by month basis using data from January 2017 to December 2017. The average room occupancy over the course of a year is 61%, which in turn leads to an annual average daily traffic generation of 62 vehicle movements per day from the proposed development.



**Figure 3: Average Monthly Occupancy & Daily Traffic Generation**

14. In respect to peak hour traffic generation, data obtained from the above Motel Survey in 1999 revealed an 85<sup>th</sup> percentile generation rate of 0.7 trips per occupied unit in the morning peak hour and an 85<sup>th</sup> percentile generation rate of 0.8 trips per occupied unit in the evening peak hour period. The occupancy during the survey was 81% and this has been adopted for the peak hour traffic generation calculation. It follows that the proposal is likely to generate 10 trips<sup>2</sup> in the morning peak hour and 11 trips<sup>3</sup> in the evening peak hour. It is emphasised that this is a robust estimate as it is based on both the high occupancy rate and the 85<sup>th</sup> percentile peak generation rate per occupied unit.
15. The above traffic generation data has been compared to other published motel survey information, as set out in **Table 2**. This indicates that the data used is consistent with a range of comparative sources. This confirms that the survey data used for this assessment is robust.

<sup>2</sup> 17 x 0.7 x 81% = 10

<sup>3</sup> 17 x 0.8 x 81% = 11





**Table 2: Published Motel Survey Data – Per Unit**

Source	AM Peak	PM Peak	Daily
CCC Motel Data <sup>4</sup>	0.57	0.65	3.66
NZ Trips & Parking Database – 85 <sup>th</sup> Percentile	0.57	0.53	1.27
ITE Trip Generation - Average <sup>5</sup>	0.45	0.47	5.56
RTA Guide to Traffic Generating Developments	-	0.4	3.0

## Parking Demands

16. The following table sets out a range of parking demands associated with motel developments with an assumed 81% occupancy.

**Table 3: Published Motel Parking Demands**

Source	Parking Demand per Unit
CCC Motel Data – 85 <sup>th</sup> Percentile <sup>6</sup>	0.73
NZ Trips & Parking Database – 85 <sup>th</sup> Percentile	0.58
ITE Trip Generation – 85 <sup>th</sup> Percentile <sup>7</sup>	0.69

17. The CCC Motel Data has the highest parking demand and suggests that the 85<sup>th</sup> percentile parking demand will be for 12 parking spaces. This survey data included the manager's unit. The site will provide approximately 20 spaces, which is more than sufficient to accommodate the predicted demand.
18. The next highest parking survey demand is the ITE Trip Generation data, which suggests a demand for 12 parking spaces. It is not clear whether the manager's unit was specifically included in this survey, so it is assumed that that unit would require a further two parking spaces. On that basis, the parking demand could be for typically up to 14 parking spaces. Again, more than sufficient car parking is proposed.

## Site Layout

### Access Arrangements

19. Access to the site will be from Pioneer Drive and is 7.6m wide at the road, narrowing to 4.0m width at the site boundary. The access will have a formed width of approximately 7.6m where it meets the road and provides a queue space of 5.8m, although this occurs

<sup>4</sup> Accounts for occupancy rate of 81% during the peaks and 61% for daily traffic.

<sup>5</sup> Accounts for occupancy rate of 81% during the peaks and 61% for daily traffic

<sup>6</sup> Accounts for occupancy rate and a base rate of 0.9 spaces per occupied unit.

<sup>7</sup> Accounts for occupancy rate and a base rate of 0.85 spaces per occupied unit.



within the road reserve. There is sufficient visibility from this access to see approximately 110m to the south-east and over 200m to the north-west.

#### *Car Parking & Loading*

20. The site includes approximately 20 parking spaces, which comprises one space at each of the units, a drop-off space plus a loading space. These spaces are unmarked, although they will be delineated with timber wheel stops (or similar) and unit numbers to assist in guiding drivers. Vehicle tracking to / from the parking spaces is illustrated in **Appendix 3**.

## District Plan Compliance Assessment

21. The site is located in the *Residential 1 Zone* in the District Plan and the proposed activity is understood to be non-complying. An assessment of compliance against the transport rules of the District Plan has been undertaken and is contained in **Appendix 2**. **Table 4** summarises the non-compliances identified.

**Table 4: District Plan Transport Non-Compliances**

Rule	Nature of Non-Compliance
<b>2.c Size of Parking Spaces</b> All required parking spaces other than for residential units, and associated manoeuvre areas are to be designed to accommodate a 90 percentile design motor car (refer Appendix C) and shall be laid out in accordance with Appendix D.	The car park layout does not comply with the requirements of Appendix D of the District Plan
<b>2.d Car Spaces for People with Disabilities</b> Car parking areas shall include spaces for people with disabilities provided at the rate of: - 1 for 10 to 50 spaces - 2 for up to 100 total spaces plus 1 more for every additional 50 spaces. Car parking for people with disabilities shall be located as close as practicable to the building entrance. The spaces should be on a level surface and be clearly signed	A space to accommodate the mobility impaired will be provided, although not specifically marked.
<b>2.h Queuing</b> Queuing space shall be provided for all vehicles entering a parking or loading area where conflict with vehicles already on site is likely to arise. The required queuing space length shall be in accordance with Table 2 following.  Requires 5.5m queue space	The required queue space is not proposed within the site.

## Assessment of Effects

22. The non-complying nature of the proposal means that all transport matters need to be assessed. The key matters for assessment are considered to be:
- (a) **Parking & Loading:** The provision of sufficient car parking and loading, as well as the provision of a practical and functional layout;
  - (b) **Site Access Arrangements:** Provision of safe and efficient site access arrangements; and
  - (c) **Wider Network Effects:** The transport effects on the wider transport network.



## Parking & Loading

### Car Parking Numbers

23. The District Plan requires the proposed activity to provide 18 car parking spaces, which are provided. The data presented in paragraph 14 indicates that the proposed development has more than sufficient parking spaces to accommodate the typical demand.
24. In brief, the proposed development is predicted to provide sufficient car parking to accommodate the demand. Therefore, there will be no use of on-street parking and there are no adverse effects anticipated regarding car parking provision.

### Car Parking Layout

25. The proposed parking area does not comply with the layout requirements of the District Plan. The vehicle tracking provided in **Appendix 3** confirms that the car parking spaces can all be accessed. On this basis, the car parking layout is considered to be acceptable.

### Mobility Car Parking

26. A mobility space has not been specifically marked on-site. That said, several of the parking spaces adjacent to the units are of sufficient dimensions to accommodate a mobility space (such as the parking adjacent to Units 15 and 16). The manager of the activity will need to manage the use of the units to enable a mobility impaired person to have a unit that has sufficient parking dimensions when this is required.

### Loading

27. Loading is anticipated to take place every couple of days on-site. Sufficient space has been included to accommodate a car in the loading area. In addition, the pick-up / drop-off area will be available to accommodate larger vehicles. Loading will be able to be undertaken on-site without any off-site effects.

## Site Access

28. The site access is proposed to have sufficient width to accommodate a vehicle arriving and a vehicle departing the site, although this occurs within the road reserve. This traffic generation of the proposed activity is sufficiently low that conflicts at the access are unlikely to occur. Therefore, the one vehicle queue space is considered to be sufficient to cover the typical operation of the site. It is noted there is no footpath on this side of Pioneer Road, so no adverse effects are anticipated with regards to pedestrians.
29. The visibility extends approximately over 200m to the north-west and 110m to the south-east, which is sufficient for drivers to identify a safe opportunity to exit the site. This also complies with the District Plan requirement.
30. The access is also sufficiently separated from adjacent intersections to avoid confusion as to drivers' intentions.
31. The site access is anticipated to operate efficiently because of the low traffic generation of the proposed activity and the low traffic volumes passing the site.





## Wider Network Effects

32. For this site, the wider road network is State Highway 8 (Farlie – Tekapo Road). The traffic volumes on this road are approximately 1,904 vehicles per day<sup>8</sup>. These types of road can accommodate a traffic volume far greater than this existing traffic flow, so the additional 62 vehicles per day predicted to be generated by the proposed activity can be accommodated without noticeable effects occurring.
33. It is noted that the proposed development is predicted to generate 62 vehicle movements per day and the baseline development is predicted to generate 57 to 76 vehicle movement per day (on average). As such, the effects of the proposed development are comparable to those of the baseline development.

## Summary & Conclusion

### Summary

34. It is proposed to develop and operate a 17-unit travellers accommodation facility, with service centre / manager's residence at the site. The activity will be supported by 20 off-street car parking spaces and access will be from Pioneer Drive.
35. The site provides sufficient car parks to meet the predicted demand and to comply with the District Plan requirements. However, these parking spaces will not be marked. There will be timber wheel-stops provided to assist guiding drivers to park and this is considered to be sufficient to avoid parking from occurring on-street.
36. The site access is predicted to operate satisfactorily because it has sufficient visibility to on-coming traffic and the passing volumes are low. Whilst the queue space is not provided on-site, it is available in the berm and this is not anticipated to have adverse effects on other road users (including pedestrians).
37. The effects of the activity on the wider transport network are considered to be acceptable. It is also noted that the traffic generation is comparable to that which would be generated by the baseline development.

### Conclusion

38. Based on the assessment undertaken above, we consider that the proposed development can be supported from a transport perspective as having less than minor effects.

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<sup>8</sup> From the NZ Transport Agency CAS Database.

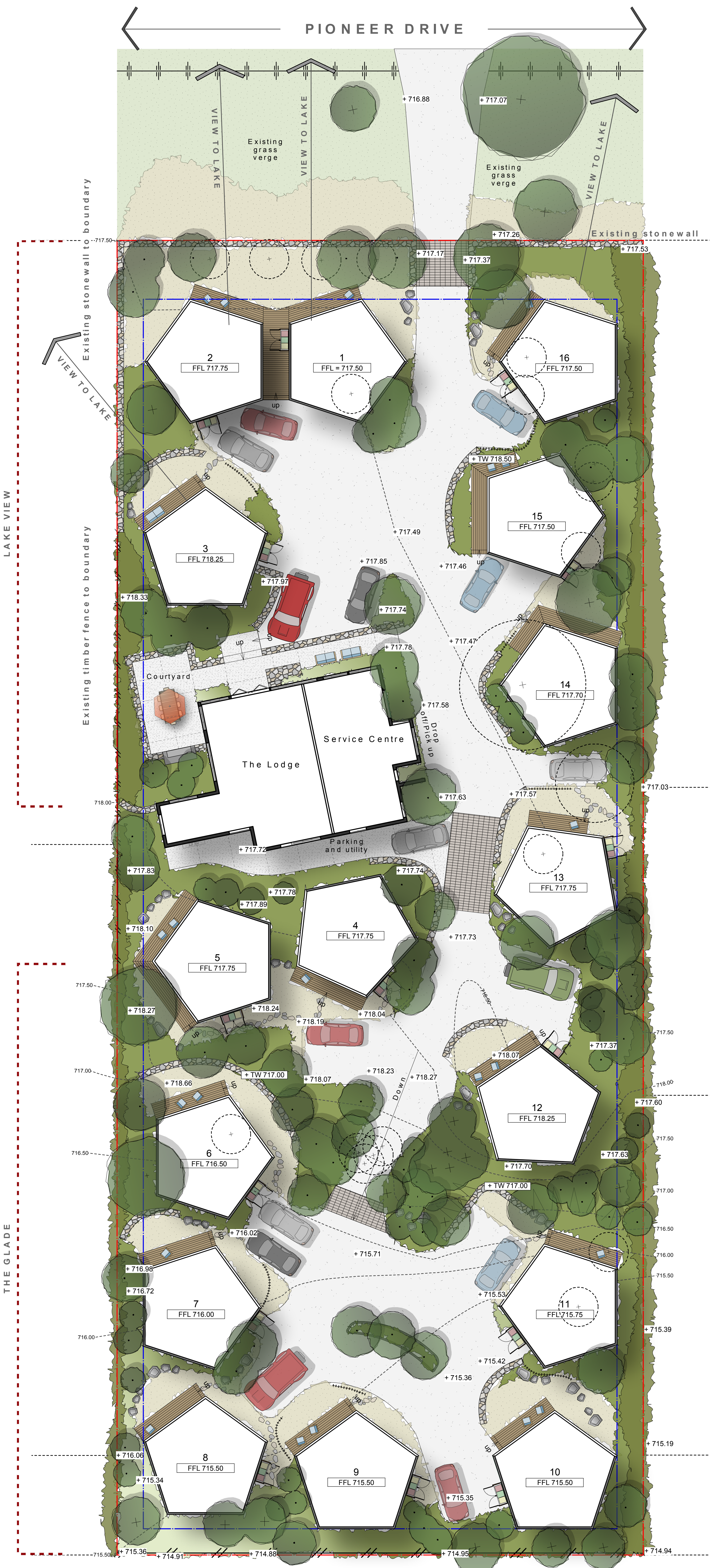


## **Appendix 1**

### **Application Plans**



ISSUE	DATE	STATUS
O	12/06/17	CLIENT REVIEW
A	02/08/17	CLIENT REVIEW
B	04/09/17	CLIENT REVIEW
C	01/03/18	CLIENT REVIEW



LEGEND

2m Boundary setback, 4.5m from roadside boundary

Site Boundary

Existing Spot Height

Top of wall

Proposed level

Chipseal

Exposed aggregate concrete

Stone sett threshold

Decking

Stacked stone wall

Stepping stones

Existing fence

Vertical timber fin fence

Contours

Existing boundary planting to remain and be supplemented with additional shrubs and groundcovers

Lawn

Tussock Planting

Native Grasses

Red tussock  
Dwarf toe toe  
Sedge  
Wind grass  
Blue fescue  
NZ iris  
Wild spaniard

*Chionochloa rubra*  
*Chionochloa flavicans*  
*Carex testacea*  
*Anemanthele lessoniana*  
*Festuca glauca*  
*Libertia peregrinans*  
*Aciphylla colensoi*

Proposed shrubs and groundcovers

Shrubs

Hebe odora  
Red barked dogwood  
Lavender (Italian)  
Mountain flax  
Purple astelias  
Coprosma (varied cultivars)  
Broadleaf (Hedge)  
Portuguese Laurel (Hedge)  
Hornbeam (Hedge)

*Hebe Odora*  
*Cornus alba 'Sibirica'*  
*Lavandula stoechas*  
*Phormium cookianum*  
*Astelia 'Purple Shadow'*  
*Coprosma sp.*  
*Griselinia littoralis*  
*Prunus lusitanica*  
*Carpinus betulus*

Groundcovers

Alpine moss  
Marlborough rock daisy  
Black mondo  
Creeping wire vine

*Scleranthus Biflorus*  
*Pachystegia insignis*  
*Ophiopogon planiscapus*  
*Muehlenbeckia axillaris*

Proposed trees

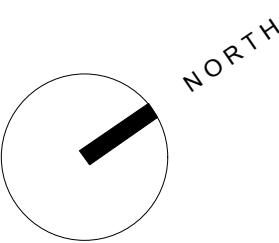
Trees

Pin/Scarlet oak  
Liquidambar  
Oriental plane  
Mountain beech  
NZ cedar  
Italian alder  
White birch  
European beech (Green + Copper)  
Mountain rowan

*Quercus palustris*  
*Liquidambar styraciflua*  
*Platanus orientalis 'Autum Glory'*  
*Fuscospora cliffortioides*  
*Libocedrus bidwillii*  
*Alnus cordata*  
*Betula papyrifera*  
*Fagus sylvatica*  
*Sorbus aucuparia*

Existing trees

Existing trees to be removed



draft

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LANDSCAPE CONCEPT PLAN  
SUNSHINE HOUSING  
5 PIONEER DRIVE  
TEKAPO

JOB No. 17037

SCALE 1:150 @ A1

DATE 02/08/17

DESIGNED TM/BM

DRAWN LD

CHECKED TM

STATUS CLIENT REVIEW

DRAWING No. REVISION

LC 1.0

SERIES C

1 of 1





## **Appendix 2**

### **Transport Compliance Assessment**



RULE	COMMENT	COMPLIES?
<p><b>2.a Minimum Parking Space Requirements</b></p> <p>The following (Table 1) shall be the minimum number of parking spaces to be provided at all times on the same site for any activity in any zone other than the Village Centre Zone in Fairlie. The required parking spaces shall be available for residents, staff and visitors at all times during the hours of operation of the activity.</p> <p>If any activity is not listed below, the activity closest in nature to the new activity should be used. Where there are two or more similar activities, the activity with the higher parking rate shall apply. Where there are two or more different activities on the site, the total requirement for the site shall be the sum of the parking requirements for each activity.</p> <p><i>Requirement - 1 space per unit (plus 2 spaces per Manager's Residence) as assumed to be most similar to a motel.</i></p>	Complies, as there are 17 units plus a manager's residence requiring 19 parking spaces. Approximately 20 spaces (including one drop-off / pick-up space) are proposed.	Complies
<p><b>2.b Assessment of Parking Areas</b></p> <p>Where an assessment of the required parking standards results in a fractional space any fraction under one half shall be disregarded and any fraction of one half or more shall be counted as one space.</p> <p>The area of any parking space or spaces provided and of vehicular access drives and aisles provided within a building shall be excluded from the assessment of gross floor area of that building for the purpose of ascertaining the total number of spaces required.</p>	Noted	Noted
<p><b>2.c Size of Parking Spaces</b></p> <p>All required parking spaces other than for residential units, and associated manoeuvre areas are to be designed to accommodate a 90 percentile design motor car (refer Appendix C) and shall be laid out in accordance with Appendix D.</p>	The car park layout does not comply with the requirements of Appendix D of the District Plan	<b>Does not Comply</b>
<p><b>2.d Car Spaces for People with Disabilities</b></p> <p>Car parking areas shall include spaces for people with disabilities provided at the rate of:</p> <ul style="list-style-type: none"> <li>- 1 for 10 to 50 spaces</li> <li>- 2 for up to 100 total spaces</li> </ul> <p>plus 1 more for every additional 50 spaces.</p> <p>Car parking for people with disabilities shall be located as close as practicable to the building entrance. The spaces should be on a level surface and be clearly signed</p>	A space to accommodate the mobility impaired will be provided, although not specifically marked.	<b>Does not Comply</b>
<p><b>2.e Cash-in-Lieu</b></p> <p>A cash payment may be made in lieu of part or all of the parking requirement in areas where the Council is anticipating creation of public parking that would serve the area of the development. The basis of the cash payment in lieu of parking is to be:</p> <ul style="list-style-type: none"> <li>i The area of land per required parking space is to be 25 square metres.</li> <li>ii The rate at which cash in lieu is charged is calculated at the current market value of the land.</li> </ul>	Not applicable	N/A
<p><b>2.f Reverse Manoeuvring</b></p> <p>On-site manoeuvring for a 90 percentile car shall be provided to ensure that no vehicle is required to reverse either onto or off a site where:</p> <ul style="list-style-type: none"> <li>i Any development has access to an arterial road (refer Rule 3)</li> </ul>	Complies, as all vehicles enter and exit the site forwards.	Complies



RULE	COMMENT	COMPLIES?
<p>ii Any development requiring 4 or more car spaces having access onto a collector road.</p> <p>iii Any development which is required to provide 10 or more parking spaces.</p> <p>On-site manoeuvring for a 90 percentile truck shall be provided to ensure that no truck is required to reverse onto or off a site where any development requires loading areas or trade vehicle storage having access onto an arterial or a collector road.</p>		
<p><b>2.g Residential Parking Spaces</b></p> <p>Any residential parking spaces required by this Plan shall have the minimum internal dimensions of 2.5m width and 5.0m depth.</p> <p>The minimum width of the entrance to a single garage shall be no less than 2.4 metres wide. The manoeuvre area from the property to the garage entrance shall be designed to accommodate a 90 percentile motor car as set out in Appendix C.</p>	Not applicable	N/A
<p><b>2.h Queuing</b></p> <p>Queuing space shall be provided for all vehicles entering a parking or loading area where conflict with vehicles already on site is likely to arise. The required queuing space length shall be in accordance with Table 2 following.</p> <p><b>Requires 5.5m queue space</b></p>	The required queue space is not proposed within the site.	<b>Does not comply</b>
<p><b>2.i Loading Areas</b></p> <p>Every loading space shall be of a useable shape and shall be of the following dimensions:</p> <p>i For transport depots or other similar activities, not less than 9m in depth.</p> <p>ii For retail premises, offices, warehouses, bulk stores, industries, service industries and other similar uses, not less than 8m.</p> <p>iii Offices and other non-goods handling activities, where the gross floor area is less than 500m<sup>2</sup>, and where on street parking is available for occasional servicing by larger vehicles, 6m long, 3m wide and 2.6m high.</p> <p>iv Notwithstanding anything to the contrary in the foregoing clauses, where articulated trucks are used or intended to be used in connection with any site, sufficient loading space not less than 11m in depth shall be provided.</p> <p>v No loading space shall be less than 3.8m in height.</p> <p>vi No loading space shall be less than 3.5m in width, or such greater width as is required for adequate manoeuvring.</p>	No loading is required, although a loading area proposed at the site.	Complies
<p><b>2.j Surface and Drainage of Parking and Loading Areas</b></p> <p>The surface of all parking, loading and trade vehicle storage areas (except parking areas for residential units requiring less than three spaces) shall be formed and paved or otherwise maintained, so as not to create a dust or noise nuisance, nor to deteriorate in adverse weather conditions.</p> <p>The first 5.5m of such areas (as measured from the road boundary) shall be formed and surfaced to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.</p> <p>Stormwater originating from the property shall be disposed of within the property by sump and piped to the street channel or stormwater drain.</p>	The proposed car park surface is chip seal and therefore complies	Complies





RULE	COMMENT	COMPLIES?
<b>2.k Landscaping</b> Landscaping shall not adversely affect the visibility of motorists leaving a site or create an unsafe environment for persons using the car park or the adjacent footpath. All car parking areas containing 5 or more spaces shall have a landscape strip 1.5m deep along the road frontage.	Complies	Complies
<b>2.l Standards of Vehicle Crossing</b> Vehicle access to any site shall be by way of a vehicle crossing constructed pursuant to Council standards, from the roadway to the road or service lane boundary of the site, and shall be at the owners expense. Vehicle crossings shall be constructed to the following standards: i For 10 or less residential units or activities which generate fewer than 100 normal car traffic movements per day: standard vehicle culverts and crossings to carry car traffic i.e. 225mm ii Drive-in accesses and other activities: heavy duty vehicle culverts and crossings shall be constructed and maintained so that they remain in a good state of repair and are fit for their purpose of carrying all types of normal road traffic.	A standard vehicle access complies with this requirement	Complies
<b>2.m Length of Vehicle Crossings</b> The following crossing lengths shall apply: <b>Requires minimum crossing of 4.0m and maximum of 9.0m</b> The length of culverts and crossings shall be the actual length of channel covers or the length of the fully dropped curb.	The proposed access is 7.6m and therefore complies.	Complies
<b>2.n Distance of Vehicle Crossings from Intersections</b> No part of any vehicle crossing shall be located closer to the intersection of any roads than the distances permitted in the following Table. <b>Requires 10m separation</b> Distances shall be measured parallel to the centre line of the roadway of the frontage road from the nearest edge of the carriageway of the intersecting road. Where the roadway is divided the edge of the dividing strip nearest to the vehicle crossing shall for the purposes of this control be deemed the centre line. Where the boundaries of the site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances a single vehicle crossing may be constructed provided it is located adjoining an internal boundary of the site in the position which most nearly complies with the provisions of this Code. For the avoidance of doubt, the Urban standards above shall apply to Rural-residential zones.	Approximately 45m separation is proposed, so the access complies.	Complies
<b>2.o Access onto State Highways – All Zones</b>	Not applicable	N/A
<b>2.p Visibility from Accesses</b> All private accesses shall be located to ensure continuous visibility up to the minimum sight distances in the following table are achieved.	The visibility is approximately 110m (as a minimum).	Complies



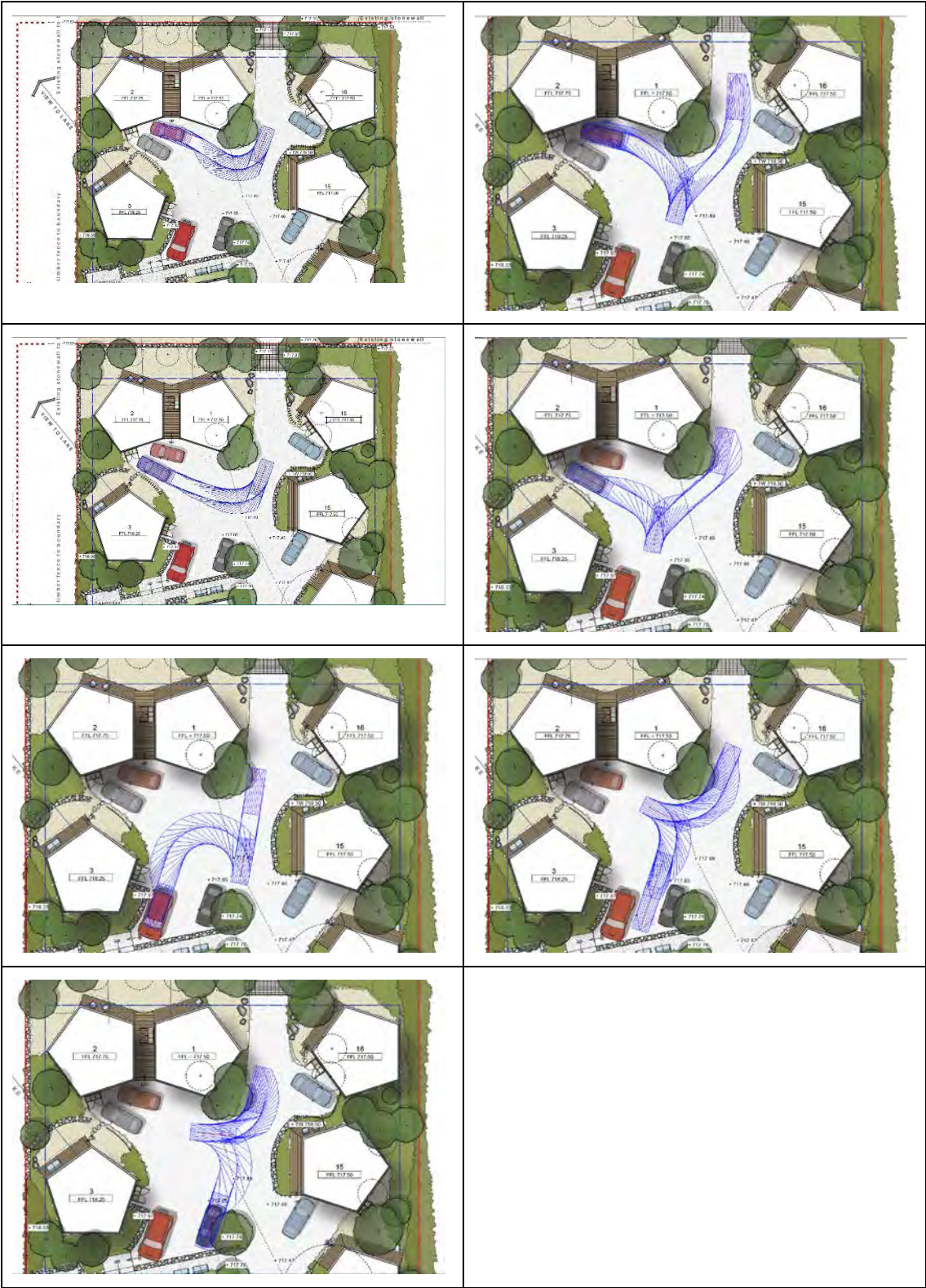
RULE	COMMENT	COMPLIES?
<b>Requires 85m visibility.</b> Note: Minimum sight distance is measured in accordance with Diagram B in Appendix D.		
<b>2.q Private Vehicle Access</b>	Not applicable	N/A
<b>2.r Standard of Vehicle Access</b> Residential and Business Zones Accessways in Residential and Business Zones shall: - be to an all weather standard for the full berm width of the adjoining road; - where they serve more than one allotment be formed and sealed for the full length.	Complies	Complies
<b>2.s Compensation for Damage to Roads</b> Where the use of a vehicle causes damage to a public road which is vulnerable to damage due to recent or current adverse climatic or weather conditions, the owner and/or driver of that vehicle shall pay to the Council an amount equivalent to the cost of restoring the road to the standard which existed prior to such damage.	Noted	Noted



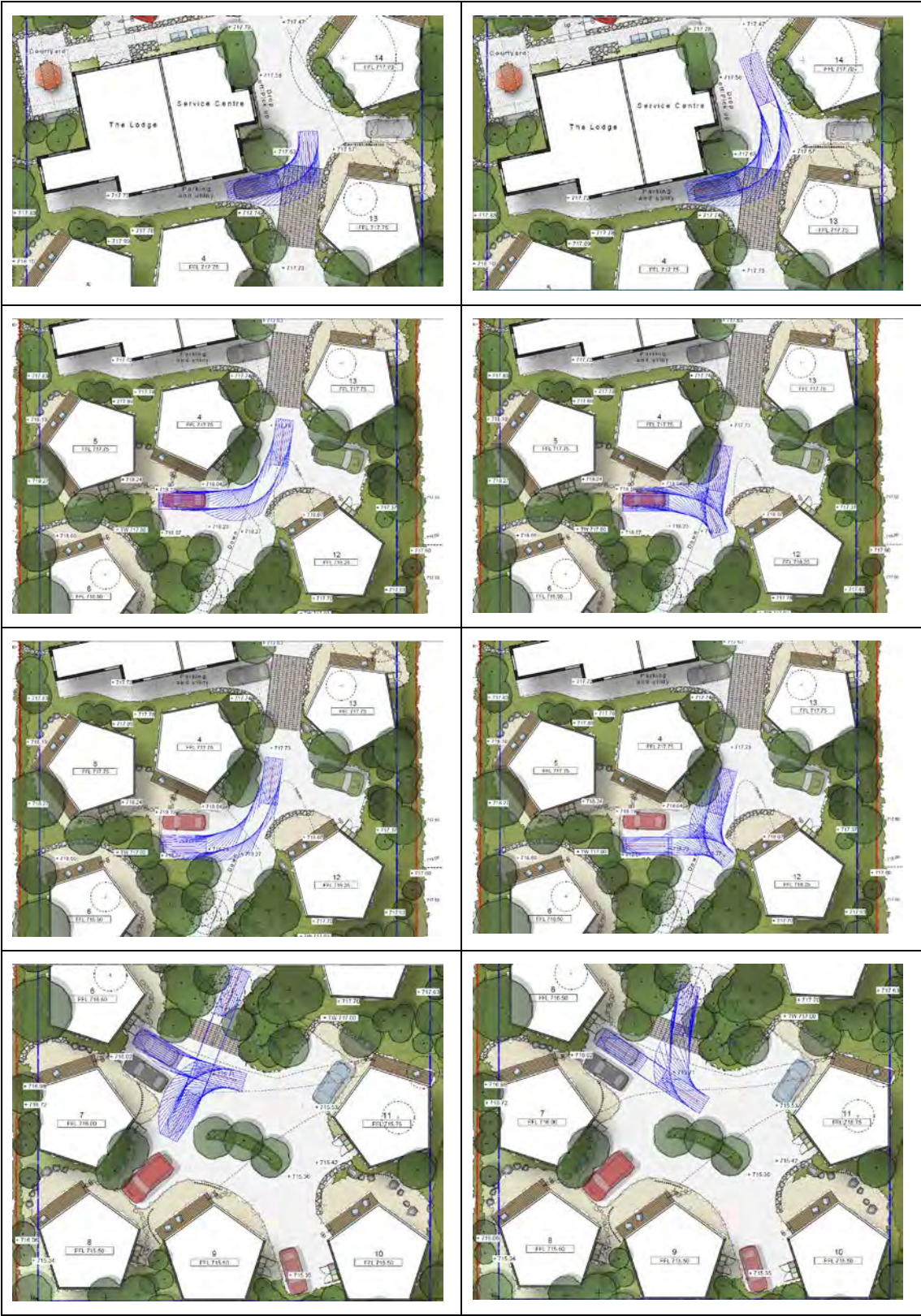
## **Appendix 3**

### **Vehicle Manoeuvring Diagrams**





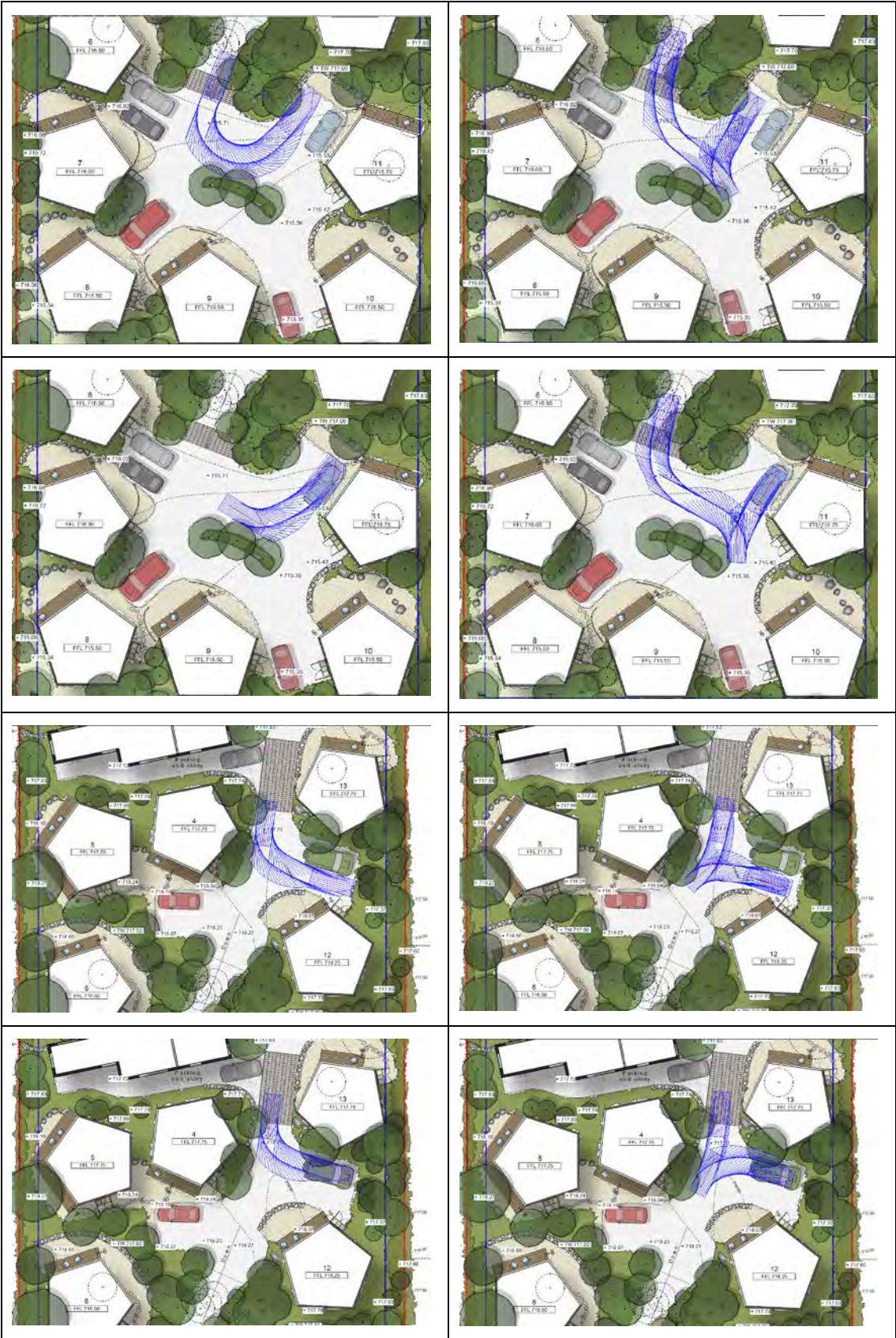




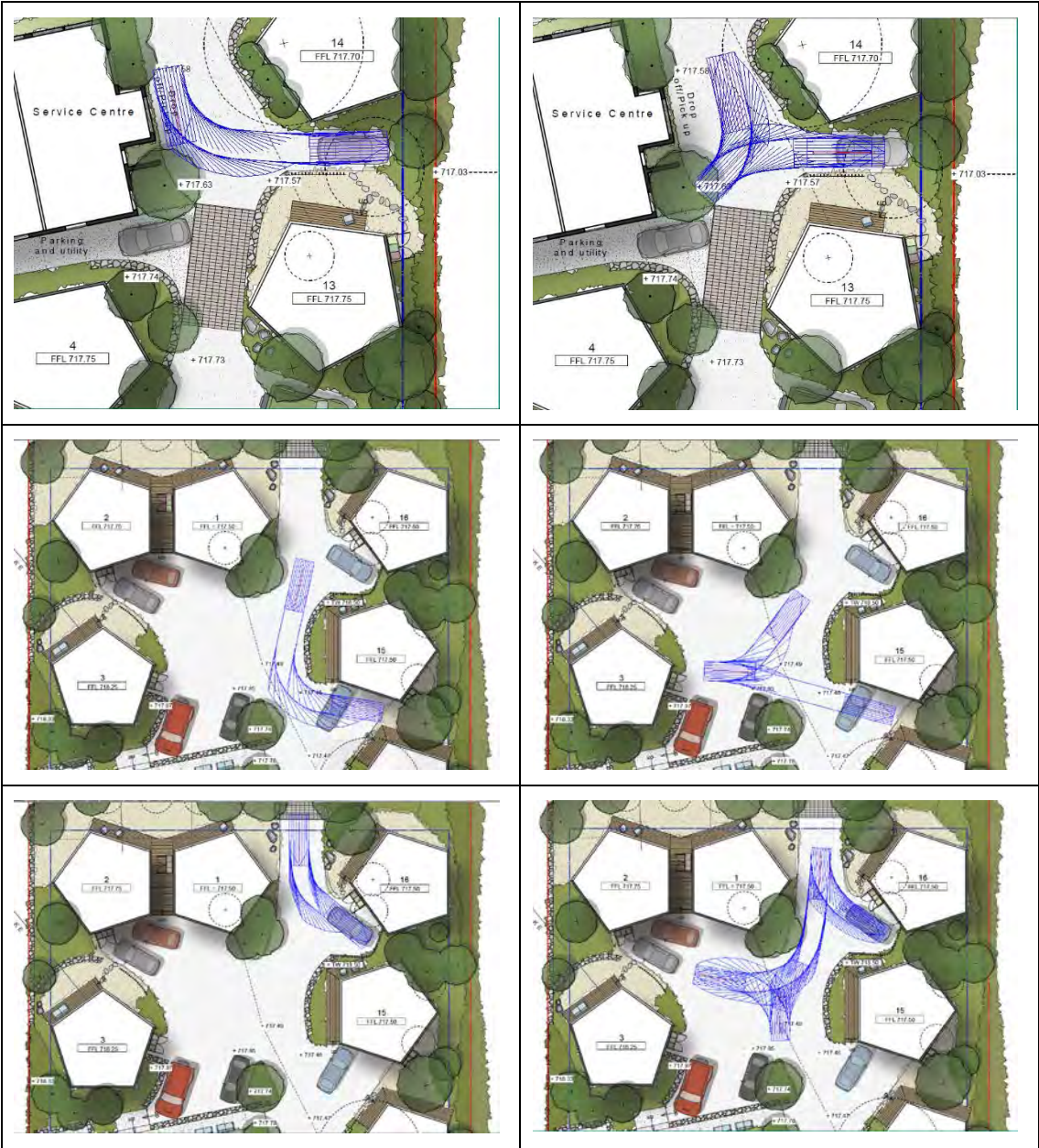














## **Appendix 7**

### **District Plan Assessment Matters**



## ASSESSMENT MATTERS - RESOURCE CONSENTS

### 9.1 General

- 9.1.a In considering resource consents for land use activities, in addition to the applicable provisions of the Act, the Council shall apply the relevant Assessment Matters set out below.
- 9.1.b The extent to which the design and appearance of new buildings complies with the matters set out in the Lake Tekapo Design Guide in Appendix P.
- 9.1.c In the case of *Controlled Activities*, and activities which are *Discretionary Activities in respect of which discretion is limited* the assessment matters taken into account shall only be those relevant to matters to which discretion is limited.
- 9.1.d In the case of *Controlled Activities*, the assessment matters shall only apply in respect to *conditions* that may be imposed on a consent.
- 9.1.e In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited to, the following Assessment Matters.

### 9.2 Residential Activity

#### 9.2.a Building Density and Coverage

- i The extent to which the character of the site will remain dominated by open space and garden plantings, rather than buildings.
- ii The ability to provide adequate opportunity for garden and tree planting around buildings.
- iii The extent to which there is a need for increased building coverage in order to undertake the proposed activities on the site.
- iv The extent to which any proposed buildings will be compatible with the scale of other buildings in the surrounding area and will not result in visual domination as a result of building coverage which is out of character with the local environment.
- v The ability to provide adequate vehicle parking and manoeuvring space on site.
- vi The extent to which increased building coverage would have any adverse effects on adjoining properties in terms of dominance by buildings, loss of privacy, access to sunlight and day light and loss of opportunities for views.
- vii The ability to provide adequate outdoor space on the site for all outdoor activities associated with residential and other activities permitted on the site.
- viii Whether the residential units are to be used for elderly persons housing and the extent to which increased building coverage will adequately provide for the outdoor needs of the activities on the site, and retain a dominance of open space over buildings.
- ix The ability to mitigate any adverse effects of increased coverage.

- x In the case of recreational activities the extent to which the additional building coverage will affect the degree to which the land is able to be enjoyed by the general public; will result in a loss of open space which is valuable within the built environment; or will enable the establishment of activities which could adversely affect the surrounding environment by way of noise, glare, traffic generation, loss of privacy or security.

#### 9.2.b **Building Height and Recession Lines**

- i The extent to which there is a need for the increased height or intrusion through the recession lines, in order to undertake the proposed activities on the site.
- ii The extent to which the character of the site and the surrounding area remains dominated by open space, rather than by buildings, with buildings at low heights and low densities of building coverage.
- iii The extent to which the proposed buildings will be compatible with the character of the local environment, including the scale of other buildings in the surrounding area.
- iv The effect of the increased height in terms of visual dominance by buildings of the outlook from other sites, roads and public open space in the surrounding area, which is out of character with the local environment.
- v The extent to which the proposed building will overshadow adjoining sites and result in reduced sunlight and daylight admission, beyond that anticipated by the recession plane requirements for the area.
- vi The extent to which the increased height would have any adverse effect on other sites in the surrounding area in terms of loss of privacy through being over-looked from neighbouring buildings.
- vii The extent to which the increased building height will result in decreased opportunities for views from properties in the vicinity, or from roads or public open space in the surrounding area.
- viii The ability to mitigate any adverse effects of increased height or exceedance of the recession planes, such as through increased separation distances between the building and adjoining sites or the provision of screening.

#### 9.2.c **Setback from Streets or Neighbours**

- i The extent to which the intrusion towards the road or boundary is necessary in order to allow more efficient, practical and/or pleasant use of the remainder of the site.
- ii The extent to which alternative practical locations are available for the building.
- iii The extent to which the proposed building will detract from the pleasantness, coherence, openness and attractiveness of the site as viewed from the street and adjoining sites.
- iv The ability to provide adequate opportunity for garden and tree planting in the vicinity of road boundaries, which will mitigate the effects of the building intrusion towards the road or boundary.
- v The adverse effects of the building intrusion on the outlook, access to daylight and privacy of people on adjoining sites.

- vi The ability to provide adequate parking and manoeuvring space for vehicles clear of the road.
- vii The extent to which the proposed building will be compatible with the appearance, layout and scale of other buildings and sites in the surrounding area, including the setback of existing buildings in the vicinity from road boundaries.
- viii The extent to which the proposed building will have a size, form, proportions, roof line, style, external materials and colour, which are similar to or in keeping with those of existing buildings on the site.
- ix The ability to mitigate any adverse effects of the proposal on the street scene; and the effectiveness of other factors in the surrounding environment in reducing the adverse effects, such as existing wide road widths, street plantings and the orientation of existing buildings on adjoining sites.
- x Any adverse effects of the proximity of the building in terms of difficulty of access to the building or to adjoining rear sites.
- xi The extent to which the use of the proposed building will detract from the pleasantness or amenity of adjoining sites, in terms of such matters as noise, smell, dust, glare or vibration.
- xii Any adverse effects of the proximity of buildings housing animals in terms of noise, smell, flies or vermin on adjoining sites.
- xiii The ability to mitigate any adverse effects of the proposal on adjoining sites, including through the provision of landscape plantings.

#### 9.2.d **Access**

- i The extent to which alternative formed access can be assured to the residential unit in the long-term.
- ii The extent to which the level and nature of the use of the residential unit will make it unlikely that access by way of a formed road will ever be necessary.
- iii The level of financial contribution required to be made to the Council towards the formation of the road to a standard suitable for residential access, taking into account the levels of traffic likely to be generated by the use of the residential unit in relation to the existing use of the road.

#### 9.2.e **Continuous Building Length**

- i The proximity of the building to boundaries.
- ii The activities undertaken on adjoining sites.
- iii The ability to landscape the site to mitigate the adverse visual impact of long continuous walls.
- iv The extent to which building design will mitigate the adverse visual impact of long continuous walls.
- v The extent to which the efficient or practical use of the site will be adversely affected.



**9.2.f Family Flats**

- i Where the family flat is not to be removed, any likely long-term needs of the residents of the site to house dependant relatives.
- ii Any adverse effects of the family flat on the surrounding neighbourhood, in terms of reduced open space, increased dominance of the site by buildings, lack of opportunity for garden and tree plantings and lack of adequate space for vehicle parking on-site.

**9.2.g Heavy Vehicle Storage**

- i The extent to which additional heavy vehicles stored on site will be compatible with the scale of buildings and open space in the surrounding area.
- ii The likely noise nuisance associated with each additional heavy vehicle.

**9.2.h Keeping of Animals (Pigs and Bees)**

- i The nature of and reason for the keeping of pigs, the number, sex and age of pigs, the species and/or breed of animal to be kept, whether nose rings will be used and the methods of effluent disposal and the extent to which this activity will detract from the quality and amenity of the residential environment in relation to smell, noise, outlook or nuisance.
- ii The reason for and nature of the keeping of bees, the number of bees to be kept, the number of hives to be established, the species, management methods and the extent to which this activity will detract from the quality and amenity of the residential environment in relation to nuisance and people's health and safety.
- iii The extent to which the animals will be housed within buildings and the proximity of those buildings to adjoining properties. Where animals are free ranging the means of separating them from boundary fences and other property in separate ownership.
- iv The volume and type of traffic which may be generated to the site in relation to the keeping of bees or pigs and the ability of the site to accommodate parking, loading, manoeuvring and access requirements.
- v The frequency with which vehicles may visit the site in relation to the keeping of bees or pigs, the hours within which they will arrive and depart and the degree of impact this will have on the amenity and privacy of surrounding residential sites.
- vi The degree to which any lighting within the site used in relation to the keeping of bees or pigs may adversely affect the amenity and quality of the environment.
- vii The nature of activities on adjacent sites and the extent to and manner in which the keeping of bees or pigs may impact upon those activities.

**9.3 Home Occupations****9.3.a All Standards**

- i The extent to which the scale of the activity and the proposed use of the buildings will be compatible with the scale of other buildings and activities in the surrounding area and will not result in visual dominance as a result of the area of buildings used, which is out of character with the low density residential or rural environment.

- ii The extent to which the activities on the site remain dominated by residential rather than by activities which are not associated with or incidental to residential activities on the site.
- iii Any adverse effects of the home occupation in terms of noise, vibration, glare, loss of privacy or security, traffic and/or parking congestion.
- iv The extent to which the activity provides a local function by meeting the needs of residents principally within the surrounding environment.
- v The extent to which the activity can be accommodated in other zones.
- vi The ability to mitigate any adverse effects of the increased scale of activity.
- vii The extent to which materials or equipment associated with a home occupation need to be stored outside the building,
- viii The extent to which all manufacturing, altering, repairing, dismantling or processing of any goods or articles associated with a home occupation need to be carried outside a building.
- ix The extent to which the proposed outdoor activities will detract from the pleasantness, coherence and attractiveness of the site as viewed from adjoining roads and sites.
- x The extent to which the outdoor activity will be compatible with the appearance, layout and functioning of other sites in the adjoining area.
- xi The ability to mitigate any adverse effects of the outdoor activity on adjoining roads and sites.
- xii The extent to which additional employment will result in levels of traffic generation or pedestrian activity which are incompatible with the character of the surrounding area.
- xiii The extent to which additional employment is an integral and necessary part of other activities being undertaken on the site and assists in providing alternative home-based employment and income-generating opportunities for residents or occupiers of the site.
- xiv Retail Sales - Refer Section 7 Clause 16.8

#### 9.3.b **Aircraft**

- i The proximity of other landing sites and the likelihood of reduced air safety in the area resulting from the proposed operation(s).
- ii The frequency of flights proposed, and the extent to which the frequency and flight paths of flights will affect traffic safety and the quality, amenity and character of the surrounding environment.
- iii The on-ground safety of aircraft operations and of passengers embarking or leaving aircraft.

## 9.4 Visitor Accommodation & Homestays

### 9.4.a Residential 1 2, 3 and 4 Zones

- i The extent to which the scale of the activity and buildings will be compatible with the scale and character of other buildings and activities in the surrounding area.
- ii The extent to which visitor accommodation on the site is an integral and necessary part of other activities being undertaken on the site; will assist in providing alternative home-based employment and income-generating opportunities for residents or occupiers on the site; or makes a practical and economical use of an existing building and facilities on the site.
- iii Any adverse effects of the likely traffic and pedestrian generation from the proposed visitor accommodation in terms of:
  - a. Noise, vibration and glare from vehicles entering and leaving the site or adjoining road, which is incompatible with the levels acceptable in a low-density residential or rural environment.
  - b. Levels of traffic congestion, reduction in levels of traffic safety, or reduction in availability of on-street parking, which are inconsistent with the classification of the adjoining road.
  - c. Any cumulative effect of traffic generation from the activity in conjunction with traffic generation from other activities in the vicinity.
- iv The ability to mitigate any adverse effects of the additional traffic generation such as through the location and design of vehicle crossings, parking and loading areas or through the provision of screening and other factors which may reduce the effect of the additional traffic generation, such as infrequency of the activity, or limited total time over which the traffic movements occur.
- v The degree of loss of privacy from the positioning of visitor accommodation activities adjacent to residential activities.
- vi The avoidance of excessive noise emissions beyond the boundaries of the site, considering:
  - a. the adequacy of mitigation measures, including noise attenuation measures, physical separation from site boundaries, and screening of outdoor areas (such as pools, barbecue or garden areas) by vegetation, fencing or buildings.
  - b. Measures that can be incorporated into the built premises that provide for acoustic insulation and/or noise attenuation.

### 9.4.b Aircraft

- i. The proximity of other landing sites and the likelihood of reduced air safety in the area resulting from the proposed operation(s).
- ii. The frequency of flights proposed, and the extent to which the frequency and flight paths of flights will affect traffic safety and the quality, amenity and character of the surrounding environment.