7.1 Assessment Measures

As set out in Section 5.0, noise from helicopters needs to be assessed using **L_{dn}.** Due to the infrequent nature of flights, the appropriate period for assessing emergency is **7-days.** For this assessment, we have used **$L_{dn(7\ day)}$** to consider annoyance and amenity effects that could arise in the nearby area and the Wānaka surrounds.

Emergency helicopter operations to and from hospitals can generate night-time movements, and these need to be considered as part of an environmental effects assessment. Night movements are likely to have a greater impact on amenity as they occur during the more sensitive time of the day. The $L_{dn(\ 7\ day)}$ considers noise from both daytime and night-time activity and applies a penalty to night-time movements (each night-time movement is considered the equivalent of ten-day movements).

To consider night-time helicopter noise further, we have also calculated noise levels using L_{AFmax}. The L_{AFmax} noise level can relate to sleep disturbance and awakenings. Consideration is also given to the sound exposure level (L_{AE} / SEL) in considering specific effects on amenity and speech interference.

7.2 Calculated Noise Levels

Using the information set out in this assessment (number of movements, helicopter types, expected flight paths), the calculated helicopter noise levels from the proposed integrated regional hospital have been calculated at the surrounding existing and further land use.

Table 6: Calculated Noise Levels

Receiver	Direction from Landing Area	Distance (m)	Zone	Helicopter Noise Level NZS6807:1994 $L_{dn\ (7\ day)}$ (dBA)			L_{AFmax} (dBA)
McCormack/Umbers/ Tim Wallis Business Area	West	175m	*Business Mixed Use and Three Parks Business*	47	to	52	96
Ballantyne Road Business Area	South-west	500m	*General Industrial and Service*	40	to	46	85
Te Kura o Take Karara School	North	260m	*Lower Density Suburban Residential (Designation 588)*		45		79
Wānaka Recreation Centre Building	North	230m	*Community Purposes Designation (376)*		46		79
Wānaka Recreation Centre Fields	North	360m	*Community Purposes Designation (376)*		41		72
Future Residential to NW	North-West	400 to 800m	*Lower Density Suburban Residential*	33	to	40	76
Future Residential to SW	South-West	220 to 780m	*Lower Density Suburban Residential*	43	to	50	93
New World Commercial	North	430m	*Three Parks Commercial*	35	to	39	36
Rural dwellings on Cardrona River	South-east	620m	*Rural Lifestyle*	43	to	45	84

7.3 Noise Contours

We have also prepared noise contours across the area surrounding the subject site. This are summarised in the following figures:

- Figure 9: Noise Levels and Indicative Noise Levels Across Nearby Zones / Landuse
- Figure 10: L_{dn} noise levels across wider Wānaka area
- Figure 11: L_{AFmax} noise levels across wider Wānaka area (relevant for night movements).

Figure 11: L_{dn} Noise Contours and Indicative Noise Levels Across Nearby Zones / Landuse

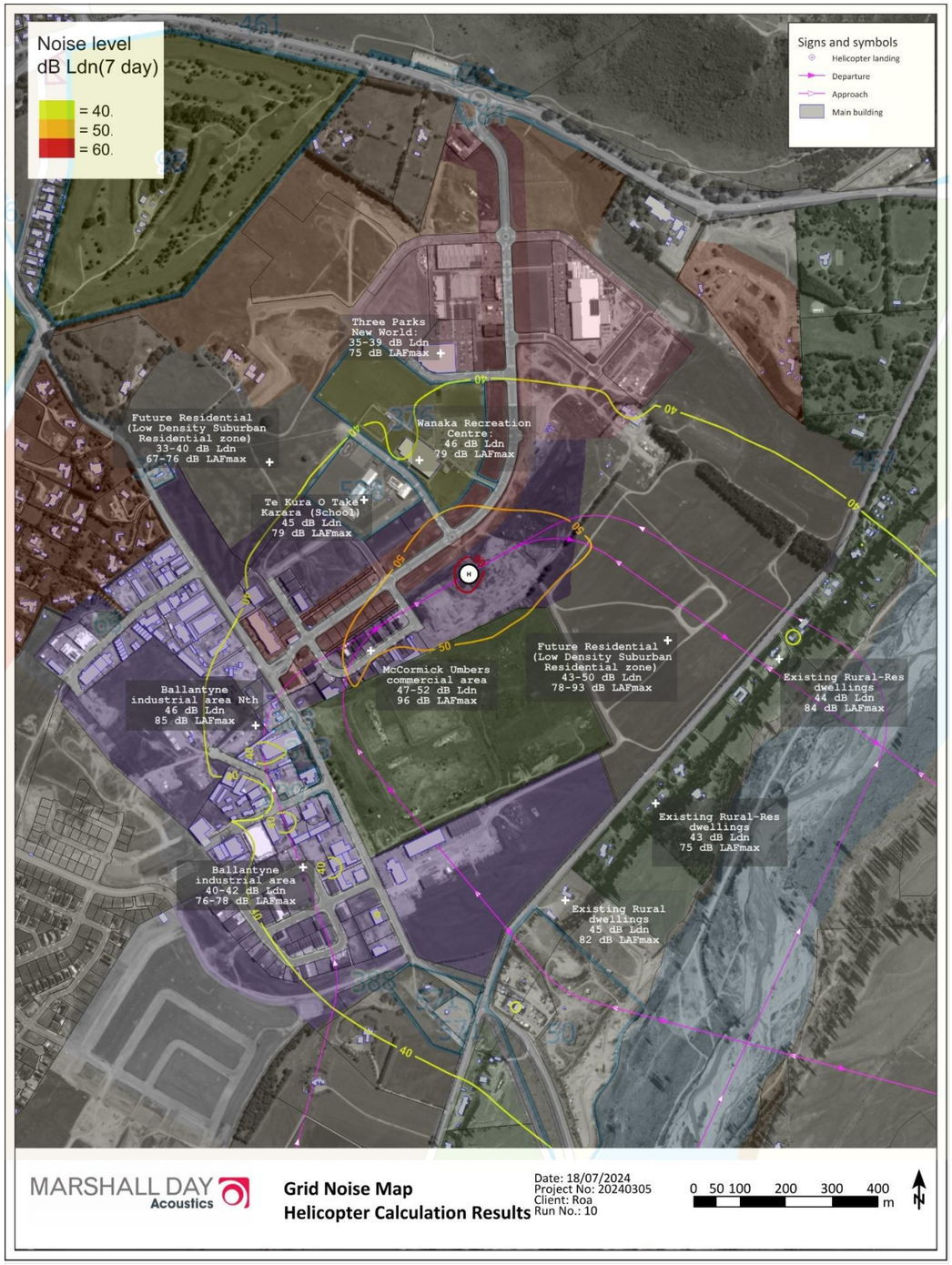


Figure 12: 40 dB L_{dn} and 50 dB L_{dn} noise contours over Wānaka

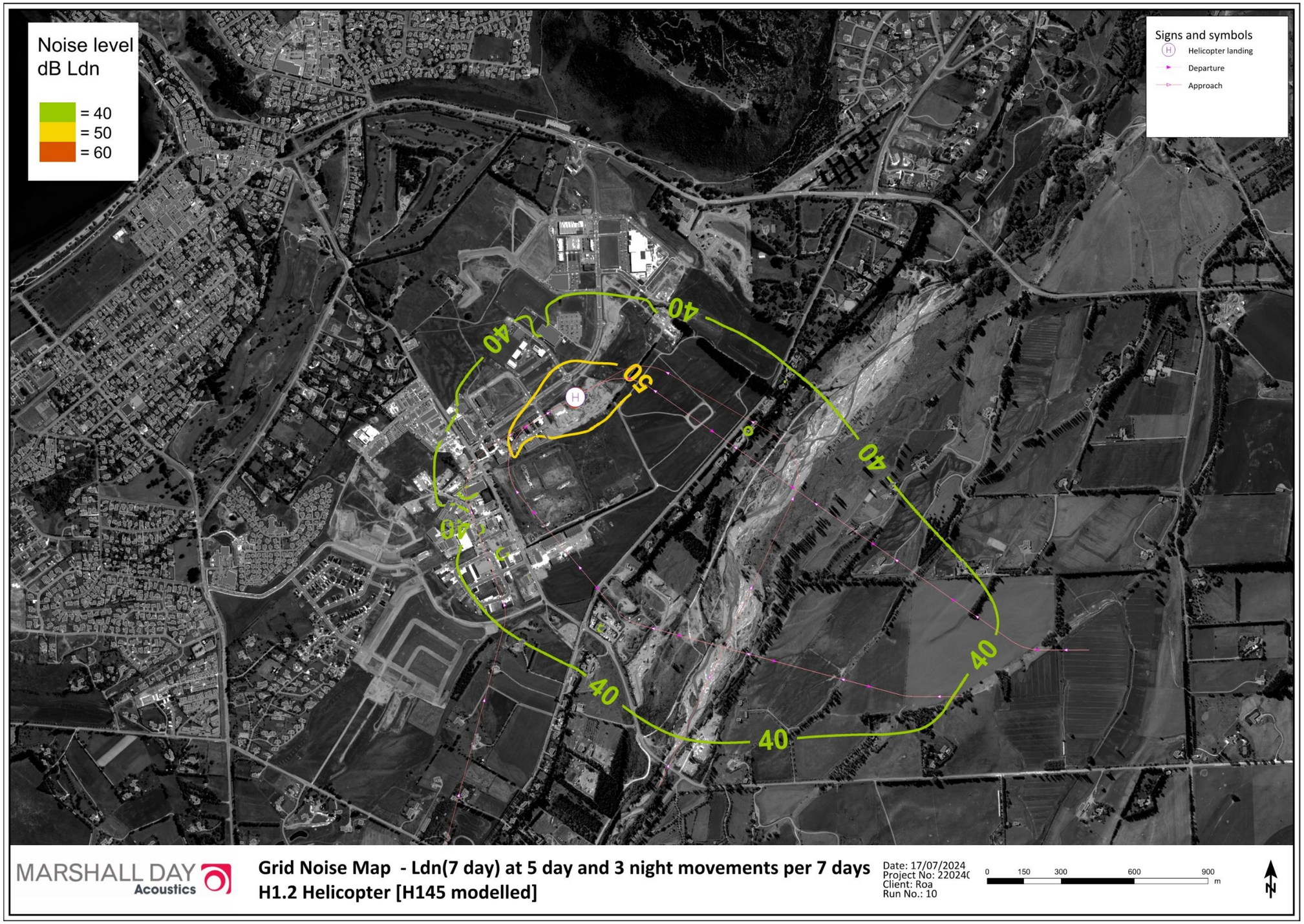
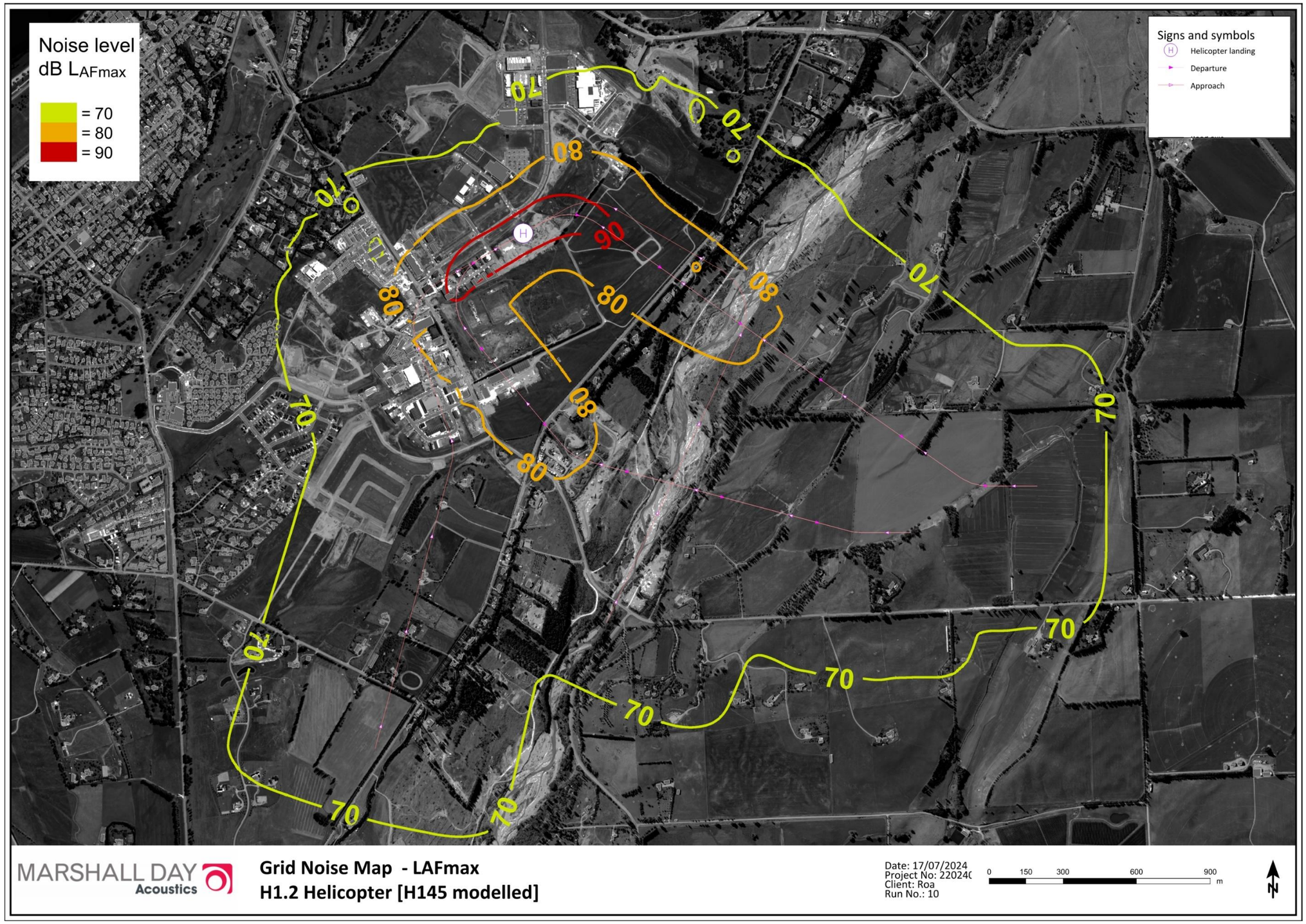


Figure 13: L_{AFmax} noise contours over Wānaka



8.0 SUMMARY OF NOISE EFFECTS

The following sections address noise effects in each of the areas surrounding the proposed integrated regional hospital. Note that some information is repeated in each section where relevant (this is because it is expected that some people may only read the section relevant to them).

8.1 McCormick / Umbers / Tim Wallis Drive Commercial Area

This is the commercial area west of the proposed integrated regional hospital. Helicopters would fly over this area commercial area on arrival and departure. This area appears to be predominantly used for commercial activity (such as carwash, warehousing, veterinary, sales, automotive servicing and associated offices), consistent with the zoning.

Helicopter noise levels in this area would be in the order of **47-52 dB L_{dn}** and **96 dB L_{AFmax}.** This would not technically breach the District Plan noise rule unless there was a "residential unit" legally established within this area. This is unlikely, given the zoning and existing uses.

Noise levels of up to **52 dB L_{dn}** do not present risk of annoyance or amenity effects to commercial activity. This level of noise is well below the *NZS 6807:1994 "Noise Management and Land Use Planning for Helicopter Landing Areas* guideline of 65 dB L_{dn} for the upper limits of acceptability of noise in a commercial area.

There are unlikely to be people living in this area so while L_{AFmax} noise levels will be high during helicopter movements (due to the close proximity of overhead helicopter use), there is little risk of sleep disturbance.

In this area, few noise effects are likely to arise. There will likely be some brief disruption to phone calls and conversations during helicopter movements that occur during business hours. We expect that this would be generally acceptable to business owners, staff and customers in this area.

8.2 Ballantyne Industrial Area

This is the industrial and commercial area west of the Three Parks area. The area appears to be largely used for industrial and commercial purposes (building supply yards, plumbing sales, engineering workshops, concrete batching plants, etc).

Noise levels in this area would be in the order of **40-46 dB L_{dn}** and **85 dB L_{AFmax}.** Noise levels in this area would comply with the District Plan noise rules even if there were legally established dwellings in this area, which is unlikely given the zoning and land use.

Noise levels of up to **46 dB L_{dn}** do not present risk of annoyance or amenity effects to commercial and industrial activity. This level of noise is well below the *NZS 6807:1994 "Noise Management and Land Use Planning for Helicopter Landing Areas* guideline the upper limits of acceptability of noise (65 dB L_{dn} for commercial and 75 dB L_{dn} for industrial)

There are unlikely to be people living in this area so while L_{AFmax} noise levels will be high during helicopter movements, there is little risk of sleep disturbance.

In this area, noise effects are unlikely to arise. There may be some brief disruption to phone calls and conversations during helicopter movements that occur during business hours, however given the industrial nature of the area, it is probable that higher noise levels already occur in this area from existing industrial land use at times. Occasional flyovers of the emergency helicopters are likely to be readily accepted.

8.3 Three Parks Retail Commercial Area (to North)

Helicopters are unlikely to fly over this area and noise levels are likely to be in the order of **35-39 dB L_{dn}** and **75 dB L_{AFmax}.** Noise levels in this area would comply with the District Plan noise rules even if there were legally established dwellings in this area, which is unlikely given the zoning and land use. This is considered to be a trivial level of noise for this commercial area.

8.4 Wānaka Recreation Centre

This building houses a community pool and indoor courts. There is an outdoor tennis area and outdoor turf.

Helicopters may fly near to, but not over, this building and outdoor sporting area. Noise levels of 41 dB L_{dn} and 72 dB L_{AFmax} are expected at the outdoor sporting area and 46 dB L_{dn} and 79 dB L_{AFmax} is expected at the recreation centre building. There are no dwellings in this zone, and no District Plan noise limits apply.

These noise levels will be acceptable for these community uses. There is expected to be little to no disruption to activity and communication within the recreation centre building. There may be brief, transient effects on communication (e.g. between players and referees on the outdoor sports grounds during the loudest parts of arrivals and departures), however given the limited number of helicopter events that will occur each year, this is considered likely to have a limited effect on the community.

8.5 Te Kura O Take Kārara School

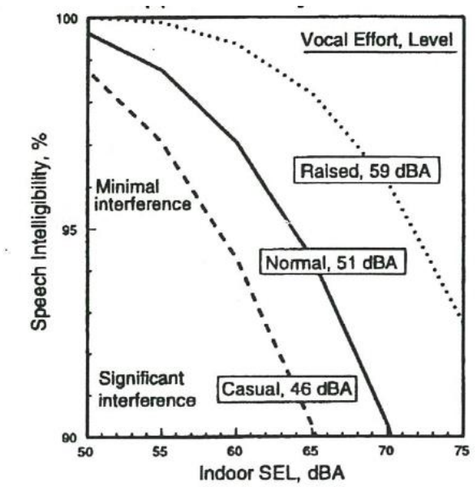
This school is 260 metres north of the proposed integrated regional hospital.

Helicopters may fly around 260 metres from the school. Noise levels of **45 dB L_{dn}** and **79 dB L_{AFmax}** are expected at the school. There are unlikely to be legally established dwellings within the school designation, and thus the District Plan noise limits would not be exceeded. This is a relatively low overall level of L_{dn} noise, however individual aircraft noise events will be readily audible at the school.

Noise effects within a school largely relate to the impact on speech intelligibility and "speech interference level", rather than human annoyance or awakenings. The focus on these "speech interference impacts" typically relate to the noise level within classrooms (although aircraft noise levels outdoors are also important, as these areas can be used for outdoor teaching).

Criteria for acceptable school classroom noise levels often relate to the ongoing noise intrusion from continuous noise sources such as traffic or other noise sources. For these reasons, internal noise criteria (such as MoE guidelines) is often set in terms of the L_{Aeq} noise level (e.g. $L_{Aeq(1\ hour)}$), however there is evidence[5] that the use of L_{Aeq} noise levels to estimate speech interference will overestimate noise effects from aircraft. An alternative approach, put forth by Bradley, is to use the indoor sound exposure level ("L_{AE}" or "SEL") to consider the impact on speech intelligibility. Refer to the following graph:

Figure 14: Impact on Speech Intelligibility



The external outdoor sound exposure level at Te Kura O Take Kārara School would be in the order of 87 dB L_{AE} (87 dB SEL) from helicopter movements. This would result in indoor sound exposure levels of

[5] Bradley, J S (1996). "Determining acceptable limits for aviation noise". Proceedings of Internoise 1996

73 to 77 dB L_{AE} when classroom windows are open, and **62 dB L_{AE}** when classroom windows are closed. We expect that this will mean the following:

- "Casual voice" efforts may not be possible during aircraft flyovers. Students speaking quietly may need to increase voice efforts to be heard.
- Minimal speech interference would occur when classroom windows are closed, even with "normal voice" effort.
- When windows are open, teachers would need to raise voices during aircraft movements, but raised voices can still result in acceptable speech intelligibility. Note that "raised voice" does not mean "loud voice" or "shouted voice", it simply means more vocal effort is required to raise voice above normal.

We expect that an average school week may coincide with an average 1 to 2 helicopter flights (two to four movements). The duration of emergency helicopter movements is brief, typically in the order of 1 to 3 minutes. On this basis, any impact on speech intelligibility within the school classrooms is likely to be brief in duration (and can likely be mitigated through increased vocal efforts from teachers and students for the short time the helicopter movement occurs, or by briefly closing windows).

Outdoor communication at distance will be made more challenging when helicopter overflights are occurring. This may occasionally affect outdoor sports (e.g. communications between players and referees), outdoor education or outdoor assemblies. Again, it is expected that due to the small number of weekly helicopter flights and the brief duration of helicopter movements that this will be a brief and transient noise effect on the school.

8.6 Future *Low Density Suburban Residential* to East

There is a large area of *Future Low Density Suburban Residential* zoned land to the east of the proposed integrated regional hospital. This land is currently undeveloped, and owned by Willowridge Developments Limited, who have provided their affected party approval for the project. Notwithstanding, to understand the effects, they have been analysed below. Helicopters would fly over this area on arrival in a south-westerly wind and depart over this area in an easterly wind. Aircraft movements may occur over this land during the day or night.

Helicopter noise levels across this land would be in the order of **45-50 dB L_{dn}** and **78-93 dB L_{AFmax}.** It is possible that noise levels may be just **above 50 dB L_{dn}** at the very western end of this land. As there are no dwellings in this area currently, operation would not technically breach the District Plan noise rules. However, it is possible that dwellings will be constructed here in the future, and the District Plan noise limit of 40 dB L_{dn} may then apply.

The L_{dn} noise level across this future residential area is mostly below the guidelines in *NZS 6807:1994 "Noise Management and Land Use Planning for Helicopter Landing Areas"* for the upper limit of acceptability of noise (50 dB L_{dn}). This suggests that noise levels will be generally suitable for residential activity across most of this zone.

However, night-time L_{AFmax} noise levels would be significantly higher than the *NZS 6807:1994* guideline of 70 dB L_{AFmax}. The L_{AFmax} noise level relates to the risk of sleep disturbance. The *NZS 6807:1994* L_{AFmax} guideline is a conservative guideline, and it is typically not possible to comply with this, even where helicopters operate at significant distances from dwellings.

There have been many studies on the effects of noise on sleep carried out both in the laboratory and in the field. The term sleep disturbance itself has various connotations and can include a range of aspects from awakening to affecting the depth of sleep in various stages and creating difficulty with falling asleep.

Many of the studies acknowledge that continuous noise and intermittent noise events have differing effects on sleep. The effects from intermittent noise events are the most relevant to aircraft noise.

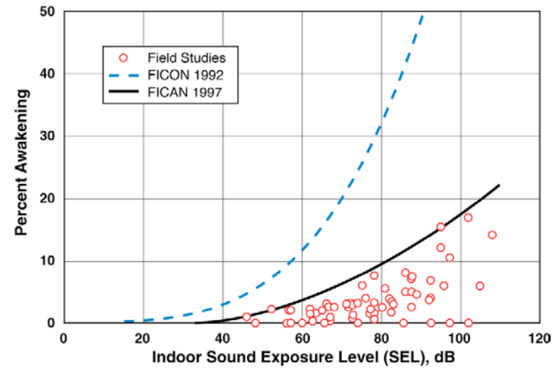
The findings of relevant studies relate sleep disturbance effects to either the L_{AE} / SEL or L_{AFmax} noise level in the bedroom.

Generally for fixed wing aircraft studies, MDA uses the L_{AE} / SEL metric and recommends an upper limit of acceptability of 95 dB L_{AE} / SEL for night time events in residential areas. The sleep disturbance effects at this recommended threshold level are likely to vary depending on the number of night-time events and the timing of the events.

FICAN Dose Response Relationship

The effects can be quantified in general terms by applying a dose-response relationship. The relationship developed in 1997 by FICAN[6] (shown in Figure 13) predicts the maximum percentage of an exposed population[7] expected to be "behaviourally awakened" for a given single event indoor L_{AE} / SEL.

Figure 15: FICAN noise data for sleep disturbance (Indoor L_{AE} / SEL levels)



This relationship predicts a maximum of:

- six percent of the population being awakened by events of 70 dB L_{AE} / SEL
- ten percent awakened by events of 80 dB L_{AE} / SEL
- fifteen percent awakened by events of 90 dB L_{AE} / SEL
- around 18 percent awakened by events of 100 dB L_{AE} / SEL.

Based on our noise modelling for the future *Low Density Suburban Area*, we calculate indoor sound exposure levels of **72 to 78 dB L_{AE}** would occur inside bedrooms when windows are open[8]. This is based on a single event occurring per night, which is a reasonable assumption in most operating and wind conditions.

This indicates that helicopter flyovers will behaviourally awaken 6 to 9% of the future population *Future Low Density Suburban Residential* zoned land to the east of the proposed integrated regional hospital. Proportionally more of the residents will experience *disturbed sleep*, but may not be behaviourally awakened by the helicopter flyovers.

Emergency helicopter use would therefore have a potential amenity effect on this area of future residential development, largely due to the increased risk of sleep disturbance and awakenings. Ideally, future owners of dwellings in this area would be informed about the operation of the emergency helicopter, and protections put in place to ensure helicopter operation is not affected by future development.

It is important to note that the above level of noise effect will potentially occur in Wānaka regardless of whether the integrated regional hospital is established or not. This is because emergency helicopters already visit Wānaka, and will continue to do so regardless of whether the integrated regional hospital is established or not. This effect of establishing the regional hospital represents a change in location of the effect, not a new environmental effect.

[6] Federal Inter-agency Committee on Aviation Noise (1997). *"Effects of Aviation Noise on Awakenings from Sleep"*.

[7] The study recommends that this relationship applies to adults residing in aircraft noise affected areas.

[8] This relates to sound exposure levels of 87 to 93 dB L_{AE} outside dwellings during aircraft flyovers (allowing for 15 dB reduction when windows are opne)

8.7 Future *Low Density Suburban Residential* to North West

It is noted this land is also owned by Willowridge Developments Limited, who has provided their written approval to the project.

This area of future residential development to the north-west will receive lower levels of aircraft noise than the area to the south-west. This is because it is further removed from the proposed integrated regional hospital and helicopters would not fly over it.

Helicopter noise levels across this land would be in the order of **33-40 dB L_{dn}** and **67-76 dB L_{AFmax}.** As there are no dwellings in this area currently and noise levels would be below 40 dB L_{dn}, there is unlikely to be any breach of the District Plan noise rules now or in the future.

Sound exposure levels within future dwellings in this area may be in the order of 60-67 dB L_{AE}.

Based on the FICAN data discussed in the previous section, this indicates that helicopter flyovers will behaviourally awaken less than 5% of the future population of the *Future Low Density Suburban Residential* zoned land to the north-west of the proposed integrated regional hospital. Proportionally more of the residents would experience *disturbed sleep*, but may not be awakened by the helicopter flyovers.

Emergency helicopter use would therefore have a potential amenity effect on this area of future residential development, largely due to the increased risk of sleep disturbance and awakenings. Ideally, future owners of dwellings in this area would be informed about the operation of the emergency helicopter, and protections put in place to ensure helicopter operation is not affected by future development.

It is important to note that the above level of noise effect will potentially occur in Wānaka regardless of whether the integrated regional hospital is established or not. This is because emergency helicopters already visit Wānaka, and will continue to do so regardless of whether the integrated regional hospital is established or not. This effect of establishing the regional hospital represents a change in location of the effect, not a new environmental effect.

8.8 Existing Rural Dwellings on Cardrona River (to South-East)

These established dwellings are around 620 metres from the proposed integrated regional hospital. However, aircraft on both the north-east and south-west vectors would fly over this area on arrival and departure.

Helicopter noise levels at these dwellings would be in the order of **43-45 dB L_{dn}** and **75-85 dB L_{AFmax}.** Noise levels would be above 40 dB L_{dn}, and it is probable that there would be a breach of the District Plan noise rules if the hospital was established.

The L_{dn} noise level at these dwellings would be below the guidelines in *NZS 6807:1994 "Noise Management and Land Use Planning for Helicopter Landing Areas"*[9] (50 dB L_{dn}). This suggests that noise levels would continue to be suitable for rural-lifestyle activity in these areas.

However night-time L_{AFmax} noise levels would be significantly higher than the *NZS 6807:1994* guideline of 70 dB L_{AFmax}. The L_{AFmax} noise level relates to the risk of sleep disturbance, however the *NZS 6807:1994* L_{AFmax} guideline is a conservative guideline and it is typically not possible to comply with this, even where helicopters operate at significant distances from dwellings.

Sound exposure levels inside these rural dwellings in this area may be in the order of **70-72 dB L_{AE}**. Based on the above FICAN data discussed above, this indicates that helicopter flyovers will awaken around 6 to 7% of the occupants of the rural dwellings in this area. Proportionally more of the residents will experience *disturbed sleep*, but may not be awakened by the helicopter flyovers.

Emergency helicopter use will have an amenity effect on these existing rural lifestyle dwellings, largely due to the increased risk of sleep disturbance and awakenings.

It is important to note that the above level of noise effect will potentially occur in Wānaka regardless of whether the integrated regional hospital is established or not. This is because emergency helicopters already visit Wānaka, and will continue to do so regardless of whether the integrated regional hospital is established or not. This effect of establishing the regional hospital represents a change in location of the effect, not a new environmental effect.

8.9 Noise Effects on the Wider Wānaka Area

Noise levels over the main Wānaka township are expected to be well below 40 dB L_{dn} and 70 dB L_{AFmax} (refer to Figure 12 and Figure 13).

We expect there will be few environmental noise effects on the main Wānaka township area as a result of the integrated regional hospital. This is largely due to the VFR and IFR flight paths avoiding the main areas of population.

We expect that there may be a significant noise **benefit** to the establishment of the integrated regional hospital, as it may relocate many of the existing emergency helicopter movements away from the existing Wānaka Lakes / Aspiring Medical Centre. This existing medical centre (and associated helipad) is surrounded by residential dwellings and is much closer to the main Wānaka township. Relocating many of the helicopter movements to the more industrial and commercial location in the Three Parks area is likely, in broad terms, the best practical option in reducing helicopter noise on the Wānaka population.

9.0 CONCLUSIONS

Marshall Day Acoustics has carried out an assessment of helicopter noise effects for the proposed Wānaka Integrated Regional Hospital.

The proposed helicopter landing area is generally well located within an area of predominantly commercial and industrial land use. However consent will need to be sought to exceed the District Plan noise limits at existing residential units within the 40 dB L_{dn} noise contour (where the contour sits over any rural or residential land that have established residential units on them).

There are areas of greenfield residentially zoned land that may experience helicopter noise effects if they are developed in the future. While overall helicopter noise levels would mostly be below 50 dB L_{dn} in these areas, night-time helicopter movements would potentially result in sleep disturbance and awakenings. It is expected that less than 10% of the future population of those areas could experience awakenings during night-time movements, however proportionally more of the population could experience some sleep *disturbance*.

The existing rural-residential dwellings on the Cardrona River would receive noise levels that would be above the District Plan noise rule of 40 dB L_{dn}. However the L_{dn} noise levels would be below the guidelines in *NZS 6807:1994 "Noise Management and Land Use Planning for Helicopter Landing Areas"*. This suggests that noise levels would continue to be suitable for rural-residential activity in these areas. Around 6 to 7% of the population of these rural dwellings could experience awakenings during night-time helicopter movements

The existing Te Kura O Take Kārara School may experience some speech interference when helicopter movements occur during the daytime, however we expect that the effect on school classroom use is likely to be brief in duration, and can likely be avoided through increased vocal efforts from teachers and students over the short time the infrequent helicopter movements occur.

It is important to note that the above level of noise effect will potentially occur in Wānaka regardless of whether the integrated regional hospital is established or not. This is because emergency helicopters already visit Wānaka, and will continue to do so regardless of whether the integrated regional hospital is established or not. This effect of establishing the regional hospital represents a change in location of the effect, not a new environmental effect.

We expect there will be few environmental noise effects on the main Wānaka township area as a result of the proposed integrated regional hospital. This is largely due to the VFR and IFR flight paths avoiding the main areas of population entirely.

We expect that there may be a significant noise benefit to the Wānaka Integrated regional hospital, as it may relocate many of

[9] although noting that noise levels at the very western part of the site may be just above 50 dB L_{dn}.

the emergency helicopter movements away from the Wānaka Lakes / Aspiring Medical Centre. This existing medical centre is surrounded by residential dwellings and is much closer to the main Wānaka township. Relocating many of the helicopter movements to the more industrial and commercial location in the Three Parks area is in broad terms, the best practical option in reducing helicopter noise on the population.

10.0 RECOMMENDED CONSENT CONDITIONS

1. Emergency or rescue helicopter use may occur to the hospital helicopter landing area whenever required as part of emergency, rescue, healthcare operation, or as part of any necessary training operations associated with these uses
2. No noise limits or any restrictions on helicopter use apply to the above activity. However, the consent holder must be aware of the helicopter noise effects on the current and future land uses and must agree with all helicopter operators how noise effects can be minimised without compromising safety or efficient operation of the landing area.
3. A helicopter noise management plan shall be developed by the consent holder. This shall detail:
   - The recommended flight paths into and out of the hospital under typical wind conditions. These shall be chosen to minimise noise effects on noise sensitive receivers and updated as the surrounding area develops
   - Nominated personnel within the hospital organisation and within helicopter operation organisations / trusts who are responsible for helicopter operations.
   - Complaints and community liaison measures that will be used to consider and resolve community concern about helicopter noise.
   - Processes for reviewing and revising the helicopter noise management plan in the future
   - Any other matters required to practically reduce noise effects on the surrounding area.
4. The helicopter noise management plan shall be provided to Council prior to the first flight occurring to the hospital. The helicopter noise management plan shall also be provided to any helicopter operators who can reasonably be expected to land and depart from the hospital in the future.

APPENDIX A GLOSSARY OF TERMINOLOGY

Background sound	The sound that is continuously present in a room our outdoor location. Often expressed as the A-weighted sound level exceeded for 90 % of a given time period i.e. L_{A90}.
Emission	Sound that is generated by, and propagates away from a source.
Frequency	Sound occurs over a range of frequencies, extending from the very low (e.g. thunder) to the very high (e.g. mosquito buzz). Measured in units of Hertz (Hz). Humans typically hear sounds between 20 Hz and 20 kHz. High frequency acuity naturally reduces with age most adults can hear up to 15 kHz.
Hertz (Hz)	The unit of frequency, named after Gustav Hertz (1887-1975). One hertz is one pressure cycle of sound per second. One thousand hertz – 1000 cycles per second – is a kilohertz (kHz).
Noise	A subjective term used to describe sound that is unwanted by, or distracting to, the receiver.
Octave band	The interval between one frequency and its double. Sound is divided into octave bands for analysis. The typical octave band centre frequencies are 63 Hz, 125 Hz, 250 Hz, 500 Hz, 1 kHz, 2 kHz and 4 kHz.
Rating level	A derived level used for comparison with a noise limit. Takes into account any and all corrections described in NZS 6801 and NZS 6802, e.g. duration, special audible character, residual sound etc. This definition is from NZS 6802:2008.
Reference time interval	The time interval over which the time average A-weighted sound pressure levels is determined. Typically 15 minutes. This definition is from NZS 6802:2008.
A-weighting	A set of frequency-dependent sound level adjustments that are used to better represent how humans hear sounds. Humans are less sensitive to low and very high frequency sounds. Sound levels using an "A" frequency weighting are expressed as dB L_A. Alternative ways of expressing A-weighted decibels are dBA or dB(A).
dB	Decibel. The unit of sound level.
L_{AE}	Exposure Level. An A-weighted measure of the total sound energy over a certain time period, compressed into 1 second. Used to describe the sound energy of a single event, such as a train pass-by or an aircraft flyover.
L_{Aeq}	The equivalent continuous A-weighted sound level. Commonly referred to as the average sound level and is measured in dB.
$L_{Aeq,24h}$	The L_{Aeq} sound level averaged over a 24-hour period from midnight to midnight.
L_{AFmax}	The A-weighted maximum sound level. The highest sound level which occurs during the measurement period. Usually measured with a fast time–weighting i.e. L_{AFmax}
L_{dn}	The day-night sound level calculated from the measured L_{Aeq} over a 24 hour period with a 10 decibel penalty applied to the night-time period (2200-0700 hours)

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14 December 2023

EV Charger Station, Three Parks
C/ - ROA
Level 1, 93 Ardmore Street
WANAKA

Attention: Jo Fyfe

EMAIL: jo@roa.nz

Dear Jo

PROJECT NUMBER: QC2306.05
Please quote project number on all correspondence

RE: 78 EV CHARGER STATION, THREE PARKS, WANAKA.

In response to your request NES Central Ltd is pleased to provide a design proposal for a 78 EV charger station at Three Parks, Wanaka.

This design proposal is intended to be read in conjunction with the attached Wanaka Solar Car Park Capacity Report.

It is possible to install 78 EV chargers, that are capable of interfacing with each other and able to manage the total connected load, on the standard available electrical reticulation network (Network) supply at the proposed site at Three Parks, Wanaka. There are several design options/upgrades available on the Network also.

Notes:

- Electrical reticulation to the proposed site is in its final design stages with Aurora Energy Ltd and programmed for installation early 2024.
- Assuming no solar installation, it is possible to connect 78 EV chargers to a standard 138kVA supply at the proposed site. However, the limitation would be only several chargers being able to supply full output until more chargers were in use, then each charger would only supply an output of trickle charging.
- The addition of solar to the 138kVA supply mentioned above would increase the output of the EV chargers as the solar produces more power during the day.
- Another option is to install a dedicated transformer on the proposed site to increase the available power. Again, assuming no solar, it is possible to install a 1,000kVA transformer to supply the 78 EV chargers therefore increasing the possible output of the chargers. Of course, solar can be added to this option to reduce the demand from the local transformer.

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- Our recommendation is the installation of a 500kVA transformer on the proposed site complimented with attached proposed 161MWhr solar system. This option gives a good balance of power from the solar system verses power required from the Network and enough Network supply for the EV chargers to be able to supply a suitable output during winter periods of inversion layers.

We thank you for the opportunity to provide this design proposal and should you require further clarification, or require any additional information regarding this, please do not hesitate to contact me on DDI: 0800 1 88897, Mobile: 0274 359 741 or via email: greg@4nes.co.nz

Yours faithfully
NES CENTRAL LTD

Greg Millane
General Manager
NES Central Ltd

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Network Electrical Servicing Ltd

Wanaka Car Park- Rooftop Solar

There are 8 rows of solar panel being proposed as part of a Carpark roof top installation. Based on the dimensions each row can accommodate approx. 36 panels of 440W as shown on fig 1. The installed capacity on each row would be approx. 15.84kWp. The total peak install capacity for proposed 8 rows would be 126kWp.

To note, 7 rows are North facing, and 1 row is south facing.

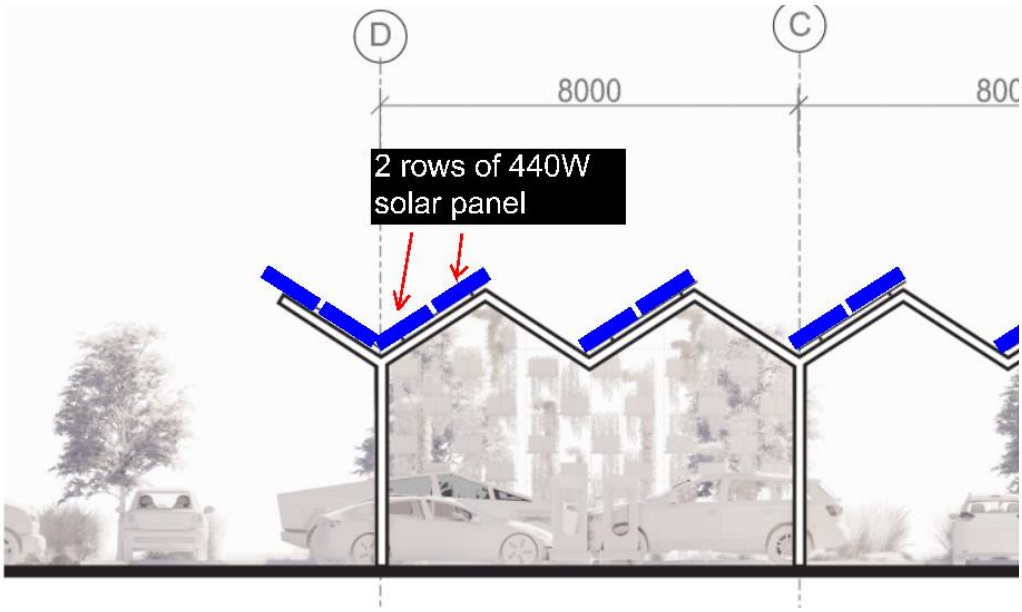

Fig: 1: Proposed solar panel layout

Considering the till angle of the panel is 30 degrees (from the plan) the annual electric energy generation for the proposed system would be approximate **161MWhr.**

Single day generation profile in the month of December is attached as below in Fig 2: -

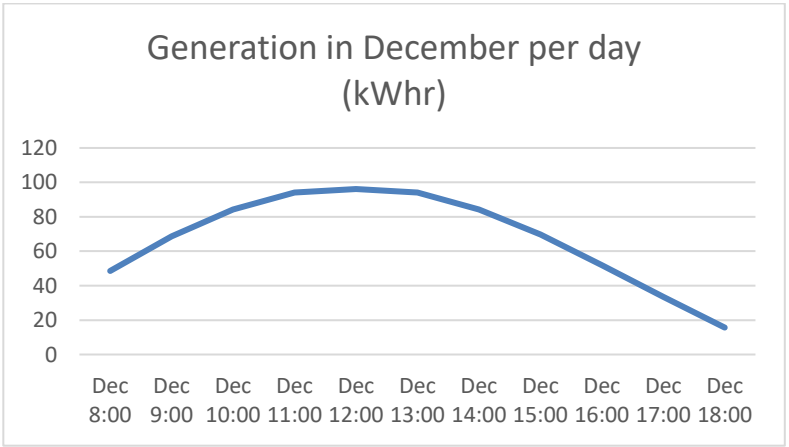

Fig: 2: Daily generation curve in month of December

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It is expected that 740kWhr of electricity will be generated in a single day in the month of December.

Single day generation profile in the month of July is attached as below in Fig 3: -
It is expected that 262kWhr of electricity will be generated in a single day in the month of July.

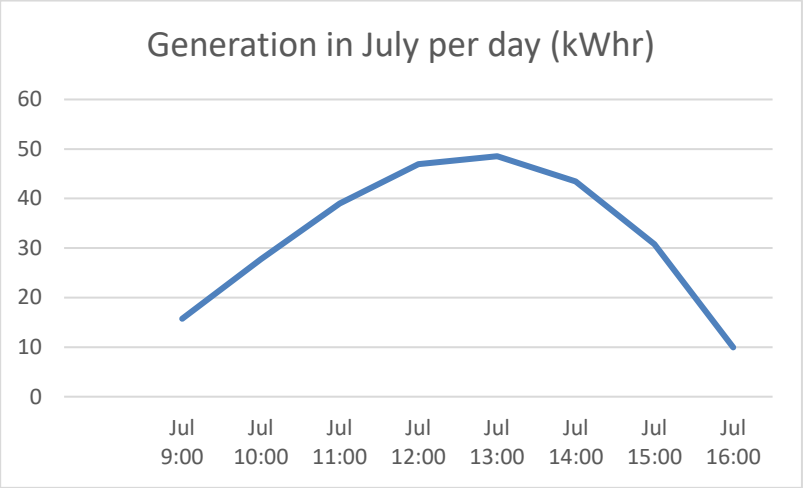

Fig: 3: Daily generation curve in month of July

The proposed EV charger is a 32A single phase charger with a future provision for it to be a 3-phase 32A charger. Considering a diversity of 6kW per chargers, a total energy demand of 468kW would be need (the actual demand is expected to be less than the proposed load, based on current actual load patterns).

Considering 95kW/hr of peak generation during a single day in the month of December, a power storage of approximate 4 hours is recommended. This equates to approximate 368kWhr of battery storage from Fig 2.

Considering battery size of 200Ah, 48V (9.6kWhr) each, we recommend installing approximately 40 batteries configured for a 368kWhr capacity.

The placement of the batteries will depend on the invertor size selection. Potential battery install locations can be seen in Fig 4. We recommend that the total battery capacity be split and placed at two locations along with two 50 kW inverters for the complete system.

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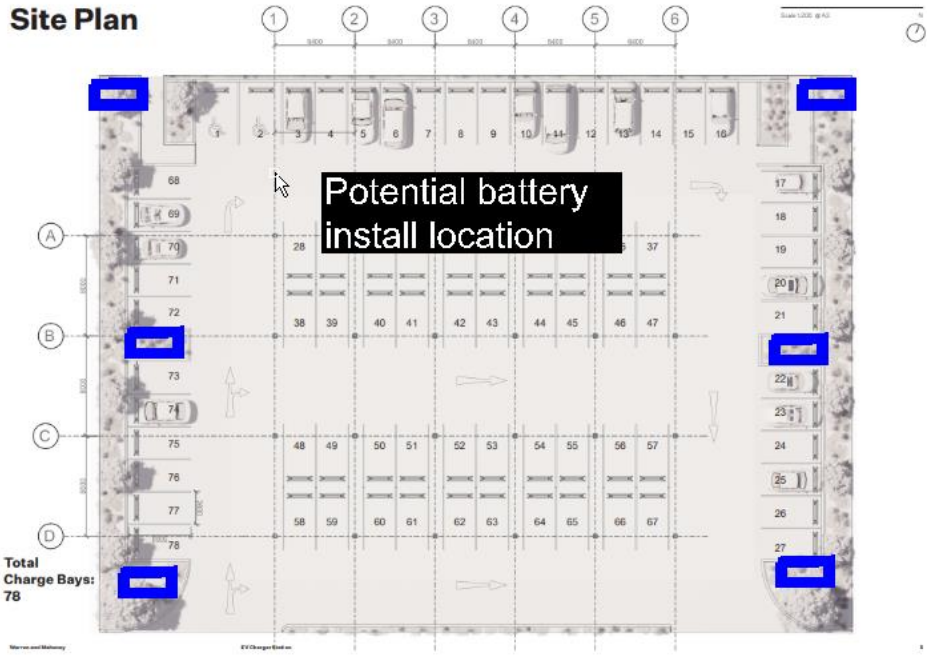

Fig: 4: Potential Battery install location

Note: battery sizing will be affected by inverter type, battery voltage level and max discharge current.

Assumption: -

1. No losses in solar generation and transmission are considered for the above calculations.
2. Shading factors have not been considered.
3. Each row of panel is considered 32m in length. It is assumed that two panels in landscape orientation can be mounted on top in each row.
4. The panel used for design is Tiger Neo N-type 54HL4R-(V) 425-445 Watt which has an efficiency of 22.02% and dimension of 1762×1134×30mm (69.36×44.65×1.18 inch).
5. The title angle of roof is calculated from the dimension provided. The generated energy will change should the roof angle change.
6. The actual installation might be less than the proposed panel number as the factor for spacing between panels is not considered.

Yobu Livingston (Electrical Engineer)

Network Electrical Servicing

Proposed District Plan

The site is zoned a mix of Business Mixed Use along the site frontage, and Three Parks Business zone, at the rear. The following table provides an assessment of the relevant objectives and policies of the PDP.

Reference	Policy Wording	Assessment
Chapter 3 – Strategic Direction		
Objective 3.2.1	***The development of a prosperous, resilient and equitable economy in the District.***	The provision of a health precinct, including hospital to the Queenstown Lakes district provides for a huge economic and social benefit to the community and region.
Policy 3.2.1.6	*Diversification of the District's economic base and creation of employment opportunities through the development of innovative and sustainable enterprises*	The project will enable a diversification of the economic base not only in Wānaka or the Queenstown Lakes District, but also regionally, through the provision of sustainable health facilities that provide employment and care for the region.
Objective 3.2.3	***A quality built environment taking into account the character of individual communities.***	The project will enable a very high quality urban environment that is integrated with the surrounding developing area.
Policy 3.2.2.1	*Urban development occurs in a logical manner so as to:* *a. promote a compact, well designed and integrated urban form;* *b. build on historical urban settlement patterns;* *c. achieve a built environment that provides desirable, healthy and safe places to live, work and play;* *d. minimise the natural hazard risk, taking into account the predicted effects of climate change;* *e. protect the District's rural landscapes from sporadic and sprawling urban development;*	The project is located within a highly urbanised and developing environment. The Site encompasses 13 lots in one contiguous block of land, enabling a comprehensively designed, compact health precinct. Whilst some of the buildings are higher than the existing neighbouring buildings, they are designed to respond to the surrounding area. The precinct is well designed and integrated through building and urban space design responses with other existing, planned and developing urban form in the Three Parks development. The central urban space within the precinct is designed to reflect the historical braided river character of the area and district, which builds upon the historic patterns of the area.

	f. ensure a mix of housing opportunities including access to housing that is more affordable for residents to live in; *g. contain a high quality network of open spaces and community facilities; and* *h. be integrated with existing, and proposed infrastructure and appropriately manage effects on that infrastructure.*	Cultural narrative is expressed through this central space which reflects on historic Māori settlement patterns. The precinct has been designed in such a way to create a vibrant, desirable, healthy, safe and connected place to work and play, with restorative spaces to heal, gather, learn, and socialise. The risk of natural hazards affecting the site, buildings and users of the health precinct is minimised through design of the buildings. The district's rural landscapes will be unaffected by the development considering its urbanised location away from any protected landscape. The central communal space creates a high quality, publicly available open space for the community, employees, visitors and patients to enjoy, which provides an opportunity for green connection across neighbouring sites and surrounding area. The infrastructure to service the precinct is designed to be integrated with the existing, and effects on the existing infrastructure and environment will be adequately managed.
Objective 3.2.3	***A quality built environment taking into account the character of individual communities.***	The project will complement and enhance the quality of the built environment, taking into consideration the existing and developing character of the area.
Policy 3.2.3.2	*Built form integrates well with its surrounding urban environment*	The built form proposed is of a high quality to be located in a developing urban area, with a mix of design, intensification, uses and scale. Whilst larger in scale than the surrounding existing environment, there are two developments (yet to be constructed) within Three Parks, including across the road from the precinct, approved to a similar height as proposed.

		Notwithstanding the, the variance in form and heights of the proposal complements the established surrounding area by providing a transition in height from the existing 2 – 3 level buildings, to 3 – 4 levels around the south-western side of the precinct, up to 5 levels within the site. The form and design will complement and integrate well with its developed and developing urban environment.
Objective 3.2.6	***The District's residents and communities are able to provide for their social, cultural and economic wellbeing and their health and safety.***	The health precinct provides for: - Social wellbeing through regional health and community services within Wānaka. - Cultural wellbeing through enabling healing, education, restoration, play and gathering spaces opportunities with the integration of cultural practises and elements into the precinct and landscape. - Economic wellbeing through increased revenue into the precinct tenancies, hospital, surrounding Three Parks and Wānaka area, with associated spending on hospitality, housing, accommodation, local shops, and the employment opportunities throughout. - Health and safety by providing a space which is designed as a wellness space for the community and region, designed to the required building Importance Level, in the case of a natural disaster. Resilience and sustainability is designed into the precinct, to provide longevity, and a safe and healthy space.
Policy 3.2.6.1	*The accessibility needs of the District's residents and communities to places, services and facilities are met*	Accessibility of spaces in the precinct is a priority. The buildings and central laneway are designed to provide safe and easily accessible spaces to enjoy for people of all ages and agility – on bikes, foot, wheelchairs, pushchairs. The

		central space of the precinct is designed to provide a safe, resilient, and enjoyable space for the community and the districts residents, with a health and wellness focus, but also a space for gathering, playing, eating, shopping, enjoying.
Objective 3.2.7	***The partnership between Council and Ngāi Tahu is nurtured.***	Ngāi Tahu have been involved in the design of the central community spaces, which is ongoing, and consulted with throughout the development of the project.
Policy 3.2.7.2	*The expression of kaitiakitanga is enabled by providing for meaningful collaboration with Ngāi Tahu in resource management decision making and implementation.*	Ngāi Tahu have been consulted with through Aukaha and Te Ao Marama Incorporated from an early stage of the design process. Aukaha's Mana Ahurea (design) team have been integral in the design of the central laneway space with Reset Urban, to educate the community and users of the space of Ngāi Tahu's history of the area. This is done through storytelling, design responses, art opportunities, and the naming of the laneway through the design phase. Ngāi Tahu will continue to be integral to the project throughout consenting, construction and operation of the precinct.
Climate Change		
Policy 3.3.13	*Encourage economic activity to adapt to and recognise opportunities and risks associated with climate change.*	Whilst there are no known risks of climate change affecting the Site, with regards to potential future flood risk, the precinct has a large underground chamber for stormwater disposal storage overflow, however as first response to on-site stormwater disposal, the biophilic design of the Sites will ensure as much stormwater as possible will be dispersed and used through the site in natural spaces and processes as possible, to minimise the risk of flooding related incidences of climate change.

		The materials and design of buildings have been developed with high regard to sustainable principles, to create greater energy efficiencies, which over time add up to significant reductions in emissions. The buildings will be designed with the relevant Importance Level for the role they may play in a post disaster recovery, ensuring resilience for the community and region they're located in.
		Overall, the proposal is considered to be consistent with, and not contrary to, the objectives and policies of Chapter 3 of the PDP.
Chapter 4 – Urban Development		
Objective 4.2.1	***Urban Growth Boundaries used as a tool to manage the growth of urban areas within distinct and defendable urban edges.***	The Site is well within the urban growth boundary (located approximately 540m to the east), in an urban zoned area, with developing commercial and community activities and buildings surrounding.
Policy 4.2.1.2	*Focus urban development primarily on land within and adjacent to the existing larger urban areas and, to a lesser extent, within and adjacent to smaller urban areas, towns and rural settlements.*	The project involves urban development, which is located on land within a large urban area, being the developing commercial heart of Wānaka, being Three Parks.
Objective 4.2.2	***A compact, integrated and well designed urban form within the Urban Growth Boundaries that:*** ***i. is coordinated with the efficient provision, use and operation of infrastructure and services; and*** ***ii. is managed to ensure that the Queenstown Airport is not significantly compromised by the adverse effects of incompatible activities.***	The project is a well-designed comprehensively master-planned development located on 13 contiguous lots, enabling an urban block to be created into a health precinct, ensuring a compact urban form within the urban growth boundary. Whilst at a larger scale than the existing surrounding development, the project integrates well with the established and developing surrounding environment, and those nearby approved projects.

		The land is fully serviced for 13 lots, and with six buildings proposed, the established infrastructure enables an efficient provision of services for use and operation.
Policy 4.2.2.4	*Encourage urban development that enhances connections to public recreation facilities, reserves, open space and active transport networks.*	The central laneway space is designed to be a community space, providing for many public uses, including active transport network and open space. The location of the site is in close proximity to the future public recreation reserve at 101 Ballantyne Road, which, once developed, will create a useful connection through these open spaces for the public.
Policy 4.2.2.5	*Require larger scale development to be comprehensively designed with an integrated and sustainable approach to infrastructure, buildings, street, trail and open space design*	A comprehensive design approach has been undertaken to benefit and respond positively to the surrounding environment, infrastructure design, health-related activities and the open space central to the development.
Policy 4.2.2.6	*Promote energy and water efficiency opportunities, waste reduction and sustainable building and subdivision design.*	Water efficiency and reuse will be designed into the precinct through biophilic and low impact design, to reuse and retain as much water as possible into the landscape design. The buildings have been designed to a high sustainability standard, through orientation, materials, use, management and energy efficiency. Overall, it is intended to achieve a high sustainability rating for the comprehensive precinct.
Policy 4.2.2.9	*Ensure Council-led and private design and development of public spaces and built development maximises public safety by adopting "Crime Prevention Through Environmental Design".*	CPTED has been incorporated in the design of the spaces, ensuring provision of surveillance, access management, territorial reinforcement and quality environments. This is explained in detail in the Urban Design Assessment included in the application.
Policy 4.2.2.10	*Ensure lighting standards for urban development avoid unnecessary adverse effects on views of the night sky.*	Lighting will be sensitively designed to avoid adverse effects on views of the night sky, whilst providing creative, lit urban spaces within the central laneway spaces, and exterior of the

		buildings. This is ensured by way of conditions offered with the application.
		Overall, the proposal is considered to be consistent with, and not contrary to, the objectives and policies of Chapter 4 of the PDP.
Chapter 5 – Tangata Whenua		
Objective 5.3.2	***Ngāi Tahu have a presence in the built environment***	Ngāi Tahu have been involved in the design of the urban realm, through the design team at Aukaha, ensuring Mana Whenua have an on-going presence in the built environment of the precinct.
Policy 5.3.2.1	*Collaborate with Ngāi Tahu in the design of the built environment including planting, public spaces, use of Ngāi Tahu place names and interpretive material. Enable the sustainable use of Māori land.*	The central urban realm has been designed in a collaboration between Reset Urban, and Ngāi Tahu, through the Mana Ahurea team at Aukaha. The intention through the design is to create a space for healing, gathering, play, restoration, education, all the while telling the stories of Ngai Tahu through the design of the space, art, and water responses. Many of the plant species have been suggested by the Mana Ahurea team, to ensure they respond to the cultural values of iwi, and bring through cultural uses of these plants for the purposes designed into this space, such as healing. Mana whenua have offered a place name suggestion for the central laneway, which has been adopted by the applicant and is being pursued through the Council processes, to provide a legal (private) laneway name of this space – Waiora Way.
		Overall, the proposal is considered to be consistent with, and not contrary to, the objectives and policies of Chapter 5 of the PDP.

Chapter 16 – Business Mixed Use zone		
Objective 16.2.1	***An area comprising a high intensity mix of compatible residential and non-residential activities is enabled.***	The proposal represents a high intensity mix of compatible non-residential activities, all of which are plan-enabled (community, commercial, hospitality and retail activities).
Policy 16.2.1.1	*Accommodate a variety of activities while managing the adverse effects that may occur and potential reverse sensitivity.*	The proposal provides for a variety of activities within this zone, whilst managing the adverse effects that may occur from the neighbouring Three Parks Business zone, being a comprehensively designed health project, which minimises potential reverse sensitivity effects, considering the control over activities of the entire precinct.
Policy 16.2.1.2	*Enable a range and mix of compatible business, residential and other complementary activities to achieve an urban environment that is desirable to work and live in.*	The project enables a range and mix of compatible activities that are complementary to each other, and the surrounding sites. The Business Mixed Use zone enables residential living, which may be affected by the helipad on the hospital, however no residential use is established in this zone to date in Three Parks, and the character of the area lends itself to being a wholly non-residential area, particularly considering the amount of undeveloped residentially zoned land in Three Parks. Notwithstanding, as assessed by Marshall Day Acoustics, the limited use of the helipad, the direction of helicopter travel, the extent of noise effects, and balance of the emergency nature of the helipad use, would not take away from the desirability to live and work in such a place. This is particularly relevant when the BMU zone in this location adjoins the Three Parks Business zone, which enables light industrial and service activities, and the noise effects associated with these uses, which establishes a

		certain baseline of anticipated noise if a residential activity were to be established in this area/zone.
Policy 16.2.1.5	*Provide appropriate noise limits to minimise adverse noise effects received within the business mixed use Zone and by nearby properties.*	The proposed emergency helicopters will exceed the noise limits for the BMUZ. However the associated effects are not anticipated to disrupt business and the proposed noise is considered to be appropriate.
Policy 16.2.1.7	*Ensure that the location and direction of lights does not cause significant glare to other properties, roads and public places and promote lighting design that mitigates adverse effects on views of the night sky and provide a safe and well-lit environment for pedestrians.*	Lighting will be designed to comply with the PDP, Council's lighting policies and standards, and the Southern Light Strategy. This is supported through a condition of consent requiring a lighting plan to be prepared prior to construction. This lighting plan will ensure no significant glare to other properties, roads, public places, and the night sky.
Policy 16.2.1.8	*Ensure that outdoor storage areas are appropriately located and screened to limit any adverse visual effects on public places and adjoining residential zones.*	Most storage will be contained within buildings, however where outdoor storage is required, this will be located to the rear of buildings and screened from public view in a tasteful way.
Policy 16.2.1.9	*Minimise opportunities for criminal activity through incorporating Crime Prevention through Environmental Design (CPTED) principles as appropriate in the design of lot configuration and the street network, carparking areas, public and semi-public spaces, accessways/pedestrian links/lanes, and landscaping.*	Reset Urban have assessed the opportunities for criminal activity, and overall the risk is low, considering the CPTED principles are adopted through design. There is however one area adjoining the car parking building that can be further developed to reduce the risk, and this is offered as a condition of consent to address this through detailed design.
Objective 16.2.2	***New development achieves high quality building and urban design outcomes that minimises adverse effects on adjoining residential areas and public spaces.***	As shown in the Architectural Plans, the buildings have been designed to a high-quality standard, by a highly regarded international Architectural firm – Warren and Mahoney. Regard has been had throughout, to ensure the response to surrounding spaces are appropriately designed, and adverse

		effects are minimised. There are no adjoining residential areas.
Policy 16.2.2.1	*Require the design of buildings to contribute positively to the visual quality, vitality, safety and interest of streets and public spaces by providing active and articulated building frontages, and avoid large expanses of blank walls fronting public spaces.*	The buildings contribute positively to the visual quality, vitality, safety and interest of the adjoining streets through activating frontages, and breaking up the buildings horizontally and vertically, to avoid large expanses of blank walls.
Policy 16.2.2.3	*Require a high standard of amenity, and manage compatibility issues of activities within and between developments through site layout, landscaping and design measures.*	The central laneway design approach is unique in Wānaka. It will provide another level of amenity to the precinct and the surrounding area, and provides a safe and enjoyable transition between buildings and the surrounding area and allowing the vitality of the space to thrive by bringing the community in. Due to the comprehensive design of the precinct, the layout, uses, buildings and central urban space have been able to be designed in such a way to complement each other, and the result is a unique health precinct with a medical, health and wellness focus.
Policy 16.2.2.5	*Incorporate design treatments to the form, colour or texture of buildings to add variety, moderate their scale and provide visual interest from a range of distances.*	The buildings have a variety of forms, colours and textures, adding interest and to moderate their scale.
Policy 16.2.2.7	*Allow buildings between 12m and 20m heights in the Queenstown (Gorge Road) and Frankton North business mixed use Zone in situations when:* *a. the outcome is of high quality design;* *b. the additional height would not result in shading that would adversely impact on adjoining Residential zoned land and/or public space; and*	Whilst this policy does not directly apply to the proposal and application site, the principles are relevant to this project, as the height of the buildings in this zone are proposed as being between 12m and 20m. In this case: a. The design of the four buildings and project as a whole is exemplar and high quality, particularly with the compact urban built form, being concentrated into

	c. *the increase in height would facilitate the provision of residential activity.*	four buildings, with open spaces and laneways surrounding the buildings, to add and encourage vibrancy and community spaces with varying uses and purposes. b. The additional height would not result in shading that would adversely impact upon adjoining residential zoned land. There will be some shading to a small area of Deering Street during the mornings from Building 1, however this is a less frequented local road, where shading effects are less important. There will be no shading upon Sir Tim Wallis Drive – the main arterial route – with the exception of a small amount of shading on summer mornings to the footpath only. This shading is inconsequential and would not adversely impact upon the use of these public spaces. c. In this case only non-residential activity is proposed. Considering the nature and intention of the precinct, and the amount of undeveloped residential land in Three Parks more appropriate to provide residential use. In the future however, if the consent holder were minded to vary the use of some tenancies to residential, this is enabled through this increase in height. Considering the above, if the same principles that apply in Queenstown to enable greater height in certain areas, were to be applied to this Site, and Three Parks, the proposed building would be consistent with the direction of that policy. Due to the nature and character of Three Parks, such an approach would be reasonable.

Policy 16.2.2.8	*Apply consideration of the operational and functional requirements of non-residential activities as part of achieving high quality building and urban design outcomes.*	The operational and functional requirements of medical and health-related activities inform the design of the buildings and precinct. In this case, the front four buildings in this zone achieve a high quality building and urban design outcome, whilst providing for the functionality of the activities.
Policy 16.2.2.10	*Require consideration of the relevant design elements identified in the Business Mixed Use Design Guide 2021.*	The Business Mixed Use Design Guide 2021 encourages additional height where positive design resolve and visual interest are created, without resulting in adverse effects. Additional height is also encouraged for corner sites that have the opportunity to create landmark buildings. In this case the comprehensive development is designed to a very high standard by Warren and Mahoney, with positive design resolve and visual interest across the site frontages, corner sites and internal laneway, without creating adverse effects that are unacceptable on the streetscape or neighbouring properties, aligning with the Design Guide. Further analysis of the project against the Business Mixed Use Design Guide has been undertaken by Reset Urban, and throughout the AEE, whereby the development within this zone aligns with the principles of the Guide.
		Overall, the proposal is considered to be consistent with, and not contrary to, the objectives and policies of Chapter 16 of the PDP.
Chapter 19B – Three Parks Business Zone		
Objective 19B.2.1	***A high quality, functional business area which provides for a wide range of industrial, service and trade related activities, limited retail and office activities, and restricts the establishment of residential and other non-compatible activities.***	This zone, being a 'high quality functional business area' provides for a range of activities that are not necessarily suited to other zones, including the Three Parks Commercial zone and the General Industrial and Service zone. The Business zone enables a wide range of activities, all of which

		do not 'fit' within other zones, lending itself to the ideal area for such a comprehensive development incorporating high quality healthcare. This is evident through the character and uses already established in the zone. While the Healthcare activity is not provided for in the zone it is compatible with the activities provided for in the zone. The proposal is consistent with and not contrary to this objective.
Policy 19B.2.1.1	*Enable a variety of compatible activities while managing adverse effects, including reverse sensitivity effects.*	The hospital and car parking building are considered compatible activities to the surrounding and developing area, and the comprehensively designed project provides an opportunity for complementary uses to be co-located on the same site. Other activities established in this zone to date are equally as complementary, with low-impact commercial buildings and storage units being the predominant type of development. The hospital will be designed with appropriate acoustic mitigation to enable a sufficiently healing environment, mitigating any potential noise considerations from nearby development, and is not therefore noise sensitive. Further, it is anticipated once a hospital and associated car parking is approved, uses that complement this health provision are likely to be intuitively established in the vicinity, ensuring an all-round compatible environment. The proposal is considered to be consistent with, and not contrary to this policy.
Policy 19B.2.1.2	*Avoid non-compatible activities that may result in reverse sensitivity and future incompatibility issues with industrial uses.*	The proposal is considered to be a compatible activity with the established, permitted and anticipated future activities in the surrounding area to the east. If industrial uses are

		established in the surrounding Three Parks Business zone, this would not be at odds, or conflict with the health precinct or hospital, considering the functioning of the hospital and related buildings, being a mix of community, commercial, business and service activities themselves, with the associated services relating to health-care buildings. The proposal is not contrary to this policy.
Policy 19B.2.1.3	*Avoid office and retail activities unless they are small scale and ancillary to the principal use of the site.*	The only office activities proposed within this zone will be small and ancillary to the predominant use of the Site, being a hospital and car parking building. Retail is limited to a potential pharmacy at ground floor, and small kiosks facing into the central laneway space adjoining the car parking building. Overall, all office and retail activities are small scale and ancillary to the principal use of the Site, and the proposal is not contrary to this policy.
Policy 19B.2.1.4	*Ensure that the design of buildings and associated development is of a high quality while meeting the functional needs of industrial and service activities.*	The design of the buildings and precinct is of high quality, however functional, to provide for the essential and operational needs of the healthcare and service activities. The proposal is not contrary to this policy.
Policy 19B.2.1.5	*Require outdoor storage areas are appropriately located and screened to limit any adverse visual effects on public places and adjoining residential zones.*	All storage is to be appropriately located internally to the buildings, or otherwise if externally, will be appropriately screened from public view. The proposal is not contrary to this policy.
Policy 19B.2.1.6	*Encourage design treatments to the form, colour or texture of buildings to add variety, moderate their scale and provide visual interest from a range of distances.*	The buildings have been designed to incorporate horizontal and vertical treatments to reduce the visibility of scale and provide interest in their façade. The forms of the buildings are varied, and have been designed to complement each other, to ensure a bespoke and balanced outcome across the site. The proposal is not contrary to this policy.

		Overall, the proposal is considered to be consistent with, and not contrary to, the objectives and policies of Chapter 19B of the PDP.
Chapter 25 – Earthworks		
Objective 25.2.1	***Earthworks are undertaken in a manner that minimises adverse effects on the environment, including through mitigation or remediation, and protects people and communities.***	Through adherence with the Environmental Management Plan (EMP), the earthworks will be undertaken in a manner to minimise adverse effects on the environment through avoiding and mitigating effects.
Policy 25.2.1.1	*Ensure earthworks minimise erosion, land instability, and sediment generation and off-site discharge during construction activities associated with subdivision and development.*	The EMP sets out earthworks management methods for pre-, during, and post earthworks, to ensure erosion, land instability, sediment generation and off-site discharge are appropriately managed and minimised.
Policy 25.2.1.4	*Manage the scale and extent of earthworks to maintain the amenity values and quality of rural and urban areas.*	The scale and extent of the earthworks is limited to those necessary, and no unnecessary earthworks are proposed. The main extent of excavation is for the basement, which is required for imaging equipment, and truck access to these machines is provided through a basement ramp. The remainder of the works are limited to a site scrape for buildings and the urban landscape works.
Policy 25.2.1.5	*Design earthworks to recognise the constraints and opportunities of the site and environment.*	Earthworks have been designed to recognise the constraints and opportunities of the site.
Policy 25.2.1.7	*Encourage limiting the area and volume of earthworks being undertaken on a site at any one time to minimise adverse effects on water bodies and nuisance effects of adverse construction noise, vibration, odour, dust and traffic effects.*	Considering the reasonably small area of works proposed, it is unlikely to stage the earthworks, but upon finalising the works, any exposed land will be stabilised to ensure minimal nuisance until the completion of the construction.
Policy 25.2.1.10	*Ensure that earthworks that generate traffic movements maintain the safety of roads and accesses, and do not degrade the amenity and quality of surrounding land.*	Due to the nature of the earthworks being wholly excavation, there will be associated traffic movements, which are unavoidable. All efforts will be undertaken to minimise these

		effects, and it is likely that the fill will be used on a nearby site adjoining Three Parks, whereby the traffic movements will be limited in extent.
		Overall, the proposal is considered to be consistent with, and not contrary to, the objectives and policies of Chapter 25 of the PDP.
Chapter 29 – Transport		
Objective 29.2.1	***An integrated, safe, and efficient transport network that:*** ***a. provides for all transport modes and the transportation of freight;*** ***b. provides for future growth needs and facilitates continued economic development;*** ***c. reduces dependency on private motor vehicles and promotes the use of shared, public, and active transport;*** ***d. contributes towards addressing the effects on climate change;*** ***e. reduces the dominance and congestion of vehicles, particularly in the Town Centre zones; and*** ***f. Enables the significant benefits arising from public walking and cycling trails.***	The proposal provides car parking, due to the nature of the activity, and the location of the Site in an area with no public transport options in the foreseeable future. The Site can be accessed via active travel, and this is encouraged through sufficient end of trip facilities, and secure bike storage and charging. Upon establishment of public transport to the area, the car parking building is designed in such a way to be easily repurposed, and reduced in size, when the reliance on vehicles is no longer necessary, allowing an adaptive use in the future. The vehicle parking provides 78 EV charging car parking spaces within the building, enabling an option for climate conscious vehicle owners.
Policy 21.2.1.5	*Enable and encourage the provision of electric vehicle (EV) charging points/parking spaces within non-accessory parking, within roads where appropriate, as part of Park and Ride, and in association with accessory parking related to High Traffic Generating Activities.*	The accessory parking is related to a High Traffic Generating Activity. 78 EV charging points/parking spaces will be provided within the car parking building – a quarter of all car parking spaces. Similarly charging points will be provided within the secure bike storage areas, for electric bike charging.

Objective 29.2.1	***Parking, loading, access, and onsite manoeuvring that are consistent with the character, scale, intensity, and location of the zone and contributes toward:*** ***a. providing a safe and efficient transport network;*** ***b. compact urban growth; economic development;*** ***c. facilitating an increase in walking and cycling and the use of public transport; and*** ***d. achieving the level of residential amenity and quality of urban design anticipated in the zone.***	The proposed parking, loading and access arrangement is consistent with the character of the zone. The proposal will provide for a safe and efficient transport network, relates to compact urban growth and achieves a high level of amenity. The car parking building seamlessly integrates with the existing transport network, and through the provision of on-site car parking to service the activity, the reduction of on-street parking demand is enabled, further enabling a safe and efficient transport network. Active travel is encouraged through sufficient end of trip facilities, and secure bike storage and charging, and upon establishment of public transport, the car parking building can be reduced or repurposed if the reliance on vehicles is no longer necessary.
Policy 29.2.2.1	*Manage the number, pricing, location, type, and design of parking spaces, queuing space, access, and loading space in a manner that:* *a. is safe and efficient for all transport modes and users, including those with restricted mobility, and particularly in relation to facilities such as hospitals, educational facilities, and day care facilities;* *b. is compatible with the classification of the road by:* *i. ensuring that accesses and new intersections are appropriately located and designed and do not discourage walking and cycling or result in unsafe conditions for pedestrians or cyclists;* *ii. avoiding heavy vehicles reversing off or onto any roads; and*	The car parking provision has been designed with the health and hospital focus, thereby ensuring sufficient mobility parking spaces, appropriately located, and an appropriate drop off point to the hospital. The central laneway is designed with accessibility in mind, which enables pedestrians, cyclists, push chairs, and those with restricted mobility to traverse across the site, particularly from the car parking building to each allied health and hospital building. No changes to the Sir Tim Wallis Drive frontage are proposed with regards to the existing footpath, and vehicular access, in order to prevent disruptions in traffic flow along the main spine road of the Three Parks area. All vehicular access to the Site is located off Deering Street and McCormick Street, being classified as local roads. Site lines are generous, considering

	iii. ensuring that sufficient manoeuvring space, or an alternative solution such as a turntable or car stacker, is provided to avoid reversing on or off roads in situations where it will compromise the effective, efficient, and safe operation of roads. *c. contributes to an increased uptake in public transport, cycling, and walking in locations where such alternative travel modes either exist; are identified on any Council active transport network plan or public transport network plan; or are proposed as part of the subdivision, use, or development;* *d. provides sufficient parking spaces to meet demand in areas that are not well connected by public or active transport networks and are not identified on any Council active or public transport network plans;* *e. provides sufficient onsite loading space to minimise congestion and adverse visual amenity effects that arise from unmanaged parking and loading on road reserves and other public land;* *f. is compatible with the character and amenity of the surrounding environment, noting that exceptions to the design standards may be acceptable in special character areas and historic management areas;* *g. avoids or mitigates adverse effects on the amenity of the streetscape and adjoining sites; and*	the layout of the roading network, and the risk to pedestrians or cyclists is low from the proposal. Heavy vehicles will not be reversing off, or onto any roads, and sufficient on-site manoeuvring space has been provided for all vehicles. Cycling and walking to and from the Site is encouraged through sufficient end of trip facilities, and secure bike storage and charging. Upon establishment of public transport to the area, the car parking building can easily be reduced or repurposed if the reliance on vehicles is no longer necessary – the structure has been designed to enable this. Novo Group has assessed the car parking space demand based on the public transport provision and anticipated visitors and staff for each use and determine that there is a shortfall of number of car parking spaces, however this is appropriate due to trip chaining, resulting in a lower parking demand. On-site loading spaces will be provided within the car parking building, accessed off Deering Street. This will be applicable to each building, and will visually conceal the location of delivery to create a higher quality urban interface. There are no other car parking buildings of this nature in the vicinity. The building is located within a zone that enables industrial and service activities as a permitted activity, in which case the character of the parking building aligns with this. Further, across the road is a car wash facility, and to the front and rear of all commercial buildings surrounding the site is at-grade car parking, aligning the character of the building to the existing established area, and improves the

	h. provides adequate vehicle access width and manoeuvring for all emergency vehicles.	visual amenity of such, allowing car parking to be concealed from the streetscape. Emergency vehicles bays have been included in the design. Ambulance bays are provided off McCormick Street, and fire fighting vehicles have a number of hydrants located on the adjoining roading network surrounding the site for easy access all around the Site. As such, no access is required through the site for firefighting vehicles, but there is allowance if necessary, as shown on the Reset Urban Landscape Report.
Policy 29.2.2.5	*Enable a reduction in the minimum number of car parking spaces required only where:* *a. There will be positive or only minor adverse effects on the function of the surrounding transport network and amenity of the surrounding environment; and/ or* *b. there is good accessibility by active and/or public transport and the activity is designed to encourage public and/or active transport use and projected demand can be demonstrated to be lower than the minimum required by the rules ; and/ or* *c. the characteristics of the activity or the site justify less parking and projected demand can be demonstrated to be lower than the minimum required by the rules and/ or* *d. there is an ability for shared or reciprocal parking arrangements to meet on-site car parking demands at all times and demand can be demonstrated to be lower than the minimum required by the rules.*	Novo Group assess the demand for car parking to be 444, based on the anticipated activity and assumed uses within the floorplates. It is acknowledged the actual tenants and uses of each floor are not yet public, therefore, assumptions have been made. There are 305 vehicle spaces provided, being a shortfall of 139 spaces for the proposal. Novo Group assess this shortfall is acceptable for the reasons set out in their report, and adverse effects on the function of the surrounding transport network are acceptable and less than minor. There is no public transport nearby, however active transport is available and encouraged through location and facilities provided, further enabling a lower provision of car parking spaces.

Policy 29.2.2.6	*Provide for non-accessory parking, excluding off-site parking, only where:* *a. the amount, location, design, and type of parking will consolidate and rationalise the provision of parking for a particular locality and result in more efficient land-use or better enable the planned growth and intensification enabled by the zone; and* *b. there is an existing or projected undersupply of parking to service the locality and providing additional parking and the pricing of that parking will not undermine the success of public transport systems or discourage people from walking or cycling.*	The proposal provides for non-accessory parking, as the parking is not located on the same 'site' (as defined), however considering the development has been comprehensively designed to provide car parking to each activity and building within the project. This parking is consolidated within one building, rather than being spread across the Site, and provision of unsightly at-grade parking. Therefore the proposal rationalises and consolidates the parking provision. The car parking will not undermine the success of any future public transport and will not discourage people from walking or cycling as appropriate facilities are proposed to encourage this active travel.
Policy 29.2.2.9	*Non-accessory parking and off-site parking facilities are to be designed, managed, and operated in a manner that:* *a. makes it accessible and safe for users, including pedestrians and cyclists within and beyond the facility;* *b. provides an integrated and attractive interface between the facility and adjacent streets and public open spaces;* *c. mitigates effects on the residential amenity of adjoining properties, including effects from noise, vehicle emissions, and visual effects; and* *d. minimises adverse effects on the operation of the transport network.*	Whilst non-accessory and off-site parking is proposed, this is a technical provision only, due to the layout of the site being 13 different lots. The car parking building will be located on a different lot to the activity, although all parking proposed is accessory to the principal use of the hospital and allied health buildings. The building has been designed in such a way to provide an attractive interface between the building and the adjacent streets, and to enable a human scale response to the design. There are no residential sites or activities nearby that would be affected by noise, vehicle emissions or visual effects. Novo Group have assessed that the proposal minimises adverse effects on the operation of the transport network to a less than minor and acceptable degree.

Objective 29.2.4	***An integrated approach to managing subdivision, land use, and the transport network in a manner that:*** ***a. supports improvements to active and public transport networks;*** ***b. promotes an increase in the use of active and public transport networks and shared transport;*** ***c. reduces traffic generation; and*** ***d. manages the effects of the transport network on adjoining land uses and the effects of adjoining land-uses on the transport network.***	The proposal supports improvements to active and public transport networks. Particularly walking and cycling considering the established pathways in the area. The project encourages the uptake of active transport and shared transport. Traffic generation is reduced from the anticipated permitted development for the Site (being commercial buildings on each 13 lots), by 2,698 vehicles per day, and 618 vehicle movements per hour. The effects of the transport network on adjoining land uses are appropriately managed.
Policy 29.2.4.3	*Promote the uptake of public and active transport by requiring that specific large scale commercial, health, community, and educational activities provide bicycle parking, showers, and changing facilities/ lockers while acknowledging that such provision may be unnecessary in some instances due to the specific nature or location of the activity.*	As assessed above, sufficient and compliant bicycle parking, showers and changing facilities/lockers are provided, in accordance with the PDP, to encourage the uptake of active transport.
		Overall, the proposal is considered to be consistent with, and not contrary to, the objectives and policies of Chapter 29 of the PDP.
Chapter 30 – Energy and Utilities		
Objective 30.2.3	***Energy resources are developed and electricity is generated, in a manner that minimises adverse effects on the environment.***	The proposal seeks to establish solar energy on the roof of the buildings, being 'Small and Community-Scale Distributed Electricity Generation '.
Policy 30.2.3.1	*Promote the incorporation of Small and Community-Scale Distributed Electricity Generation structures and associated buildings (whether temporary or permanent)*	This renewable energy source will reduce energy demand on the grid from the proposed uses.

	as a means to improve efficiency and reduce energy demands.	
Objective 30.2.4	***Subdivision layout, site layout and building design takes into consideration energy efficiency and conservation.***	The project considers energy efficiency and conservation where possible through the design of buildings, solar panels, use of materials, layout of the site, and approach to the central urban landscape.
Policy 30.2.4.1	*Encourage energy efficiency and conservation practices, including use of energy efficient materials and renewable energy in development.*	The building design is reflective of sustainable practices, and materials will be considered appropriately, to enable energy efficiency where possible, whilst balancing the functional requirements of the project.
Policy 30.2.4.3	*Encourage Small and Community-Scale Distributed Electricity Generation and Solar Water Heating structures within new or altered buildings.*	The proposal seeks to establish solar energy on the roof of the buildings.
Policy 30.2.4.4	*Encourage building design which achieves a Homestar™ certification rating of 6 or more for residential buildings, or a Green Star rating of at least 4 stars for commercial buildings.*	The intention of the project is to achieve a Green Star 6 Communities rating, which applies precinct wide. The individual buildings will achieve at least 4 stars, and more likely 5 or 6 stars, or a similar certification that achieves a similar recognition of sustainable practices.
		Overall, the proposal is considered to be consistent with, and not contrary to, the objectives and policies of Chapter 30 of the PDP.
Chapter 36 - Noise		
Objective 36.2.1	***The adverse effects of noise emissions are controlled to a reasonable level to manage the potential for conflict arising from adverse noise effects between land use activities.***	Marshall Day Acoustics have analysed and assessed the noise emissions and effects resulting from the helicopter landing and taking off, on surrounding sites and uses, and consider the noise is not unreasonable.
Policy 36.2.1.1	*Avoid, remedy or mitigate adverse effects of unreasonable noise from land use and development.*	Marshall Day considers the area where noise levels may potentially exceed 50 dB L_{dn} is localised around the hospital,

		and predominantly sits across a relatively small area of Three Parks Business and Business Mixed Use zoned land. Outside of this area, there may be limited effects on amenity (with amenity becoming less affected with increasing distance from the landing area), however whilst there is a primary school operating partially within the 45 dB L_{dn} area, there are no established residential properties. Noise effects may be largely insignificant beyond 500m to 600m from the landing area (where noise levels fall to below 45 dB L_{dn}). With this analysis, it is clear whilst there will be some level of acoustic effects resulting from the helicopter landings and take-offs, particularly to commercially zoned land, these effects will be limited in nature, largely accord with the applicable NZ Standard, and should be balanced with the positive effects the emergency nature of this mode of transport provides to the region, ensuring this noise is not unreasonable, but necessary for medical emergencies. The proposal is not contrary to this policy.
Policy 36.2.1.2	*Avoid, remedy or mitigate adverse noise reverse sensitivity effects.*	The proposal involves compatible activities with the established, permitted and anticipated future activities in the surrounding area to the east. Heavy and noisy industrial activities are more likely to be located in the General Industrial and Service Activity zone to the west and south, considering the established uses. Notwithstanding this, if industrial uses are established in the surrounding Three Parks Business zone, this would not be at odds, or conflict upon the health precinct, considering the functioning of the hospital and related buildings, being a mix of community, and service activities themselves, with the associated services relating to health-care buildings. As such reverse sensitivity

		effects relating to noise would be avoided and mitigated through acoustic protection of the hospital build. The proposal is not contrary to this policy.
		Overall, the proposal is considered to be consistent with, and not contrary to, the objectives and policies of Chapter 36 of the PDP.

Overall Conclusion:

Having assessed the proposed development against the relevant objectives and policies of the Proposed District Plan it is considered that the proposal is generally consistent with, and not contrary to, those provisions.

Operative District Plan (ODP)

In the Operative District Plan, the Site is zoned Three Parks Special Zone, with a mix of subzones, incorporating Medium Density Residential (deferred mixed use) along the Sir Tim Wallis Drive frontage, Business subzone along the Deering Street frontage, and Low Density Residential sub-zone at the rear of the site. The rear half of the Site is within a building restriction area due to the proximity to the former oxidation ponds located at 101 Ballantyne Road. The following table provides an assessment of the relevant objectives and policies of the ODP.

Provision	Assessment
Chapter 4 – District Wide Issues	
4.3 Takata Whenua	

Objective 1 – Kaitiakitanga (Guardianship) ***Recognition and provision for the role of Kai Tahu as customary Kaitiaki in the District.*** *Policy 1.1* ***-*** *To ensure the kaitiaki role of iwi, via the appropriate Runanga, is achieved through on-going consultation on policy development relating to the natural and physical resources of the District.* ***Objective 2 - Cultural Proprietary Rights*** ***The use and interpretation of Tribal history remaining under the kaitiakitanga of iwi, Kai Tahu.*** *Policy 2.1 - To undertake consultation with the appropriate Kai Tahu authority or Runanga, when matters of interpretation of Kai Tahu histories for either commercial or public use are being considered.* ***Objective 3 - Waahi Tapu and Waahi Taoka*** ***Recognition and protection of places of burial, other waahi tapu, and all waahi taoka, as places of cultural and traditional importance to Kai Tahu.*** *Policy 3.2 - Should any koiwi takata (Maori bone remains) be unearthed, to implement procedures for the management of such finds and unearthings consistent with the Kai Tahu policy for the management of koiwi takata.* ***Objective 5 - Wai (Water)*** ***The management of the land resource and associated waste discharges in such a way as to protect the quality and quantity of water in the District to a standard consistent with the human consumption of fish, swimming and protects the mauri (life force) of the lakes and rivers.*** *Policy 5.1 - To recognise the importance of the concept of mauri (life force) as it applies to lakes and rivers.*	Ngāi Tahu have been consulted with throughout the process of designing and refining the project, through Aukaha and Te Ao Mārama Incorporated. The health aspect of the project is of particular interest to Ngāi Tahu, and Roa have been mindful of their kaitiaki role and collaborated where possible. The Mana Ahurea (design) team within Aukaha have collaborated with Reset Urban to design the central pedestrian laneway and public spaces in a way that tells the story of Ngāi Tahu and reflects and incorporates mana whenua values. A naming opportunity has been provided to Aukaha to name the central laneway, to reflect the kaitaiaki role of iwi in this area, and enable opportunities for education and cultural linkages. Unearthing koiwi takata is unlikely in this area considering the earthworks that have historically been undertaken in Three Parks, and more recently through the underlying subdivision works. Regardless, an advice note has been offered to ensure any accidental discovery of waahi taoka follows standard protocol. The management of waste discharges is as follows: - Typical wastewater to discharge to the reticulated system. - Medical waste not suitable for discharging to the reticulated system to be captured in tanks, stored on site, and removed by trucks to a suitable facility for such waste. Through detailed design of the hospital and health practices, consultation with Aukaha and Te Ao Mārama will

Objective 7 - Ingoa Rarangi (Place Names) ***The continued and enhanced use of traditional Kai Tahu place names as an educational resource to explain the cultural and historical relationship of Kai Tahu to the environment.*** *Policy 7.1 - When the use of the Maori language is being considered for streets or places, to consult and involve Kai Tahu in the process.* ***Objective(s) 9 - Protection of Water Resources*** 1. ***The collection, treatment, storage and disposal of wastes in a way that minimises the adverse effects on the natural resources of the District.*** 2. ***Minimising the quantities of waste requiring disposal within the District.*** 3. ***To continue to implement programmes to reduce the discharge of untreated or partially treated waste to lakes and rivers.*** 4. ***To avoid, remedy or mitigate the adverse effects of eutrophication.*** *Policy 9.2 - To ensure all waste is treated to a high standard.*	be on-going, to ensure cultural values are upheld through the separation and disposal of waste/s and layout of the hospital. - Stormwater has been designed in such a way to reuse, recycle, naturally treat and dispose as much on site as possible, through such measures as swales, raingardens, roof gardens, on-site retention, and smart technologies to manage the flow of stormwater effectively. This will in turn reduce the disposal of water significantly into the reticulated system, and also through soak pits, which will be used for overflow purposes only. This management of water will have positive effects on the mauri of the surrounding lakes and rivers.

4.7 Solid and Hazardous Waste Management	
Objective 1 ***The collection, treatment, storage and disposal of solid and hazardous wastes in a manner which meets the needs of current and future generations of residents and visitors to the District, and avoids, remedies or mitigates adverse effects on the environment.*** *Policy 1.1 To ensure that the effects on the environment and other adverse effects on soil, groundwater and water contamination and other adverse effects on the health, safety and amenity values of residents, visitors and environment from the disposal wastes are avoided, remedied or mitigated.* *Policy 1.3 To ensure the safe and efficient collection, treatment, storage and disposal of all solid and hazardous wastes within the District.*	Medical waste will be separated to align with the requirements set out in the New Zealand Standard Management of Healthcare Waste and disposed of in accordance with the Otago Regional Plan – Waste for Otago, to a suitable facility. No solid or hazardous waste will be entering soil, groundwater or water, over that treated and enabled through the septic reticulated system. As such, no adverse effects will result from the disposal of wastes that are not anticipated by the QLDC or ORC.
4.8 Natural Hazards	
Objective 1 ***Avoid or mitigate loss of life, damage to assets or infrastructure, or disruption to the community of the District, from natural hazards.*** *Policy 1.1 - To increase community awareness of the potential risk of natural hazards, and the necessary emergency responses to natural hazard events.* *Policy 1.4 - To ensure buildings and developments are constructed and located so as to avoid or mitigate the potential risk of damage to human life, property or other aspects of the environment.*	The area and Site is not known to be subject to risk from natural hazards, as assessed in the geotechnical assessment. Notwithstanding this, due to the nature of the hospital, and the presence of surgery facilities, the building may be required to be constructed to a specific Importance Level, and Serviceability Limit State, being the required New Zealand standard for a building to be functional immediately after an earthquake or other disastrous event. The remainder of the precinct will be designed to Building Code, in response to the natural hazard risk of the site.

4.9 Urban Growth	
Objective 2 - Existing Urban Areas and Communities ***Urban growth which has regard for the built character and amenity values of the existing urban areas and enables people and communities to provide for their social, cultural and economic well being.*** *Policy 2.1 - To ensure new growth and development in existing urban areas takes place in a manner, form and location which protects or enhances the built character and amenity of the existing residential areas and small townships.*	The project will ensure the built character and amenity values are reflective of the existing and developing urban area and community, and the health precinct will ensure the community social, cultural and economic well-being is provided for. No residential areas will be directly adversely affected by the project, considering the proximity to residentially zoned land, and any small townships.
	Overall, the proposal is considered to be consistent with, and not contrary to, the objectives and policies of Part 4 of the ODP.
12.25 Three Parks Special Zone	
Objective 1 ***A layout and design of development that demonstrates best practice in terms of achieving environmental sustainability*** *Policy 1.1 - To ensure, through well-planned layouts, that buildings and open spaces are located and orientated in a way that achieves good solar access*. *Policy 1.2 - To encourage energy efficiency in the design, location, and orientation of buildings.* *Policy 1.3 - To require development and subdivision to demonstrate best*	The precinct has been comprehensively designed to allow space around each building, to enable sufficient solar access, with northern and western orientation for each. The presence of the roads around the entire precinct further enables this solar access to the development. The buildings are intended to be designed to a high sustainability rating such as Greenstar 5 or 6, and the precinct aimed to be designed to the Greenstar 6-star Communities rating. This will be further developed through detailed design to achieve the correct balance of sustainable design and the functional and operational considerations of the project. Notwithstanding this, taking

practice in regard to managing the quantity and quality of stormwater runoff.	each aspect into consideration, the highest possible sustainable design will be achieved for the entire project. As assessed above, the stormwater disposal design will be such to dispose of as little as possible through the reticulated system, but instead reuse, store, and recycle as much stormwater as possible through bioretention methods. These methods all use plants and substrate to detail and filter stormwater to reduce the impacts on lakes and streams of excessive run-off and provide opportunities for enhancing the natural landscape and biodiversity elements of this urban built environment.
Objective 2 ***The establishment of a green network including parks, areas for community facilities, cycleways, and pedestrian linkages that permeate all parts of the zone and links seamlessly into the more urbanised public realm in the commercial core.*** *Policy 2.2 - To encourage community reserves and facilities to be in easily accessible, sunny, and flat locations.*	The project incorporates a pedestrian laneway and central pocket park (piazza) designed to bring the community into the development and provide a safe, flat and interactive gathering space for the community and visitors. These spaces are easily accessible from the main roads through Three Parks and designed to provide a green network through the space with high solar gains and biodiversity opportunities for the site that could be incorporated into neighbouring projects to continue the green and pedestrian linkages.
Objective 4 ***Staged development which keeps pace with the growth of Wanaka and results in a high quality urban area containing a network of open spaces and a mix of compatible uses.*** *Policy 4.1 - To ensure that development is consistent with the Wanaka Structure Plan (2007) and the Wanaka Transport Study (2007).*	The project is consistent with the principles of the Wānaka Structure Plan (2007), however the Wānaka Transport Study (2007) proposed the zoning of the Site to be Low Density Residential, of which the project does not align with. This Study does acknowledge Three Parks as a 'further business area', and encourages the establishment of active travel, which the project promotes.

Policy 4.2 - To avoid development that is not in accordance with the Three Parks Structure Plan or approved Outline Development Plans or Comprehensive Development Plans. *Policy 4.3 - To ensure development is staged in a manner which results in a logical progression of development, the cost-effective provision of infrastructure, an appropriate mix of uses, and a consolidated urban form.* *Policy 4.4 - To ensure that issues relating to potentially incompatible land uses are taken into account as part of the Outline Development Plan or Comprehensive Development Plan application.*	Whilst the project will be staged in construction, the location of the precinct is within an urban area that is ready for development, with construction of commercial buildings occurring in the surrounding area. The uses are compatible with each other, being a comprehensively designed development, and with the surrounding area, being a commercial hub with a mix of business and service uses, within an establishing business park with low-impact commercial uses. Policy 4.2 requires development not in accordance with the Three Parks Structure Plan to be avoided. The Three Parks Structure Plan and associated Outline Development Plan zones this land to be a mix of medium density residential with deferred mixed use along the Sir Tim Wallis Drive frontage, business subzone along the Deering Street frontage, and a pocket of low density residential sub-zone at the north-east of the Site. Considering the mixed use and business focus around the Site frontage and fronting Deering Street, the project would be aligned with the Structure Plan. The hospital would be partially located in the low-density residential subzone, which would not be aligned with the Structure Plan and approved Outline Development Plan in terms of its use. Therefore, the proposal will only be partially aligned with the structure plan and approved Outline Development Plan. The project has been timed to progress with the provision of public infrastructure, which commenced at the Ballantyne Road end of Three Parks, and has been provided to the Site through the underlying subdivision.

	This progression will result in the cost-effective provision of infrastructure, appropriate mix of uses, and a consolidated urban form. The proposed Hospital would have potentially been incompatible with the low and medium density zoning that originally occupied this area. Therefore the proposal is considered to be inconsistent with, but not contrary to, this Policy.
Objective 7 ***A high level of residential amenity and a range of housing types which promote strong, healthy, and inclusive communities.*** *Policy 7.1 - A mixture of residential densities is encouraged in order to provide greater housing choice, a greater range of affordability, and a more diverse resident community.* *Policy 7.4 - A defining character of the medium density residential subzone is that the dwellings will all be located relatively close to the street, and are not dominated by high front fences and garages, thereby improving amenity and passive surveillance between dwellings and the street.* *Policy 7.7 - Non-residential activities (other than visitor accommodation, retirement villages, education, and day care facilities) shall be avoided in the residential subzones, other than in the MDR (deferred mixed use) subzone, unless:* *7.7.1 The effects of the activity on residential amenity are consistent with those that would be reasonably anticipated in the respective residential subzone; and*	The proposal does not align with this objective and some related policies (7.1, 7.4, 7.7, 7.8, 7.14) considering the non-residential nature of the project. However the proposal will serve local needs and provide clear community benefit. The character of the neighbourhood, mostly as a result of the rezoning through the PDP, will not remain residential. The project aligns with policy 7.13 as compatible commercial activities are proposed along Sir Tim Wallis Drive, within the mixed-use precinct. Overall the proposal is considered to be inconsistent with, but not contrary to, these provisions.

7.7.2 It can be demonstrated to be serving a local neighbourhood need; or *7.7.3 It is providing a clear community benefit to the local neighbourhood and, potentially, also to the wider community.* *Policy 7.8 - The character shall be defined by 1 and 2 storey dwellings, which, whilst they may be of varying heights, all have a distinctly low density character.* *Policy 7.13 - A range of compatible commercial activities are enabled within the mixed use precinct in the long term.* *Policy 7.14 - The character of the subzone, including the mixed use precinct, will remain predominantly residential with:* *7.14.1 Commercial uses being secondary to the residential use of a site;* *7.14.2 Visitor accommodation restricted to appropriately located visitor accommodation precincts in order to achieve a balanced visitor/ resident mix and avoid adverse effects on residential coherence and residential amenity.* *7.14.3 Terrace houses and duplexes being the predominant building types (in preference to above ground level apartments).*	
Objective 11 ***High quality and well-designed buildings that reflect and contribute to the evolving character for the area.*** *Policy 11.1 - To require a high standard of building design, including:*	The project aligns with this objective and associated policies, as the design of the buildings is of very high quality, which will encourage further high levels of design in the developing area.

11.1.1 Diverse and well-articulated built forms, which avoid excessive repetition of the same or similar unit forms and the creation of homogeneous neighbourhoods. *11.1.2 Interesting roofscapes, and some variation in form and scale (including the height) of buildings in all subzones* *11.1.3 The inclusion of crime prevention principles in the design of buildings and in the location of specific uses, particularly in the Commercial Core;* *Policy 11.2 - To encourage designs which enable the flexible re-use and staged development of buildings.* *Policy 11.3 - To encourage designs to incorporate green building principles.* *Policy 11.4 - To ensure that the buildings do not exceed the maximum number of storeys permitted in each subzone, regardless of whether the maximum height limit is able to be met whilst providing for more storeys.*	The building façades are all well-articulated, have interesting roofscapes, and have variation in form and scale (including height). CPTED principles have been incorporated throughout the development, and the precinct provides for a safe and inviting space for the community and visitors. The design of the hospital is such to incorporate future design changes without having to redesign the whole building. This provides a flexible outcome to the design, to enable refinement through detailed design. The buildings and precinct are designed to a high sustainability rating, incorporating as many green building principles as possible within the context of the development. The buildings exceed the maximum storeys set out in the relevant zones (3 storeys), therefore not consistent with policy 11.4.
Objective 12 ***A high quality urban fabric, which is consistent with the vision set out in the Wanaka Structure Plan (2007) and the subsequent Structure Plan for the Three Parks Zone.*** *Policy 12.2 – To encourage pedestrian and cycle links to be located within the public street, whilst acknowledging that off-street links are also appropriate provided they offer a good level of safety and amenity for users.*	The project provides unique pedestrian and cycle linkages throughout the site, which connect to those in the surrounding roading network, allowing a good level of safety and amenity and connected spaces for users. The project is of high quality and contributes to the existing and developing urban fabric. Whilst the project is consistent with the principles of the Wānaka Structure Plan (2007), the Plan, and subsequent Three Parks Structure Plan identifies the rear of the site to be low density residential, which conflicts with the project, however the site frontage is identified to be

Policy 12.3 - To encourage pedestrian and cycle links to provide for both the commuter and recreational needs of residents within the zone and the wider community. *Policy 12.6 - To require a network of well connected, usable, and safe open spaces.*	Commercial/Retail, and Medium Density Residential (deferred mixed use), therefore consistent with the proposal.
	Overall, the proposal is considered to be inconsistent with, but not contrary to, the objectives and policies of Part 12 – Three Parks Special Zone of the ODP.

Overall Conclusion:

Having assessed the proposed development against the relevant objectives and policies of the Operative District Plan it is considered that the proposal is inconsistent but, and not contrary to, those provisions, particulairly the provions that relate to the Three Parks Zone.

Appendix Q – Proposed Conditions of Consent Roa Ltd Wānaka Health Precinct

General

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

   Plans prepared by Warren and Mahoney:

   - Site Plan, dated June 2024
   - Lighting Strategy Site Plan, dated June 2024
   - Site Strategy, dated June 2024
   - Street Elevation – Sir Tim Wallis Drive, dated June 2024
   - Street Elevation – Deering Street, dated June 2024
   - Street Elevation – McCormick Street, dated June 2024
   - Street Elevation – Grace Wright Drive, dated June 2024
   - Site Access Strategy, dated June 2024
   - Commercial Ground Floor Plan - Building 1 & 2, dated June 2024
   - Commercial Ground Floor Plan – Building 3 & 4, dated June 2024
   - Commercial Typical Floor Plan - Building 1 & 2, dated June 2024
   - Commercial Typical Floor Plan – Building 3 & 4, dated June 2024
   - Commercial North & South Elevations, dated June 2024
   - Commercial Materials, dated June 2024
   - EV Charger Car Park Plans – Basement & Ground Floor, dated June 2024
   - EV Charger Car Park Plans – Level 01 & Level 02, dated June 2024
   - EV Charger Car Park Plans – Level 03, dated June 2024
   - EV Charger Car Park Elevations, dated June 2024
   - EV Charger Car Park Materials, dated June 2024
   - Hospital Basement Indicative Floor Plan, dated June 2024
   - Hospital Ground Floor Indicative Floor Plan, dated June 2024
   - Hospital First Floor Indicative Floor Plan, dated June 2024
   - Hospital Second Floor Indicative Floor Plan, dated June 2024
   - Hospital Third Floor Indicative Floor Plan, dated June 2024
   - Hospital Roof Indicative Floor Plan, dated June 2024
   - Hospital – North & East Elevations, dated June 2024

- Hospital – South & West Elevations, dated June 2024
- Hospital Materials, dated June 2024

stamped as approved on XXX date, and the application as submitted, with the exception of the amendments required by the following conditions of consent.

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

3. The consent holder is liable for costs associated with the monitoring of this resource consent under Section 35 of the Resource Management Act 1991.

4. All engineering works, including the construction of retaining walls, shall be carried out in accordance with the Queenstown Lakes District Council's policies and standards, being QLDC's Land Development and Subdivision Code of Practice adopted on 20th October 2020 and subsequent amendments to that document up to the date of issue of any resource consent.

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

5. The project may be staged. The conditions of this consent shall be applied only to the extent that they are relevant to each particular stage proposed. This consent may be progressed in the following stages:
   - **Stage 1a, 1b, 1c and 1d:**
     Buildings 1, 2, 3 and 4
     Each building will be its own stage, whereby they could be constructed concurrently, or individually, depending on tenant demand.
   - **Stage 2:**
     Hospital, EV charger car park building and open common areas
     The hospital construction will commence concurrently with Buildings 1 – 4.

Earthworks

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

6. Prior to commencing ground-disturbing activities, the Consent Holder shall nominate an Environmental Representative for the works program in accordance with requirements outlined on pages 9 and 10 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans.*

7. Prior to commencing ground disturbing activities, the Consent Holder shall ensure that all staff (including all sub-contractors) involved in, or supervising, works onsite have attended an Environmental Site Induction in accordance with the requirements on page 8 of the *Queenstown Lakes District Council's Guidelines for Environmental Management Plans.*

8. The consent holder shall provide a letter to the Manager of Resource Management Engineering at Council advising who their representative is for the design and execution of the engineering works and earth works required in association with this development and shall confirm that these representatives will be responsible for all aspects of the works covered under Sections 1.7 & 1.8 of QLDC's Land Development and Subdivision Code of Practice, in relation to this development.

9. At least 7 days prior to commencing excavations related to Stage 2, the consent holder shall provide the Manager of Resource Management Engineering at Council with the name of a suitably qualified geo-professional as defined in Section 1.7 of QLDC's Land Development and Subdivision Code of Practice who is familiar with the consent application documents and the Ground Consulting Limited report ("Willowridge Developments Ltd, Stage B3, Three Parks, Wanaka – Geotechnical Investigation and Soil Infiltration Assessment for a Proposed Commercial Subdivision" (dated 23 November 2022, Ref: R8468-1B)) and who shall supervise the excavation/earthworks/fill procedures and retaining wall construction and ensure compliance with the recommendations of any relevant reports. This engineer shall continually assess the condition of the excavation and shall be responsible for ensuring that temporary retaining is installed wherever necessary to avoid any potential erosion or instability.

10. The consent holder shall obtain and implement a traffic management plan approved by Council prior to undertaking any works within or adjacent to Council's road reserve that affects the normal operating conditions of the road reserve through disruption, inconvenience or delay. The Traffic Management Plan shall be prepared by a Site Traffic Management Supervisor (STMS). All contractors obligated to implement temporary traffic management plans shall employ a qualified STMS to manage the site in accordance with the requirements of the NZTA's "Traffic Control Devices Manual Part 8: Code of practice for temporary traffic management". The STMS shall implement the Traffic Management Plan. A copy of the approved plan shall be submitted to the Manager of Resource Management Engineering at Council prior to works commencing.

To be monitored throughout earthworks

11. Prior to bulk earthworks operations, the Consent Holder shall install erosion and sediment controls in accordance with the Environmental Sediment Control Plan. The consent holder shall implement suitable measures to prevent deposition of any debris on surrounding roads by vehicles moving to and from the site. In the event that any material is deposited on any roads, the consent holder shall take immediate action, at his/her expense, to clean the roads. The loading and stockpiling of earth and other materials shall be confined to the subject site.

12. All works shall be undertaken in accordance with the most current version of the EMP as accepted as suitable by Council.

13. The EMP shall be accessible on site at all times during work under this consent.

14. No earthworks that are not authorised by this consent, temporary or permanent, are to breach the boundaries of the site.

15. Hours of operation for earthworks, shall be:

a) Monday to Saturday (inclusive): 7.30am to 6.00pm.

b) Sundays and Public Holidays: No Activity

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

On completion of earthworks

16. On completion of the earthworks the consent holder shall complete the following:

a) All earthworked areas shall be top-soiled and revegetated or otherwise permanently stabilised.

b) The consent holder shall remedy any damage to all existing road surfaces and berms that result from work carried out for this consent.

Construction Management Plan (CMP)

17. Prior to the commencement of any works on site that are authorised by this consent, the consent holder must submit a Construction Management Plan (CMP) to the Queenstown Lakes District Council for certification. The CMP must include but is not limited to the following matters:

a) The identity of the site manager or project manager responsible for the site (site manager) and his or her contact details (phone, postal address, email address), including contact details for a 7 days a week 24 hours a day contact;

b) The location of notice boards that clearly identify the name, telephone number and address for service of the site or project manager;

c) An outline of the construction programme, proposed staging (if any), and proposed hours and days of operation for construction activities;

d) Measures to be adopted to ensure the health and safety of the general public;

e) Procedures for controlling sediment runoff, dust and the removal of soil, debris, and construction materials from public roads or places. Dust mitigation should include use of water sprays to control dust nuisance on dry or windy days;

f) A parking management plan for construction traffic.

g) Any need for temporary road closures and/or other restrictions on the surrounding road network for the transportation of plant, machinery, and materials or for other reasons relating to construction activities;

h) The location of infrastructure, including site offices, site amenities, contractor(s) yard access, equipment unloading and storage areas, contractor(s) car parking and security;

i) Procedures for responding to complaints about construction works. The consent holder must acknowledge receipt of a complaint related to construction works promptly and must respond to such complaint as soon as practicable after the complaint was received;

j) Methods for updating the CMP as required to further improve practices; and

18. The construction works authorised by this consent must be carried out in accordance with the certified CMP and a copy of the certified CMP must be kept on site for inspection by council officers during monitoring visits.

Infrastructure

19. Prior to the commencement of any works on the site the consent holder shall vary the terms and conditions of Easement Instrument XXXXX as it relates to the wastewater easement in gross shown as 'X' on DP XXXXX to show that:

    a) Council has given consent for the registered owner of Lot X DP XXXXXX to place a structure as agreed to by RM24XXXX over the existing wastewater easement through the central laneway; and

    b) The registered owner:

        (i) Agrees that the Queenstown Lakes District Council shall have no liability to the registered owner for any claims or damage caused by the presence, maintenance, replacement or upgrade of the wastewater infrastructure, including use of the easement land by maintenance vehicles and construction machinery; and

        (ii) Indemnifies the Queenstown Lakes District Council against any claims or damage to or by third parties caused by the presence of the structure over the existing wastewater easement.

        (iii) Agrees to pay for any costs over and above regular (drains not covered by buildings) costs incurred during maintenance of the wastewater main that result from the structure being located over the wastewater main.

        (iv) The consent holder shall be responsible for costs associated with and rectifying any damage caused to the wastewater main as a result of works undertaken on-site.

    The final wording of the easement variation instrument shall be provided to the Queenstown Lakes District Council's Team Leader: Subdivision, Development Contributions and Property for certification prior to registration on the Computer Freehold Register for the site. A copy of the updated Record of Titles showing registration of the approved easement variation document shall then be provided to the Queenstown Lakes District Council's Principal Monitory & Enforcement Officer following registration. All costs, including costs that relate to the checking of the document by Council's solicitors and registration of the consent notice or alternative legal document, shall be borne by the applicant.

20. Prior to commencing works on the site, the consent holder shall obtain 'Engineering Review and Acceptance' from the Queenstown Lakes District Council for development works to be undertaken and information requirements specified below. The application shall include all development items listed below unless a 'partial' review approach has been approved in writing by the Manager of Resource Management Engineering at

Council. The 'Engineering Review and Acceptance' application(s) shall be submitted to the Manager of Resource Management Engineering at Council for review, prior to acceptance being issued. At Council's discretion, specific designs may be subject to a Peer Review, organised by the Council at the applicant's cost. The 'Engineering Review and Acceptance' application(s) shall include copies of all specifications, calculations, design plans and Schedule 1A design certificates as is considered by Council to be both necessary and adequate, in accordance with Condition (4), to detail the following requirements:

a) The provision of a water supply to each building in terms of Council's standards and connection policy. This shall include a bulk flow meter which consists of an approved valve and valve box with backflow prevention and provision for water metering to be located at the road reserve boundary.

b) Details of relocated and/or upgraded reticulated water services including any related valves, hydrants and/or connections.

c) Details of an irrigation water supply to roading landscaping and reserve areas.

d) Provision of a suitable firefighting water supply and hydrants with adequate pressure and flow to service the development and accompanying report from a suitably qualified professional demonstrating compliance with the NZ Fire Service Code of Practice for Firefighting Water Supplies 2008 (SNZ PAS 4509:2008).

e) The provision of a foul sewer connection to each building to Council's reticulated sewerage system in accordance with Council's standards and connection policy, which shall be able to drain the buildable area within each lot.

f) Details of any relocated and/or upgraded wastewater services including any manholes and/or connections.

g) The provision of a stormwater collection and disposal system which shall provide both primary and secondary protection for future development in accordance with Council's standards and connection policy. This shall include:

    (i) Reference to the bioswales, raingardens, stormwater retention and regenerative treatments proposed in the Reset Urban Landscape Report submitted with the application, dated 22 November 2024.

    (ii) Confirmation of the use, if any, of the existing stormwater galleries within the central laneway.

    (iii) Percolation testing shall be undertaken at the individual soak pit locations to confirm soakage. A copy of the test results shall be provided and shall be in general accordance with the "Acceptable Solutions and Verification Methods for New Zealand Building Code Clause: E1 Surface Water".

    (iv) The final design and sizing of any on-site soakage shall be based on the individual percolation test results prior to installation of the individual soak pit infrastructure. The lot owner for the time being shall be responsible for the ongoing monitoring and maintenance of the stormwater disposal system to ensure the soak pits continue to provide adequate soakage and do not become blocked or damaged.

(v) A secondary protection system consisting of secondary flow paths to cater for the 1% AEP storm event and/or setting of appropriate building floor levels to ensure that there is no inundation of any buildable areas within the lots, and no increase in run-off onto land beyond the site from the pre-development situation; and

(vi) A predevelopment and post development contour plan shall be provided for the stormwater design.

(vii) The provision of an operation and maintenance (O&M) plan/manual for the LID stormwater system which shall detail the required O&M responsibilities for effective management of the stormwater system.

h) Details of any relocated and/or upgraded stormwater services including any manholes, connections and outfalls.

i) The construction and sealing of all vehicle maneuvering and car parking spaces in accordance with the application plans. The designs shall include but not be limited to the following;

(i) Provision for stormwater disposal from all impermeable areas including stormwater treatment prior to discharge.

(ii) Onsite signage and markings in compliance with the NZTA Manual of Traffic Signs and Markings, for the following;

- The permanent marking and signage of all EV charging stations,
- The management of traffic direction through signage and markings,
- Any vertical height restrictions signage at the covered carpark,
- Pedestrian facilities.

j) Provide to the Manager of Resource Management Engineering at Council for review and acceptance a Site Management Plan to be prepared in conjunction with the civil works contractor. This plan shall include, but not be limited to:

- Site fencing and/or hoarding;
- Communication with neighbouring land owners and a complaints procedure;
- Identification of holidays or events when traffic is uncharacteristic;
- Ways in which traffic volumes will be minimised at sensitive times, such as (but not limited to) the start and end of the school day and worker peak periods;
- An assessment of how the traffic generation arising from employees and subcontractors will be managed, particularly in respect of managing the parking demand;
- The location of the site access(es) and who/what will use them;

- An assessment of how road safety risks arising from the interaction of pedestrians and construction vehicles at the site access will be minimised;
- The routes to be used by construction vehicles;
- Ways to ensure that the through traffic movement on Sir Tim Wallis Dr is not adversely affected by the movement of vehicles to/from the site;
- Pedestrian safety.

21. The provision of Design Certificates for all engineering works associated with this development submitted by a suitably qualified design professional (for clarification this shall include all Roads, Water, Wastewater and Stormwater reticulation). The certificates shall be in the format of the QLDC's Land Development and Subdivision Code of Practice Schedule 1A Certificate.

Landscape Design

22. The consent holder shall provide detailed landscape plans and design specifications to be certified by the Queenstown Lakes District Council's Parks & Reserves Planning Manager, in accordance with the Landscape Report prepared by Reset Urban, dated 22 November 2024. At a minimum, this information must include landscape design drawings, specifications and maintenance requirements, including:

    a) All works shall meet Part 7: Landscape of QLDC's Land Development and Subdivision Code of Practice adopted on 20th October 2020 and subsequent amendments to that document up to the date of issue of any resource consent.

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

    b) Resolution of pedestrian safety concerns at the rear of the car parking building, where it adjoins Deering Street.

    Note: This safety concern was identified in the Urban Design Assessment submitted with the application, prepared by Reset Urban, dated 26th November 2024.

    c) Details of all hard and soft landscaping elements including all exterior lighting, stormwater management elements including soft drainage forms and soakage areas, signage, rubbish disposal, and outdoor storage facilities, etc.

    d) Details of landscape trees and plants that includes the species, size and location.

    e) Irrigation plan showing how trees are to be irrigated.

    f) Detail of any stormwater soak pits/detention, rain gardens, bioswales, and regenerative treatments, including planting and maintenance.

    g) A landscape maintenance plan (report) and related drawings and specifications for the finalised landscape design.

23. Within the first planting season of the completion of development, the consent holder shall implement:

a. The landscape design which has been approved by the QLDC in Condition 22 in respect of the development of the first stage of the development; and
b. Thereafter retain and maintain this landscape (planting, footpaths, furniture, bike storage facilities) in perpetuity to the satisfaction of the QLDC in accordance with the maintenance plans approved under Condition 22.

Acoustic

24. Emergency or rescue helicopter use may occur to the hospital helicopter landing area whenever required as part of emergency, rescue, healthcare operation, or as part of any necessary training operations associated with these uses.

25. No noise limits or any restrictions on helicopter use apply to the above activity.

Advice note: The consent holder shall be aware of the helicopter noise effects on the current and future land uses and shall agree with all helicopter operators how noise effects can be minimised without compromising safety or efficient operation of the landing area.

26. A helicopter noise management plan shall be developed by the consent holder. This shall detail:
    a) The recommended flight paths into and out of the hospital under typical wind conditions. These shall be chosen to minimise noise effects on noise sensitive receivers and updated as the surrounding area develops.
    b) Nominated personnel within the hospital organisation and within helicopter operation organisations / trusts who are responsible for helicopter operations.
    c) Complaints and community liaison measures that will be used to consider and resolve community concern about helicopter noise.
    d) Processes for reviewing and revising the helicopter noise management plan in the future.
    e) Any other matters required to practically reduce noise effects on the surrounding area.

27. The helicopter noise management plan shall be provided to Council prior to the first flight occurring to the hospital. The helicopter noise management plan shall also be provided to any helicopter operators who can reasonably be expected to land and depart from the hospital in the future.

Lighting

28. Prior to construction, the consent holder shall provide a lighting plan prepared by a suitably qualified lighting specialist in accordance with Council's lighting policies and standards, including road lighting, and the Southern Light strategy and shall be submitted to Council for approval. This plan shall include proposed locations, lux levels and types of lighting (i.e. manufacturer's specifications once a lighting style has been determined). The lighting plan shall demonstrate that all lighting complies with the relevant QLDC Proposed District Plan lighting standards and to avoid any light spill onto neighbouring properties. It shall also incorporate Crime Prevention Through

Environmental Design (CPTED) principals. All lighting shall be privately maintained and isolated from the Council's lighting network circuits.

29. The Lighting Plan certified by the QLDC shall be implemented as part of the construction of the development and maintained thereafter.

Lapse Date

30. The consent shall lapse ten years after the decision is issued.

Advice Notes

Accidental Discovery Protocol

1. *If the consent holder:*
    a) *discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder shall without delay:*
        i) *notify Council, Tangata whenua and Heritage New Zealand Pouhere Taonga and in the case of skeletal remains, the New Zealand Police.*
        ii) *stop work within the immediate vicinity of the discovery (a minimum of 20m) to allow a site inspection by the Heritage New Zealand Pouhere Taonga and the appropriate runanga and their advisors, who shall determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.*

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

    b) *does not have an archaeological authority from Heritage New Zealand Pouhere Taonga and discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder shall without delay:*
        i) *stop work within the immediate vicinity of the discovery or disturbance and;*
        ii) *advise Council, the Heritage New Zealand Pouhere Taonga and in the case of Maori features or materials, the Tangata whenua and if required, shall make an application for an Archaeological Authority pursuant to the New Zealand Pouhere Taonga Act 2014 and;*
        iii) *arrange for a suitably qualified archaeologist to undertake a survey of the site.*

    Site work may only recommence following consultation with Council and Council's approval to recommence has been given.

2. *Earthworks - Prior approval via a Connection to Council Services for a Temporary Water Take is required if Council's water supply is to be utilised for dust suppression during earthworks. This shall include the use of a backflow prevention device to prevent contamination of Council's potable water supply.*

Aukaha
KIA KAHA, AU KAHA

Aukaha ref. TAI5577 (alias J005577)

5 DECEMBER 2024

ROA Solutions Group
PO Box 582
WĀNAKA 9343

Attention: Jo Fyfe (Chief Operating Officer)
Via email: <jo@roa.nz>

Tēnā koe,

Resource Consent Application: ROA Solutions Group – To develop a master-planned health precinct, including a private hospital, allied health services, a helicopter landing area, EV-charger carpark, and ancillary retail and hospitality, at Sir Tim Wallis Drive, Three Parks, Wānaka.

Te Rūnanga o Ōtākou, Kāti Huirapa Rūnaka ki Puketeraki, Hokonui Rūnanga, and Te Rūnanga o Moeraki ('**Kā Rūnaka**') understand that ROA Solutions Group ('**the Applicant**') is applying to Queenstown Lakes District Council ('**QLDC**') for resource consents to develop a master-planned health precinct, including a private hospital, allied health services, a helicopter landing area, EV-charger carpark, and ancillary retail and hospitality, at Sir Tim Wallis Drive, Three Parks, Wānaka.

The activities proposed in the application occur in the wāhi tūpuna landscape of Wānaka, including areas mapped as Wāhi Tūpuna under the QLDC Proposed District Plan:

- Take Kārara (central Wānaka area) – ID 10a.
- Wānaka (Lake Wānaka) – ID 34.
- Ōrau (Cardrona River) – ID 11.

The subject site is located in the wider catchment of Wānaka (Lake Wānaka), which is conferred status as a Statutory Acknowledgement under the Ngāi Tahu Claims Settlement Act 1998.

It is noted that the Applicant has engaged Mana Ahurea to undertake a co-design process for the urban realm of the master-planned health precinct.[1] The engagement with Mana Ahurea is included in the application package via incorporation in the Landscape Report and Urban Design Assessment (Appendix 10 to application, Reset Urban Design Ltd).

[1] Mana Ahurea is the pou of Aukaha (1997) Ltd that facilitate engagement with mana whenua on projects related to cultural design integration and cultural narrative.

The Affected Parties – Kāi Tahu Papatipu Rūnaka

Aukaha writes this letter on behalf of Te Rūnanga o Ōtākou, Kāti Huirapa Rūnaka ki Puketeraki, Hokonui Rūnanga, and Te Rūnanga o Moeraki, four of the kaitiaki rūnaka whose takiwā includes the subject site and the landscape in which it is situated.

Kā Rūnaka share an area of interest in the inland roto and mauka with Kāi Tahu papatipu rūnaka within Otago, and with those papatipu rūnaka located beyond the boundaries of the Otago region. Kā Rūnaka represent hapū who uphold the mana of the whenua in this district, and interests in the inland lakes and mountains and along the Mata-au are shared with Ngāi Tahu ki Murihiku.

Representatives for Kā Rūnaka have received and provided direction on the present application.

Decision

Kā Rūnaka consider that the application has addressed potential cultural concerns related to stormwater and wastewater management, that may be posed by developing a health precinct in Wānaka Three Parks.

It is the position of Kāi Tahu that activities should be discouraged that increase the silt loading in waterways or reaches of waterways.[2] The Permeability Strategy (refer Landscape Report and Urban Design Assessment) integrates natural drainage features such as bioswales, rain gardens, and permeable paving as "soft" engineering solutions to manage stormwater throughout the design of the precinct. These design proposals are supported by Kā Rūnaka as methods to promote soakage to ground, and prevent floodwaters and stormwater runoffs discharging to Lake Wānaka.

A priority for Kāi Tahu is the protection of significant cultural landscapes from inappropriate use and development.[3] Kāi Tahu aspirations for the management of wāhi tūpuna are set out in the *Kāi Tahu ki Otago Natural Resource Management Plan 2005* with relevant provisions set out in the **Enclosure**.

Overall, Kā Rūnaka **neither support nor oppose** the health precinct proposal described above.

This reply is specific to the above proposal and any changes will require further consultation with Kā Rūnaka.

I have the authority to sign on behalf of Te Rūnanga o Ōtākou, Kāti Huirapa Rūnaka ki Puketeraki, Hokonui Rūnanga, and Te Rūnanga o Moeraki.

Nāku noa, nā

Dr Kate Timms-Dean
General Manager
Mana Taiao

CC: Te Rūnanga o Ōtākou; Kāti Huirapa Rūnaka ki Puketeraki; Hokonui Rūnanga; Te Rūnanga o Moeraki

Encl. (1)

[2] Policy 10.2.3.5.
[3] *Kāi Tahu ki Otago Natural Resource Management Plan 2005* – Cultural Landscapes Objectives, section [5.6.3].

Aukaha (1997) Limited
Level 2, 266 Hanover Street, Dunedin Central, Dunedin, 9016, New Zealand
03 477 0071 | consents@aukaha.co.nz | www.aukaha.co.nz

Enclosure: Provisions of the *Kāi Tahu ki Otago Natural Resource Management Plan 2005*

The following Issues/Objectives/Policies of the *Kāi Tahu ki Otago Natural Resource Management Plan 2005* are seen as relevant to the above proposal.

Chp. 5: Otago Region | Te Rohe o Otago

[5.2] – Overall Objectives include**:**

i. The rakātirataka and kaitiakitaka of Kāi Tahu ki Otago is recognised and supported.
ii. Ki Uta Ki Tai management of natural resources is adopted within the Otago region.
iii. The mana of Kāi Tahu ki Otago is upheld through the management of natural, physical, and historic resources in the Otago Region.
iv. Kāi Tahu ki Otago have effective participation in all resource management activities within the Otago Region.

[5.3.2] Wai Māori General Issues include:

Land Management and Use *including*:

- Vegetation clearance and afforestation that affects the water retention capacity of land.
- Draining of wetlands.
- Lack of proper riparian management throughout an entire catchment.
- Sedimentation from land use and development.
- Accidental discovery of cultural materials or sites from changed land use

[5.3.3] Wai Māori General Objectives include**:**

i. The spiritual and cultural significance of water to Kāi Tahu ki Otago is recognised in all water management.
ii. The waters of the Otago Catchment are healthy and support Kāi Tahu ki Otago customs.

[5.3.4] Wai Māori General Policies include:

***Land Use and Management*:**

54. To promote land use that suits the type of land and climatic conditions.

56. To oppose the draining of wetlands. All wetlands are to be protected.

58. To promote integrated riparian management throughout entire catchments.

[5.4.3] Wāhi Tapu Objectives:

i. All wāhi tapu are protected from inappropriate activities.
ii. Kāi Tahu ki Otago have access to wāhi tapu.
iii. Wāhi tapu throughout the Otago region are protected in a culturally appropriate manner

[5.4.4] Wāhi Tapu General Policies include:

1. To require consultation with Kāi Tahu ki Otago for activities that have the potential to affect wāhi tapu.

Earth Disturbance

4. To require that a Kāi Tahu ki Otago mandated archaeologist survey an area before any earth disturbance work commences.
5. To promote the use of Accidental Discovery Protocols for any earth disturbance work.
6. To require all Māori archaeological finds to remain the cultural property of Kāi Tahu ki Otago.

[5.5.3] Mahika Kai and Biodiversity Objectives include:

i. Habitats and the wider needs of mahika kai, taoka species and other species of importance to Kāi Tahu ki Otago are protected.
ii. Mahika kai resources are healthy and abundant within the Otago Region.
v. Indigenous plant and animal communities and the ecological processes that ensure their survival are recognised and protected to restore and improve indigenous biodiversity within the Otago Region.
vi. To restore and enhance biodiversity with particular attention to fruiting trees so as to facilitate and encourage sustainable native bird populations.
ix. To create a network of linked ecosystems for the retention of and sustainable utilisation by native flora and fauna.

[5.5.4] Mahika Kai and Biodiversity General Policies include:

1. To promote catchment-based management programmes and models, such as Ki Uta Ki Tai.
7. To require that all assessments of effects on the environment include an assessment of the impacts of the proposed activity on mahika kai.
12. To protect and enhance existing wetlands, support the reinstatement of wetlands and promote assistance for landowners for fencing-off wetlands.

[5.6.3] Cultural Landscapes Objectives

i. The relationship that Kāi Tahu ki Otago have with land is recognised in all resource management activities and decisions.
ii. The protection of significant cultural landscapes from inappropriate use and development.
iii. The cultural landscape that reflects the long association of Kāi Tahu ki Otago resource use within the Otago region is maintained and enhanced.

[5.6.4] Cultural Landscapes General Policies

1. To identify and protect the full range of landscape features of significance to Kāi Tahu ki Otago.

Earth Disturbance

19. To require all earthworks, excavation, filling or the disposal of excavated material to:
    i. Avoid adverse impacts on significant natural landforms and areas of indigenous vegetation;
    ii. Avoid, remedy, or mitigate soil instability; and accelerated erosion;
    iii. Mitigate all adverse effects.

Chp. 10: Clutha/Mata-au Catchments

[10.2.2] Wai Māori Issues in the Clutha/Mata-au Catchment include:

- Lack of reticulated community sewerage schemes.
- Existing sewage schemes are not effectively treating the waste and do not have the capacity to cope with the expanding population.

[10.2.3] Wai Māori Policies in the Clutha/Mata-au Catchment include:

Sediment and Siltation *include****:***

5. To discourage activities that increases the silt loading in waterways or reaches of waterways.

Land use:

9. To encourage the adoption of sound environmental practices, adopted where land use intensification occurs.
10. To promote sustainable land use in the Clutha/Mata-au Catchment.
11. To encourage all consents related to subdivision and lifestyle blocks are applied for at the same time including, land use consents, water consents, and discharge consents.
12. To require reticulated community sewerage schemes that have the capacity to accommodate future population growth.

[10.5.2] Cultural Landscapes Issues in the Clutha/Mata-au Catchment include:

- Modifications throughout the catchment have resulted in a disassociation between the landscape, the stories and place names.
- Land use intensification, particularly dairying and horticulture, have impacted on the cultural landscapes in the Clutha/Mata-au Catchment.
- Limited recognition of cultural landscapes and Kā Papatipu Rūnaka interests and values in the landscape.
- The encroachment of subdivisions, lifestyle farms and infrastructure up the sides of mauka.
- Cumulative effects of subdivisions.