Application for a resource consent - Form 9

APP261186158

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Date and Time Created	11/06/2026 10:30
Submitted to Council	11/06/2026 10:37

To cross reference Datacom with MAGIQ please click Here. to add the Resource Consent number.

Property Details

Property Address	7 Mead Avenue, Cromwell
Record of Title Number	828241
Legal Description(s) of the specific parcels that the resource consent application is for	Lot 5 DP 20490

Property Details

Property Address	9 Mead Avenue, Cromwell
Record of Title Number	828242
Legal Description(s) of the specific parcels that the resource consent application is for	Lot 6 DP 20490

What is your role in this application?	Agent acting on behalf of the applicant

Agent details

An agent acts on behalf of the applicant in the submission and processing of the application.

Organisation	JPW Consulting Ltd
First name	Jake
Last name	Woodward
Phone number	0223158370
Email address	jake@jakewoodward.co.nz

Note that the applicant will also receive a copy of all correspondence.

Postal address:	PO Box 190, Cromwell 9342
Confirm that you have approval to act on behalf of the applicant	Yes

The applicant is the person(s) or organisation making the application.

Applicant details

Is this applicant an individual or an organisation?	Business / organisation
Organisation	Pisa Villas Limited t/a Whaka Projects Limited

Contact Person

First name	Kirk
Last name	Pullar
Phone number	0273041691
Email address	kirk@whakaprojects.co.nz
Postal address:	23 Robertson Street, Frankton, Queenstown 9300

Authority to apply on behalf

Confirm that the applicant is authorised to apply on behalf of the organisation Yes

Invoicing

Who is paying the invoice? Applicant

DETAILS

Activity or works proposed

Application type Land use consent

Short description of your proposal This application seeks resource consent to allow traveller's accommodation to occur from 32 consented town house units at 7-9 Mead Avenue, Cromwell. Land use consent sought for parking shortfall.

Provide a detailed description in the Assessment of Environmental Effects (AEE) or other document.

Assessment of Environmental Effects (AEE)

An application cannot be accepted for processing by the Council under Section 88 of the Resource Management Act 1991, without an Assessment of Environmental Effects (AEE).

Refer to the guidelines for Assessment of Environmental Effects.

JW25091 - Pisa Villas Limited - VA - AEE - FINAL.pdf (1 mb)

Assessment of the activity

You may need to provide an assessment of the activity against the following provisions:

- **The matters set out in Schedule 4 of the Resource Management Act 1991.**
- **Any relevant objectives, policies, or rules in a document.**
- **Any relevant requirements, conditions, or permissions in any rules in a document.**
- **Any other relevant requirements in a document (e.g. in a national environmental standard or other regulation).**

Please do not load the same document that you loaded for AEE above

Other activities

Other applications

Are you required to apply for any other resource consents for this project? No

Is this project related to a building consent? No

Pre-application information

Have you discussed this proposal with Council staff prior to this application? No prior discussion

Site visit requirements

Who is the site contact?	Applicant

Affected party approvals

All affected property owners, including trustees where properties are held in a trust, must sign written approval forms AND a copy of your plans.

- **If an affected party does not give approval to your proposal this may impact on the way that the application is processed.**
- **Council's duty planner can provide you with advice on which parties may be affected by your proposal.**

Download an affected party approval template form.

Do you need affected party approval?	No
Reason	Refer AEE

National Environmental Standard – Contaminated Soil (NES-CS)

National Environmental Standard – Contaminated Soil - option selected	A review has been undertaken of District and Regional Council records and no records have been found suggesting an activity on the HAIL has taken place on the piece of land which is subject to this application. NOTE: depending on the scale and nature of your proposal you may be required to provide details of the records reviewed and the details found.

Fast-Track Processing

Under section 87AAC a controlled activity or deemed permitted boundary activity may be eligible for fast-track processing. **Please select one:**	I opt out of the fast-track consent process

Public Notification

Please confirm whether you request public notification for this application. **If you choose "Yes" - Please note a "notified to formal hearing" deposit fee is payable. Please refer to Council's current Fees and Charges on our website.**	No

LIST OF FILES

JW25091 - Pisa Villas Limited - VA - AEE - FINAL.pdf (1 mb)

Appendix [B] - Consent Plans and Underlying RC.pdf (2 mb)

Appendix [E] - Transport Assessment and RC260018 Peer Review.pdf (5 mb)

Appendix [D] - GBK Consulting Accommodation Report.pdf (193 kb)

Appendix [A] - RT 828241.pdf (217 kb)

Appendix [A] - RT828242.pdf (217 kb)

ASSESSMENT OF ENVIRONMENTAL EFFECTS

7 and 9 Mead Avenue, Cromwell

Pisa Villas Limited t/a Whaka Projects Limited

Our Reference: JW25091

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Appendix [A] Record of Titles

Appendix [B] Consented Plans (and Decision)

Appendix [C] Operational Management Plan

Appendix [D] GBK Consulting Report

Appendix [E] Transport Assessment and RC260018 Peer Review

1 THE APPLICANT AND PROPERTY DETAILS

Client	Pisa Villas Limited t/a Whaka Projects Ltd
Address for service	JPW Consulting Limited Jake Woodward jake@jakewoodward.co.nz 022 315 8370
Property Address	7 and 9 Mead Avenue, Cromwell
Project Description	Land use consent under the Medium Density Residential Zone for traveller's accommodation
Our Reference	JW25091
Date	11 June 2026
Version	1

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2 EXECUTIVE SUMMARY

This application seeks resource consent to allow traveller's accommodation to occur from 32 consented town house units at 7-9 Mead Avenue, Cromwell

The proposal provides 32 accommodation units and 33 on-site car parking spaces, resulting in a numerical shortfall when assessed against the District Plan parking standards.

The Operational Management Plan (OMP) imposes a range of restrictions that significantly reduce parking demand, including limiting each unit to a single party at any one time, restricting occupancy to two persons per bedroom, prohibiting concurrent residential and traveller accommodation use within the same unit, and allocating one dedicated parking space to each unit. As a result, it is unlikely that individual units will regularly generate demand for more than one vehicle.

The assessment also recognises that short-term accommodation demand is inherently seasonal and that occupancy levels are typically well below maximum theoretical capacity. Available market data indicates that Airbnb-style accommodation within Cromwell experiences average annual occupancy rates substantially below full occupancy, meaning peak parking demand scenarios are expected to occur infrequently.

Potential effects associated with parking overspill were independently assessed by Traffic Planning Consultants Ltd. The transportation assessment concludes that Mead Avenue and the surrounding road network have sufficient on-street parking capacity to accommodate any occasional overspill demand. The site is also well connected to pedestrian and cycling networks and includes on-site bicycle parking, reducing reliance on private vehicle travel.

While a technical non-compliance with the parking standards exists, the evidence indicates that actual parking demand will be significantly lower than the demand assumed by the District Plan provisions. Any overspill parking is expected to be sporadic, capable of being accommodated within the surrounding transport network, and unlikely to adversely affect road safety, traffic efficiency, emergency vehicle access, or neighbourhood amenity.

Overall, it is concluded that the parking shortfall will result in no more than minor adverse effects and does not give rise to transportation or amenity effects that would warrant declining consent.

Where relevant, the proposal is considered to be broadly consistent with the objectives and policies framework of the Central Otago District Plan. The proposal is consistent with the outcomes sought under Part 2 of the Resource Management Act 1991.

3 SITE DESCRIPTION

3.1 SITE DESCRIPTION

The sites subject to this application are located at 7 and 9 Mead Avenue, Cromwell. The properties are legally described as Lot 5 DP 20490 and Lot 6 DP 20490 respectively. A copy of the Record of Title is attached in **Appendix [A].**

Together, the sites have a combined area of 3,882m^2.

The sites are currently vacant. Topography-wise, the sites are relatively flat, and clear of vegetation.

An aerial image of the subject site is included in Figure 1 below for contextual purposes:



Figure 1: Aerial image of the subject site and surrounds (Image Source: CODC GIS).

The surrounding environment is somewhat varied in terms of land uses.

To the immediate north and west of the site, the predominant land use is that of motels and other accommodation units (essentially traveller's accommodation).

A small gated residential community consisting of 10 units characterises the property adjoining the southern boundary.

The town centre of Cromwell is located to the west of the site (within a radius of less than 200 metres).

To the immediate east, the site adjoins a Council reserve, which provides separation from the Cromwell Golf Course.

4 RESOURCE MANAGEMENT BACKGROUND

4.1 RESOURCE CONSENT HISTORY OVERVIEW

4.1.1 RC180028

Following a review of Council's record, it appears the site was subject to RC180028 which was a request under Section 226 of the Resource Management Act 1991 to de-amalgamate the subject site, which was held with 3 Mead Avenue. The de-amalgamation was subsequently approved by Council on 16 February 2018 and separate Records of Titles were consequentially approved (of which I have attached in **Appendix [A]**).

4.1.2 RC260018

Approved on 26 May 2026, resource consent was issued for a Comprehensive Residential Development of the site, comprised of 32 town housing units. The consent authorised a mix of two and three-bedroom typologies across the site. In addition, subdivision consent was also approved to unit title the development. Land use consent was authorised for earthworks.

An extract of the approved site plan is as follows:



Figure 2:Extract of approved site plan from RC260018.

4.1.3 RM.26.146

Approved on 28 April 2026, resource consent was approved by Otago Regional Council to undertake earthworks and discharge sediment to land in a manner that it may enter water for the purpose of enabling the 32-unit development. Specifically, the earthworks necessary to enable the development are proposed to be in the order of 3,882m2 and 1,110m3. The application was supported by an Environmental Management Plan. An extract of the approved Sediment and Erosion Control plan is as follows:



Figure 3: Extract of approved sediment and erosion control plan detailing extent of proposed cut and fill.

5 PROPOSAL

5.1 OVERVIEW

Resource consent was sought and approved under RC260018 to undertake a comprehensive residential development of the properties at 7 and 9 Mead Avenue, Cromwell. This consent authorised the provision of 32 townhouses.

In addition to the Comprehensive Residential Development, resource consent was also sought to enable the short-term letting of the individual units by way of traveller's accommodation. Due to concerns raised during the processing of RC260018 in relation to parking demand for the traveller's accommodation, the decision was made to remove the traveller accommodation component from RC260018, and seek separate resource consent following approval of the Comprehensive Residential Development. As such, this application simply seeks to enable traveller's accommodation use of the now consented 32 units.

The consented plans are re-attached in **Appendix [B].**

5.1.1 Traveller's accommodation

The applicant seeks land use consent to enable the use of each of the units for short-term accommodation. This arrangement provides future owners flexibility and investment, in terms of whether they choose to reside in the unit full time, rent the units on a long term basis, or operate in a short-term capacity.

An operational management plan is attached in **Appendix [C]** which stipulates controls around the operation use of the units for short term accommodation including:

- *There shall be no more than two persons per bedroom;*
- *No more than one party/group per unit at any one time;*
- *All guests shall be restricted from using the private and outdoor living areas between the hours of 10pm and 7am.*
- *All guests shall park in the designated parking space assigned to the unit.*
- *All guests shall ensure waste is disposed of at the designated refuse collection site.*
- *All complaints are to be directed to the Body Corp and shall be promptly dealt with in accordance with the Body Corp rules.*

5.1.2 Access and parking

Access to the proposed development will be via a new, centralised crossing point located mid-way along the Mead Avenue frontage which was assessed and approved as part of RC260018.

All parking will be located within the interior of the development and consist of 33 spaces. The carpark will be constructed in accordance with the following condition imposed under RC260018.

> *The proposed private parking area to serve the subdivision must be constructed in accordance with the following:*
>
> - *Standard concrete or 40mm depth asphaltic carriageway.*
> - *For stormwater management, standard kerb and channel at the edge of the parking area over minimum 75mm compacted depth AP40 metal. Alternatively, centre dish channel and nib-kerbs, or other suitable edgebreak protection.*
> - *Final design layout to be determined at time of Engineering Acceptance to the satisfaction of Council's Infrastructure Manager.*
> - *4% crossfall.*
> - *A minimum Subgrade CBR >7*
> - *Metal depths to NZS4404:2004 and Council's July 2008 Addendum standards Landscaping strip(s) in accordance with CODC District Plan section 12.7.2.g-h.*

6 STATUTORY CONSIDERATIONS

6.1 CENTRAL OTAGO DISTRICT PLAN

The site is subject to the provisions of the Central Otago District Plan (District Plan). Specifically, the site is subject to the following Zone and Overlay as detailed on the Planning Maps:

- The site is zoned **Medium Density Residential Zone**;
- The site is subject to **SA101** which relates to Scheduled Activities for traveller's accommodation.
- The site is adjacent to **D84** which affects the adjoining Council reserve to the east. This is a designation reference which is for "Accessway Purposes". This designation does not directly affect the subject site.

An extract of Council's District Planning map is as follows:



Figure 4: Extract of CODC GIS detailing District Plan zoning and overlay.

6.1.1 Medium Density Residential Chapter

An assessment of the proposal against the MRZ provisions are as follows:

Table 1: Assessment of MRZ Rules.

Standard	Requirement	Compliance
MRZ-R1	**Residential units Where:**	**n/a**

	1. There are no more than two residential units per site.	
MRZ-R2	Comprehensive Residential Development	**Consented under RC260018**
MRZ-R3	Minor Residential Units **Where:** 1. There is a maximum of one minor residential unit per principal unit on any site; 2. The maximum floor area of the minor residential unit is 70m^2 or 90m^2 including a garage; and 3. The minor residential unit shall use the same servicing connections and accessway as the principal residential unit.	**n/a** The site is not located in a Heritage Precinct.
MRZ-R4	Relocated buildings	**n/a**
MRZ-R5	Accessory buildings and structures	**n/a**
MRZ-R6	Additions and alterations to existing non-residential buildings	**n/a**
MRZ-R7	Residential activity	**Complies**
MRZ-R8	Visitor accommodation **Where:** 1. The visitor accommodation is undertaken within a residential unit or minor residential unit; 2. In addition to the visitor accommodation activity, at least one person resides permanently on the site; and 3. The maximum occupancy is 6 guests per night	**Does not comply.**
MRZ-R9	Home Business	**n/a**
MRZ-R10	Childcare services	**n/a**
MRZ-R11	Signs	**n/a**
MRZ-R12	Excavation and fill **Where:** 1. Any extraction or fill of material shall not exceed 1m in depth within 2m of any site boundary; and 2. The maximum volume of land excavated within any site in any 12-month period does not exceed 200m^3 per site, excluding excavation required for construction of a building for which a building consent has been issued.	**Consented under RC260018**
MRZ-R13	Convenience retail activities	**n/a**
MRZ-R14	Retirement villages	**n/a**
MRZ-R15	Community Facilities and Education Facilities	**n/a**
MRZ-R16	Any activity not otherwise listed	**n/a**
MRZ-R17	Industrial Activities	**n/a**
MRZ-R18	Large Format Retailing	**n/a**
MRZ-R19	Noxious activities	**n/a**
MRZ-R20	Buildings on Land Subject to Natural Hazards	**n/a**
MRZ-R21	Scheduled Activity 25A identified in Clause 19.3.2 of Schedule 19.3 and identified as a scheduled activity on the planning maps.	**n/a**

Assessment of MRZ Standards.

Rule	Description	Compliance
MRZ-S1	1. Where the residential unit is connected to a reticulated sewerage system, the minimum site area per unit is 200m^2.	**n/a.** RC260018 authorises the development of the site for 32 units via the Comprehensive Residential

	2. Where the residential unit is not connected to a reticulated sewerage system, the minimum site area per unit is 800m^2.	Development pathway under Rule MRZ-R2.
MRZ-S2	Height 1. The maximum height of buildings and structures must not exceed: a. 11m measured from ground level to the highest part of the building or structure; and b. 3 storeys.	**n/a.** RC260018 authorises the development of the site for 32 units via the Comprehensive Residential Development pathway under Rule MRZ-R2.
MRZ-S3	Height in relation to boundary 1. Buildings must be contained within a building envelope defined by the recession plane angles set out in Schedule 1 to the Residential Zone chapter, from points 3.5m above ground level at the boundaries of the site; or from points 2.5m above ground level along boundaries that adjoin the Low Density Residential Zone or Large Lot Residential Zone. 2. MRZ-S3.1 does not apply to: • A boundary with a road or a shared access more than 3m in width. • Common walls along a site boundary • Eaves inclusive of gutters with a maximum depth of 20cm measured vertically. • Antennas, aerials, satellite dishes (less than 1m in diameter). • Solar panels which do not project beyond the building envelope by more than 0.5m. • Chimney structures not exceeding 1.1m in width provided these do not project beyond the building envelope by more than 1m. • A gable end, dormer or roof where that portion projecting beyond the building envelope is no greater than 1.5m2 in area and no greater than 1m in height. • Internal boundaries within a retirement village. • Hose drying towers.	**n/a.** RC260018 authorises the development of the site for 32 units via the Comprehensive Residential Development pathway under Rule MRZ-R2.
MRZ-S4	Building coverage of 45%	**n/a.** RC260018 authorises the development of the site for 32 units via the Comprehensive Residential Development pathway under Rule MRZ-R2.
MRZ-S5	Setback from road boundaries	**n/a.**

	Any building or structure shall be setback a minimum of 2m from a boundary with a road, except that this shall not apply to an uncovered deck less than 1m in height.	RC260018 authorises the development of the site for 32 units via the Comprehensive Residential Development pathway under Rule MRZ-R2.
MRZ-S6	Setback from internal boundaries Any building or structure shall be setback a minimum of: 1. 1m from any internal boundary; 2. 15m from any property boundary which is adjacent to the margin of any lake.	**n/a.** RC260018 authorises the development of the site for 32 units via the Comprehensive Residential Development pathway under Rule MRZ-R2.
MRZ-S7	Outdoor living space Each residential unit must have an exclusive outdoor living space: 1. for units with common living space at ground floor level, of at least 30m^2 with a minimum width of 4m; and 2. for units with a living space located entirely above the ground floor level, that comprises a balcony of at least 8m^2, with a minimum width of 1.5m; and 3. located on the north, west or east side of the residential unit.	**n/a.** RC260018 authorises the development of the site for 32 units via the Comprehensive Residential Development pathway under Rule MRZ-R2.
MRZ-S8	At least 25% of the net site area of any site shall be planted in grass, trees, shrubs or other vegetation.	**n/a.** RC260018 authorises the development of the site for 32 units via the Comprehensive Residential Development pathway under Rule MRZ-R2.
MRZ-S9	Each residential unit must have an outdoor or indoor service space of at least 2.5m^2 with a minimum width of 1.5m available for use for the storage of waste and recycling bins provided either individually or within a communal space for multiple units.	**n/a.** RC260018 authorises the development of the site for 32 units via the Comprehensive Residential Development pathway under Rule MRZ-R2.
MRZ-S10	Each residential unit must provide the following minimum outlook spaces: For a principal living room, 4m in depth and 4m in width; and all other habitable rooms, 1m in depth and 1m in width.	**n/a.** RC260018 authorises the development of the site for 32 units via the Comprehensive Residential Development pathway under Rule MRZ-R2.
MRZ-S11	Fencing The maximum height of any fence along a road boundary shall be: 1. 1.2m, where less than 50% of the fence structure is visually transparent; or 2. 1.8m, where a minimum of 50% of the fence structure is visually transparent.	**n/a.** RC260018 authorises the development of the site for 32 units via the Comprehensive Residential Development pathway under Rule MRZ-R2.
MRZ-S12	Habitable rooms	**n/a.**

	Any residential unit must have a habitable room located at ground floor level, unless the unit (excluding access to it) is located entirely above the ground floor level.	RC260018 authorises the development of the site for 32 units via the Comprehensive Residential Development pathway under Rule MRZ-R2.
MRZ-S13	Car parking The following minimum carpark spaces shall be provided on the site: 4. One carpark space per residential unit; and 5. Where the activity is a home business, one additional carpark space; and 6. Where the activity is visitor accommodation, one additional carpark space; and 7. Where the activity is a childcare service, one additional carpark space.	**Does not comply.** Each unit is afforded one carpark each. However, the provision of a traveller's accommodation consent means that one additional carpark is required per unit.

Based on the above, the proposal requires consideration for the following:

- A **discretionary activity** resource consent pursuant to Rule MRZ-R8 for visitor accommodation not complying with Rules MRZ-R.1, R8.2 or R8.3.

- MRZ-S13 in relation to carparking. While one carpark is provided per unit, each unit also requires an additional carparking space as it relates to visitor accommodation.

6.1.2 Transport Chapter

As assessment of the transport chapter is as follows (adapted from the TPC transport assessment):

Table 2: Assessment of Transport Rules.

Standard	Requirement	Compliance
12.7.1 (i) Construction and Maintenance	Sets out the construction and maintenance requirements for all vehicular accesses from a road.	**Complies.** The accessway will be able to be used in all weather conditions, have no adverse impact upon road drainage systems and ensure stormwater and detritus do not migrate on to the road – complies The accessway will intersect with the property boundary within 15 degrees of a right angle – complies
12.7.1 (ii) Sight Distances	Sets out the minimum sight distances required from vehicle accesses	**Complies.** Sight distances of at least 50 metres will be available in both directions onto Mead Avenue from the vehicle access
12.7.1 (vii)	Sets out the design and construction	Complies.

Access to Urban Local Roads	Requirements	The accessway will be sealed where the adjacent road carriageway (Mead Avenue) is sealed
12.7.2 (i) Parking	Sets out the number of parking spaces for new developments, and the size of parking spaces.	**Does not comply.** While each unit includes at least one carpark (and therefore complies), traveller's accommodation requires one additional space. This is not provided.
12.7.2 (ii) Access Requirements	Sets out the construction and safety requirements for parking areas.	**Complies.** The access serving 35 parking spaces will be formed and sealed – complies The accessway will be designed such that vehicles entering and exiting the site will be via the vehicle access and vehicle crossing proposed only – complies The parking area and turning spaces will allow users associated with the parking spaces to enter and exit in a forward direction, demonstrated by vehicle tracking at Attachment 1 – complies It is understood that where an area of the parking area cannot be used for parking, it is used for landscaping – complies It is understood 1.5metre high fencing will be provided on the site boundary adjacent to the parking areas, and reduced at the road boundary – complies A queueing space of some 20.0 metres is proposed for the access (minimum of 6.0 metres required where serving 20-100 car parks) – complies It is understood lighting will be designed to avoid adverse effects on adjoining properties or roads – complies
12.7.3 (i) Loading and Manoeuvring	Sets out the servicing requirements.	**Not applicable.** No loading facilities are proposed, where none are required
16.7.4 Access Widths – Urban	Sets out the minimum access requirements within urban areas.	**Complies.** Residential lots do not include vehicular

		access points, and access/parking areas are separate
16.7.6 Access Gradients	Sets out the maximum requirements for private accessways and roads.	**Complies.** The accessway will have grades no greater than 1 in 5 (20%)

Based on the above, the proposal does not comply with Rule 12.7.2(i) in relation to parking spaces. Consideration is therefore required as a **discretionary (restricted) activity** pursuant to Rule 12.7.2.iii.

6.2 NATIONAL ENVIRONMENTAL STANDARD

Following a review of the Council's property records, there are no known activities that are listed that may have potentially resulted in contamination. The site has remained vacant since it was first established. As such, the *National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health* (NESCS) is considered not applicable in this case.

6.3 OVERALL ACTIVITY STATUS

Overall, the proposal requires the following consents:

- A **discretionary activity** resource consent pursuant to Rule MRZ-R8 for visitor accommodation not complying with Rules MRZ-R.1, R8.2 or R8.3.

- A **discretionary (restricted) activity** pursuant to Rule MRZ-S13 for carparking whereby one addition carpark is required for visitor accommodation.

- A **discretionary (restricted) activity** pursuant to Rule 12.7.2.iii as the proposal does not comply with Rule 12.7.2(i) in relation to parking spaces.

Overall, the proposal is assessed as a **discretionary activity.**

7 PERMITTED BASELINE

7.1 PERMITTED BASELINE

The consent authority may disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect.

As detailed above, the site subject to this application sits within the Medium Density Residential Zone and is also subject to Scheduled Activities overlay SA101.

In the MRZ, buildings are permitted subject to compliance with the relevant bulk and location standards for the Zone. This includes consideration of the permitted density being two units per site, at a density of one unit per 200m^2, and one residential flat. In this scenario, as the

site is comprised of two Titles, it is permitted to build a total of four units and associated residential flats on the property without resource consent.

The National Environmental Standard for MHU also permits one 70m^2 minor household unit per principal unit.

In terms of traveller's accommodation, the site is subject to a Scheduled Activity Overlay (SA 101). Plan Change 19 opted to remove a specific rule cross referencing Scheduled Activities[1]. Notwithstanding, Clause 19.3.4 of the District Plan confirms that Travellers accommodation is a permitted activity on the site identified as Scheduled Activity provided the relevant standards (outlined under Clause 19.3.4) are complied with. In this case, Clause 19.3.4.g permits a density of one person per 40m^2 (250 persons per hectare) in terms of traveller's accommodation. In this scenario, it is permitted to develop both sites together with a comprehensive accommodation facility catering for up to 97 guests.

8 ASSESSMENT OF EFFECTS

8.1 OVERVIEW

Schedule 4 of the Resource Management Act 1991 (RMA) details the information required to be included in an assessment of environmental effects. An assessment in this regard as it accords to Clause 6 of Schedule 4 is included as follows:

8.2 EFFECTS ON THE ENVIRONMENT

> *If it is likely that the activity will result in any significant adverse effect on the environment, a description of any possible alternative locations or methods for undertaking the activity:*

The proposed activity will not result in any significant adverse effects on the environment. Any effects there are, will be adequately remedied and mitigated. Alternative locations are therefore not considered necessary.

> *An assessment of the actual or potential effect on the environment of the proposed activity.*

The proposal seeks resource consent for a number of key elements including:

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[1] Former Rule 7.3.1.ii of the now inoperative Residential Resource Area:

a. Any scheduled activity identified in Clauses 19.3.1 and 19.3.4 (subject to compliance with standards specified in Clause 19.3.4) of Schedule 19.3 and identified as a scheduled activity on the planning maps and any other community facility lawfully established prior to notification of this plan is a permitted activity.

b. Scheduled activity No.127 in Schedule 19.3.6 is a permitted activity, subject to compliance with Rule 7.3.6.iii. Bulk and Location of Buildings and Rule 12.7 District Wide Rules and Performance Standards and provided that no vehicular access is achieved direct to Pisa Moorings Road.

- Approval to allow for traveller's accommodation independently within each of the consented units; and
- Non-compliances to parking

An assessment of each of these elements are as follows:

8.2.1 Effects associated with traveller's accommodation

With regard to traveller's accommodation, the applicant seeks the ability to market the units for both long and short term accommodation. It is inevitable that owners of townhouses located centrally in an urban context seeks the ability to undertake short-term letting and therefore a holistic approach is sought to ensure that a robust set of guidelines and consideration of internalised reverse sensitivity effects are dealt with at this early stage.

It is prudent to note that the site is subject to the Scheduled Activity 101 overlay, which expressly provides for traveller's accommodation at a defined density of up to one person per 40 m². This overlay applies to a limited number of sites within the Central Otago District and represents a deliberate and targeted planning response to accommodate visitor and short-stay demand in appropriate and well-located areas. The application of the overlay signals a clear policy intent that such sites are not solely intended for long-term residential occupation, but are also intended to contribute to the District's traveller accommodation supply.

Restricting the use of the units to permanent or long-term residential occupation would effectively undermine the purpose of the Scheduled Activity 101 overlay. Doing so would reduce the availability of land specifically identified and set aside to accommodate traveller's accommodation, thereby compromising a finite and strategically important land resource. Given the limited number of sites subject to this overlay across the District, the loss of opportunity to utilise this site for traveller accommodation would result in an inefficient use of land and would place additional pressure on other areas that are not as well suited, or not planned, for such activities.

In terms of effects of traveller accommodation activities on the wider environment, these are considered to be no more than minor in that the provision of short-term letting, within an enclave of existing and established motel units, immediately adjacent to the town centre, is to be contemplated. The site is afforded a degree of short-term letting by virtue of the Scheduled Activities overlay and therefore an expectation that such activities will occur. There are no other locations within Cromwell that would be considered more appropriately suited for short-term letting than the subject site, being a "precinct" that is more or less specified for such a purpose.

In terms of effects of the traveller's accommodation internally, it is considered that future Lot owners will be entirely aware of the underlying consented nature of this development, whereby flexibility is afforded to prospective purchasers of the ability to either reside, or rent out the units. This approach is considered to represent a much more holistic and robust approach to the management of effects within the development, compared with future ad-hoc consents from individual unit owners. Each unit will be bound by the operational requirements of the consent notice conditions and therefore each and every Lot owner will be fully aware of the extent of effects that are to be anticipated should consent be provided.

The provision of consent notice conditions, governing traveller's accommodation will assist in mitigating effects. In addition, all complaints and general oversight will be handled by the Body Corp.

Furthermore, the site's central location, proximity to the Cromwell town centre, community facilities, reserves, and transport networks make it particularly well suited to traveller accommodation. This locational efficiency supports reduced vehicle reliance, improved accessibility for visitors, and positive economic effects for the local area, aligning with broader district objectives for sustainable urban development and tourism management.

Overall, allowing the units to be used for traveller's accommodation gives proper effect to the Scheduled Activity (SA101) overlay, ensures efficient and effective use of a specifically designated land resource, and avoids foreclosing future opportunities to meet visitor accommodation demand in appropriate locations. The proposal therefore represents a sound and policy-consistent planning outcome.

8.2.2 Effects associated with traffic and parking

The issue of parking shortfall was the primary matter considered under RC260018. This concern arose from Council's peer review assessment, which concluded that the occupancy rates associated with traveller accommodation could potentially result in overspill parking onto Mead Avenue, generating a range of adverse effects including:

- Restriction of Mead Avenue to a single traffic lane in some locations;
- Reduced visibility and sight distances for road users;
- Reduced pedestrian and cyclist safety;
- Delays for emergency service vehicles;
- Increased Council involvement in relation to complaints and enforcement;
- Reduced availability of on-street parking for neighbouring properties;
- Reduced neighbourhood amenity; and
- Increased potential for inappropriate parking practices, including parking on berms and footpaths.

The consented development provides for 32 accommodation units and 33 on-site car parking spaces.

District Plan framework

The District Plan contains two relevant parking standards.

The first is Rule 12.7.2(i), which refers to the parking rates contained within Table 12.3. This is also the parking rate specified for Scheduled Activities involving traveller accommodation under Clause 19.3.4, which requires:

- *One car parking space per bedroom; or*
- *One car parking space per four occupants,*

whichever generates the greater parking demand.

Applying this standard to the proposal results in the following:

- One space per bedroom equates to 88 spaces (24 three-bedroom units and 8 two-bedroom units, comprising a total of 88 bedrooms).
- One space per four occupants equates to 44 spaces. This is based on a maximum occupancy of two persons per bedroom, resulting in a maximum theoretical occupancy of 176 guests.

As Rule 12.7.2(i) requires the greater of these two calculations to be applied, the resulting parking requirement would be 88 spaces.

The second relevant provision is Rule MRZ-S13, which requires:

- *One parking space per residential unit; and*
- *One additional parking space for visitor accommodation.*

Applied to the current proposal, this would generate a parking requirement of 64 spaces.

However, it is important to recognise the planning context in which Rule MRZ-S13 was developed. Visitor accommodation is only a permitted activity under Rule MRZ-R8 where at least one person permanently resides on the site from which the visitor accommodation activity operates. The requirement for two parking spaces therefore reflects the expectation that both a permanent resident and visitors may be present on-site concurrently.

That circumstance does not arise in the current proposal.

The proposal seeks a breach of Rule MRZ-R8 and does not contemplate the operation of visitor accommodation in the manner anticipated by the permitted activity framework. Instead, each unit will operate either as a residential unit or as traveller accommodation at any given time. The units are not designed or configured to support simultaneous residential occupation and visitor accommodation use. Accordingly, the underlying assumption that each unit may generate parking demand from both a resident and visitors does not apply.

Actual parking demand

In assessing the significance of the parking shortfall, it is important to distinguish between the theoretical parking demand generated by the District Plan standards and the actual parking demand likely to arise from the proposal.

The Operational Management Plan (OMP) attached in **Appendix [C]** contains a number of controls that significantly limit parking demand, including:

- Each unit is restricted to a single party or booking group at any one time;
- Occupancy is limited to a maximum of two persons per bedroom;
- Three-bedroom units are therefore limited to six occupants and two-bedroom units to four occupants;
- Units cannot be used concurrently for residential occupation and traveller accommodation; and
- One dedicated on-site parking space is allocated to each unit.

These restrictions substantially reduce the likelihood of multiple vehicles being associated with any individual unit. While the District Plan parking standards assume a theoretical

maximum demand based on bedroom numbers, the OMP limits occupancy patterns in a manner that more accurately reflects the intended operation of the development.

In practice, it is unlikely that every unit would generate demand for more than one vehicle at any given time. The provision of one dedicated parking space per unit is therefore considered to appropriately reflect the likely parking demand generated by the activity.

Furthermore, any assessment of parking demand must acknowledge the seasonal nature of short-term accommodation. The applicant engaged GBK Consulting Limited to assess the general demand for short-term letting in Cromwell, their findings of which are detailed in **Appendix [D].** Based on GBK's advice, occupancy levels fluctuate throughout the year and are generally well below maximum theoretical capacity. Available data for Airbnb-style accommodation within Cromwell indicates an average annual occupancy rate of approximately 38.5% across 202 listed properties. This demonstrates that full occupancy scenarios represent peak demand conditions rather than typical operating conditions.

Consequently, while a technical shortfall for parking exists when assessed against the District Plan standards, the actual parking demand generated by the proposal is expected to be significantly lower and intermittent throughout the year, noting that not all future owners may take up the option to lease out their units on a short term basis.

Potential Overspill Parking Effects

The potential effects of any parking overspill have previously been assessed (under RC260018) by Mr Thomas Kear of Traffic Planning Consultants Ltd (TPC), whose report is attached as **Appendix [E].** The WSP transport Peer Review is also included in Appendix [E].

Mr Kear concluded that the site is well integrated with the surrounding pedestrian and cycling network (due to the site's proximity to the town centre and the bus depot) and includes on-site bicycle parking facilities, providing alternatives to private vehicle use. His observations also identified that Mead Avenue contains in excess of 30 on-street parking spaces, with additional parking opportunities available within the surrounding road network and in proximity to the Cromwell town centre. These areas are accessible via established pedestrian connections and crossing facilities.

Mr Kear notes that even in the unlikely event that on-street parking immediately adjacent to the site is occupied, various other parking options are available in close proximity to the site towards the Cromwell Town Centre with zebra pedestrian crossing facilities to/from the subject site. Regardless, it is noted that visitor accommodation is seasonal, with data as detailed in the GBK report suggesting that full occupancy is a fanciful consideration and therefore it is appropriate to conclude that overspill will be an intermittent and temporary occurrence.

Mr Kear concludes that any occasional overspill parking can be accommodated within the surrounding network without adversely affecting the safety, efficiency or operation of the transport system, and without materially diminishing local amenity values. Mr Kear's advice is accepted although it is emphasised that the small scale nature of the units, the restrictions proposed by the OMP, and the seasonal nature of the activity are such that overspill is not considered to be regular.

Conclusion

Having regard to the operational restrictions imposed through the OMP, the inability for units to be occupied simultaneously for residential and traveller accommodation purposes, the seasonal nature of accommodation demand, and the findings of the independent transportation assessment prepared by Mr Kear, it is considered that the technical parking shortfall does not translate into an equivalent adverse effects outcome.

While the proposal does not comply with the District Plan parking standards, it is considered that actual parking demand will be substantially lower than the theoretical demand assumed by those standards. Any overspill parking that may occur is expected to be infrequent and readily accommodated within the surrounding road network.

Accordingly, it is considered that the adverse effects arising from the parking shortfall will be no more than minor.

8.3 EFFECTS ON PERSONS

Identification of the persons affected by the activity, any consultation undertaken, and any response to the views of any person consulted

There has been no specific consultation with neighbouring properties of this proposal.

In considering effects on persons, consideration has been had to the adjoining properties located at 5 Mead Avenue (adjoining the northern boundary), 13 Mead Avenue (adjoining southern boundary) and 6 and 14 Mead Avenue (located across the road to the west) and as shown in Figure 11 below:

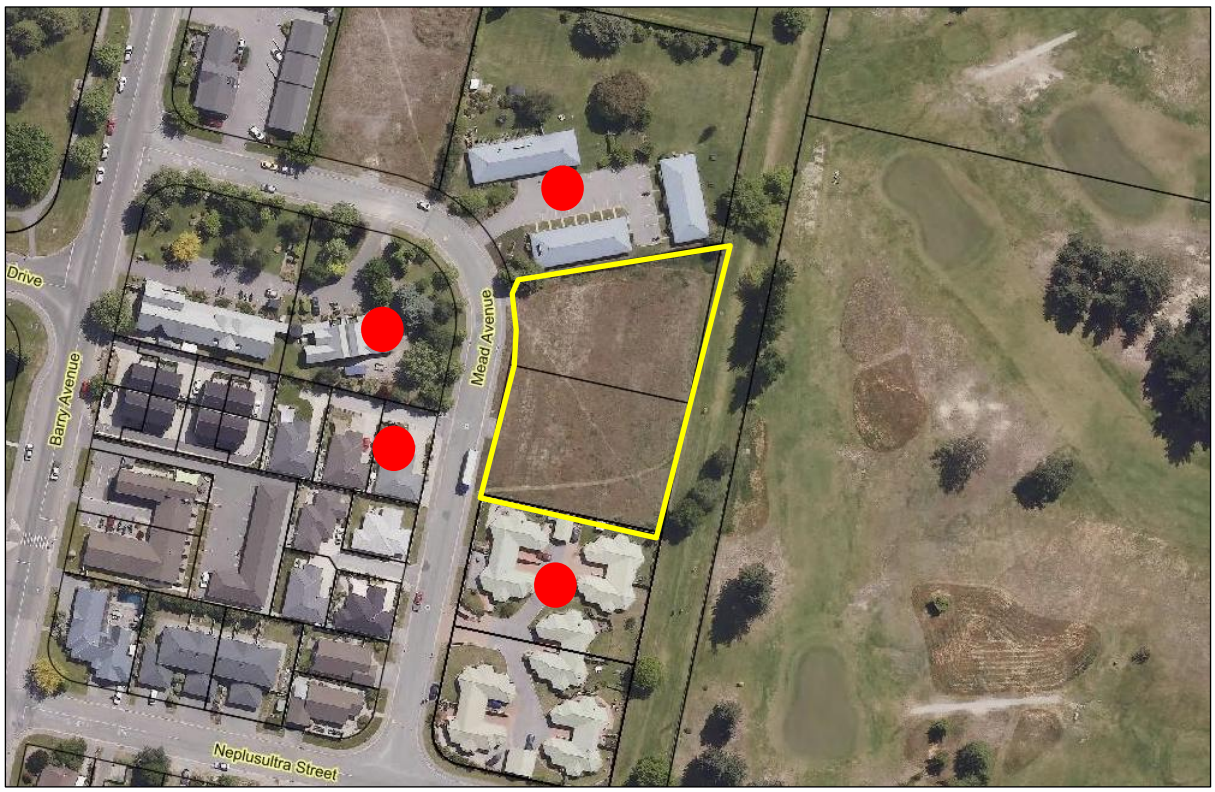


Figure 5: Location of adjacent properties in which effects on persons are considered (Image Source: CODC GIS).

An assessment of the effects on persons as it related to the wider Comprehensive Residential Development was considered and approved under RC260018 where it was concluded that the nature, scale, and location of the proposal, the urban zoning context, the reasonably anticipated receiving environment, and the amendments and mitigation measures incorporated during processing, the adverse effects on all persons will be less than minor.

This application seeks to add traveller's accommodation to the underlying land use. The effects assessment on persons as submitted for RC260018 is considered to remain relevant and is reproduced as follows:

Table 3: Assessment of effects on neighbouring properties.

Property	Relevant effect	Assessment
5 Mead Avenue	Traffic Effects	This property adjoins the northern boundary of the subject site. The primary access to the proposed development is located further to the south than the existing access servicing 7 Mead Avenue (of which the existing access will be made redundant). The relocation of the access further away from this site improves separation distances. In terms of traffic effects, the only effects that this property will likely experience will be the residual increase in movements along Mead Avenue. Such an outcome will be inevitable recognising that the subject sites are vacant, and therefore traffic will inevitably be greater once the subject sites are developed. In terms of the proposal specifically, reliance is placed on the transport advice in the TPC report. The TPC report suggests that the proposal is anticipated to generate approximately 32 peak hour vehicle movements. This equates to one vehicle movement on Mead Avenue every 1-2 minutes during a peak hour, which TPC considers as minimal. TPC confirms that the roading environment can accommodate the proposed increase. As such, it is considered that traffic effects can be suitably absorbed into the current roading environment and therefore effects on 5 Mead Avenue will be less than minor. No internal traffic effects will result on 5 Mead Avenue given the inherent separation afforded by the proposed units along the northern boundary.
	Noise effects	In terms of noise effects, these will be no greater than what can be reasonably contemplated by the Zone. A total of 9 units will be located along the interface of this site, of which 8 will consist of the two bedroom typologies. Overall, the level of domestication and subsequent traveller's accommodation usage from these nine units are not considered to be materially greater than what the District Plan contemplates (either in terms of residential density and traveller's accommodation density). As such, noise effects, associated with either residential or short term accommodation are

		not considered to be inherently adverse and will therefore be less than minor.
	Shading, bulk, privacy and dominance	In terms of shading, privacy and bulk, the proposed units along this interface are all compliant in terms of setbacks, and height. The urban design assessment confirms the appropriateness of the built form and overall, they are not considered to give rise to adverse bulk and dominance effects. The shading diagrams supplied details that no adverse shading effects will result on this property.
	Amenity effects	In terms of effects on amenity, the property at 5 Mead Avenue is currently a low intensity motel block. The site is currently being openly advertised with high density townhousing units (called Fairway Landing) although no resource consent has been filed. Notwithstanding, the nature of the proposal for townhousing and traveller's accommodation is not considered to be a competing or incompatible activity with this property recognising the inherent purpose and intent of the MRZ and Scheduled Activity overlay. The proposal represents a considered design response that will not impose or undermine neighbouring properties and therefore effects on this property's inherent amenity values will be less than minor.
14 Mead Avenue	Traffic Effects	This property is located directly across the road from the subject site. The primary access for this site is located opposite 3 Mead Avenue as opposed to the subject site. It was observed that the eastern portion of 14 Mead Avenue which sits across the road from the development site, is largely landscaped. Given the location of the proposed access to the subject site, being physically separated from the main entrance and the habitable units at 14 Mead Avenue, effects of traffic entering and exiting the subject site will be less than minor. In terms of traffic generation, as already noted, the TPC report confirms that the degree of traffic generated can be accommodated within the road reserve. As such, traffic effects will be less than minor.
	Noise effects	Noise effects are considered to be less than minor given the inherent separation distances afforded by the road.
	Shading, bulk, privacy and dominance	Shading, bulk and dominance are considered to be less than minor due to the inherent separation distances afforded by the road and the compliance with the road setbacks. Of particular note, the nine, three bedroom units that directly adjoin Mead Avenue have been setback further from the road boundary in order to accommodate outdoor space, thereby reducing the degree of bulk theoretically permitted by the Plan. As such, effects will be less than minor.

	Amenity effects	As detailed earlier, the inherent use of the site as proposed is consistent with the character and amenity values of this immediate context. The proposal represents a considered built design outcome that includes a landscape response that is tastefully presented. In addition, the proposal seeks to consolidate traffic to a single entrance point, reducing the amount of crossings onto Mead Avenue, improving streetscape effects. Overall, effects on amenity values will be less than minor.
6A, 6B and 6C Mead Avenue	Traffic Effects Noise effects Shading, bulk, privacy and dominance Amenity effects	These properties are located on the opposite side of the road to the subject site and more less to the south-west of the site. These properties are considered to be sufficiently removed from the subject site by virtue of the road, footpath and setbacks of the proposed unit, to really be of any concern. While these residents will experience a change in terms of the 10 units that are readily visible from the road, this is not considered to be an adverse outcome as detailed in the urban design assessment.
13 Mead Avenue	Traffic Effects	These units adjoin the subject site's southernmost boundary. The primary access to the proposed development is located to the north than the current access for 9 Mead Avenue. This separation is considered to be sufficient in that the residents at 13 Mead Avenue will not be materially impacted by the day to day coming and goings from the site. In terms of traffic effects, the only effects that this property will likely experience will be the residual increase in movements along Mead Avenue. Such an outcome will be inevitable recognising that the subject sites are vacant, and therefore traffic will inevitably be greater once the subject sites are developed. In terms of the proposal specifically, reliance is placed on the transport advice in the TPC report. The TPC report suggests that the proposal is anticipated to generate approximately 32 peak hour vehicle movements. This equates to one vehicle movement on Mead Avenue every 1-2 minutes during a peak hour, which TPC considers as minimal. TPC confirms that the roading environment can accommodate the proposed increase. As such, it is considered that traffic effects can be suitably absorbed into the current roading environment and therefore effects on 5 Mead Avenue will be less than minor. Internal effects will be limited to the southernmost end of the carpark however the effects of this discrete area of the carpark are theoretically no greater than any number of parking scenarios permitted by the District Plan. Traffic effects will be less than minor.

	Noise effects	In terms of noise effects, these will be no greater than what can be reasonably contemplated by the Zone. Only two units will be located at the interface of this property, a scale which is entirely conforming to the density permitted by the plan. Overall, the level of domestication and subsequent traveller's accommodation usage from these two units are not considered to be materially greater than what the District Plan contemplates (either in terms of residential density and traveller's accommodation density). As such, noise effects, associated with either residential or short term accommodation are not considered to be inherently adverse and will therefore be less than minor.
	Shading, bulk, privacy and dominance	In terms of shading, a marginal recession plan breach results on this boundary, which is not unexpected recognising that the District Plan contemplates development 1.0 metre from the boundary and up to 11 metres in height. The applicant has prepared shading diagrams which details the shading that could be generated from a permitted (3 storey building that meets the HIRB) versus those proposed. The result is an outcome that is immaterial. As such, shading will be less than minor. In terms of bulk, this property will only really experience two, double-storey townhouses. The outcome of such is not adverse. As such, bulk and dominance will be less than minor. No loss of privacy over and above those permitted will result. All windows and overlooking are within the permitted setbacks and height plane.
	Amenity effects	In terms of amenity, the units at 13 Mead Avenue are primarily residential. They will inevitably experience a change in terms of traveller's accommodation at the subject site. While the scale and intensity of the proposed development exceeds those permitted, the effects emanating from the subject site will largely be limited to the two adjoining units. The scale of such is not considered to be materially different to what could be reasonably contemplated by the District Plan. Effects on amenity values will therefore be less than minor.

For the reasons detailed above, it is considered that no person(s) will be adversely affected by an activity that seeks to develop a site in general accordance with the underlying notations pertaining to the site.

9 SECTION 95 NOTIFICATION

9.1 PUBLIC NOTIFICATION

Section 95A gives a council discretion to decide whether to publicly notify an application or not. There are a total of four steps that are to be followed to publicly notify consent applications under Sections 95A (2) to 95A (9). These steps are addressed in the Table below.

Table 4: Public notification test.

Test	Yes/No	Comments
Step 1: Mandatory notification in certain circumstances – section 95A(3)		
Has the applicant requested that the application be publicly notified?	No	
Is public notification required under s95C (following a request for further information or commissioning of report)?	No	
Is the application made jointly with an application to exchange reserve land?	No	
Step 2: If not required by Step 1, notification is precluded if any of these circumstances apply – section 95A(5)		
Does a rule or NES preclude public notification for all aspects of the application?	No	
Is the application a controlled activity?	No	
Is the application a restricted discretionary or discretionary activity for a subdivision?	No	
Is the application a restricted discretionary or discretionary activity for residential activity?	No	
Is the application a boundary activity (other than a controlled activity)?	No	
Step 3: Notification required in certain circumstances if not precluded by Step 2 – section 95A(8)		
Does a rule or NES require public notification?	No	
Will the activity have, or is it likely to have, adverse effects on the environment that are more than minor?	No	
Step 4: Relevant to all applications that don't already require notification – section 95A(9)		
Do special circumstances exist that warrant the application being publicly notified?	No	

9.2 LIMITED NOTIFICATION

Section 95B gives a council discretion for limited notification of consent application. Similar to public notification, there are a total of four steps that are to be followed for limited notification consent applications under Sections 95B (2) to 95A (10). These steps are addressed in the below Table:

Table 5: Limited notification test.

Test	Yes/No	Comments
Step 1: Certain affected groups/persons must be notified – sections 95B(2) and (3)		
Are there any affected protected customary rights groups or customary marine title groups?	No	
If the activity will be on, adjacent to, or might affect land subject to a statutory acknowledgement - is there an affected person in this regard?	No	
Step 2: If not required by Step 1, notification is precluded if any of the following apply – section 95B(6)		
Does a rule or NES preclude limited notification for all aspects of the application?	No	
Is the application a controlled activity?	No	
Step 3: Notification of other persons if not precluded by Step 2 – sections 95B(7) and (8)		
In the case of a boundary activity, is the owner of an allotment with an infringed boundary considered affected under s95E?	No	
Are there any other affected persons under s95E, i.e. persons on whom the effects are minor or more than minor, and who have not given written approval?	No	
Step 4: Notification in special circumstances – section 95B(10)		
Do special circumstances exist that warrant the application being notified to any persons not identified above?	No	

9.3 NOTIFICATION CONCLUSION

Based on the assessment above, it is considered that notification is not required as effects on the environment will be no more than minor and no person is considered to be adversely affected by the proposal.

10 SECTION 104(1)(b) ASSESSMENT

10.1 OVERVIEW

Clause 2(1)(g) of Schedule 4 of the Resource Management Act 1991 requires an assessment against any relevant planning documents that are referred to in Section 104(1)(b) (of the RMA). This includes;

- A national environmental standard
- Other regulations
- A national policy statement
- A New Zealand coastal policy statement
- A regional policy statement or proposed regional policy statement
- A plan or proposed plan

10.2 NATIONAL POLICY STATEMENT AND NATIONAL ENVIRONMENTAL STANDARD

The most relevant national policy statements are considered to be:

- National policy statement for Urban Development

The most relevant national environmental standards are considered to be:

- National Environmental Standards for Detached Minor Residential Units 2025

10.2.1 National policy statement for Urban Development

The National Policy Statement on Urban Development 2020 (NPS-UD) was assessed under RC260018 where it was concluded that the development as determined under RC260018 was consistent with the NPS-UD. This proposal, which seeks to provide for the short-term letting of the units within a Zone (Scheduled Activity Overlay) that contemplates short-term letting, is considered to remain consistent.

10.3 REGIONAL POLICY STATEMENT

Consideration of the Partially Operative Otago Regional Policy Statement 2019 (POORPS2019) and the Proposed Otago Regional Policy Statement 2021 (PRPS2021)were considered under RC260018 where it was concluded that the development as presented under RC260018, was consistent. This proposal, which seeks to provide for the short-term letting of the units within a Zone (Scheduled Activity Overlay) that contemplates short-term letting, is considered to remain consistent.

10.4 DISTRICT PLAN

With regard to the Central Otago District Plan, the most relevant policy framework are those contained in the Medium Density Residential Chapter as implemented by Plan Change 19.

PC19 was driven by the direction set out in the Vincent and Cromwell Spatial Plans. The spatial plans have been prepared by Central Otago District Council to respond to demand for residential land and housing affordability concerns in the District, and to plan for the anticipated growth over the next 30 years. PC19 proposed to make a suite of changes to the way the District's residential areas are zoned and managed. In implementing the direction set out in the two spatial plans, PC19 involved rezoning new land for residential use, identifying some areas for future growth, aligning existing residential zoning with the proposed new zones, and includes new provisions for managing land use and subdivisions within the residential zones.

The subject site (and adjacent sites) are within the Medium Density Residential. The District Plan describes the Medium Density Residential Zone as a more intensive density of development compared with the other residential zones and it is intended to develop over time to provide for a range of housing options, including more intensive options, to meet the diverse needs of the community, provide affordable options and provide a greater critical mass to support commercial and community facilities.

The development standards for this Zone include:

- Minimum density of 200m^2;
- Residential units may include one residential flat per site;
- Maximum height of 11 metres and three-storey; and
- Setbacks of 2 metres from the road and 1 metre from internal boundaries.

An assessment of the Medium Density Residential provisions was had under RC260018 where it was concluded that the proposal is not contrary to the relevant objectives and policies of the District Plan and generally achieves the outcomes anticipated by the Medium Density Residential Zone framework.

An assessment of the following provisions as it relates to traveller's accommodation is assessed as follows:

Table 6: Assessment of Objectives and policies of MRZ Zone.

Provision	Description	Assessment
MRZ-P6	Only allow other non-residential activities and buildings, where: 1. any adverse effects of the activity, including noise, do not compromise the anticipated amenity of the surrounding area; and 2. the nature, scale and intensity of the activity is compatible with the anticipated character and amenity values of the zone and surrounding area; and 3. the activity is of a nature and scale that services the needs of the local community and does not undermine the viability of the Business Resource Areas; and 4. the surrounding area retains a predominance of residential activities, and for adjoining residential sites, a sense of amenity, security and companionship is maintained; 5. any parking and vehicle manoeuvring provided on-site is appropriately designed; and 6. the safety and efficiency of the road network is maintained 7. the activity is an expansion of an existing non-residential activity or building, and the expansion does not result in any significant increase of any existing tension with (1)-(6) above.	In terms of Policy MRZ-P6, this policy seeks to ensure non-residential uses do not generate adverse effects on the amenity and character anticipated for the surrounding area and ensuring the scale and intensity is compatible with the character. The site is located firmly within a clearly defined precinct consist of short-term traveller's accommodation activities, namely motels. This is reflected by the current Scheduled Activities overlay which is prescribed in the Operative Plan. The proposal is not at odds with these prevailing uses. The proposal is **consistent** with this policy.

11 PART 2 ASSESSMENT

11.1 OVERVIEW

The proposal is consistent with Part 2 of the Act, being the sustainable management of natural and physical resources, whilst also protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

11.1.1 SECTION 5

The purpose of the Act as stated in s5(1) of the RMA is, "to promote the sustainable management of natural and physical resources".

Section 5(2) of the Act defines "sustainable management" as:

> *… managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well being and for their health and safety while –*
>
> > *Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
> >
> > *Avoiding, remedying, or mitigating any adverse effects of activities on the environment."*

The proposal represents an efficient and appropriate use of land that has been identified for short-term letting by virtue of the Scheduled Activity pathway. This pathway contemplates the use of the site for short-term letting, and is therefore entirely consistent with achieving the purposes of the Act, through placing appropriate activities in areas earmarked for such activities.

Overall, the proposal achieves the sustainable management purpose of the Act by enabling development in a manner that provides for community wellbeing while ensuring that potential adverse effects on the environment are avoided or mitigated.

11.1.2 SECTION 6

Section 6 relates to matters of national importance. There are no matters of national importance that are considered to apply to this site.

11.1.3 SECTION 7

Section 7 relates to 'other matters'. The matters of relevance are considered to be as follows:

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

Again, all of these matters have been addressed in the above assessment noting that the proposal represents an efficient use of the land through developing the site in a manner that is anticipated by the Zone and through an outcome that is consistent with the underlying approvals already obtained.

On balance, the proposal is considered consistent with Section 7 of the RMA.

11.1.4 SECTION 8

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi.

Section 3 of the District Plan states that:

> *Section 8 of the Act, requires every person who exercises functions or powers under the Act in relation to the use, development and protection of natural and physical resources, to take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi). A full discussion on the Treaty is contained in Section 1.1.6 of the Plan.*
>
> *The Act also specifies that every person who exercises such functions and powers must recognise and provide for the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga as a matter of national importance (section 6(e) of the Act). Section 7(a) of the Act also requires that every person exercising such functions and powers shall have particular regard to Kaitiakitanga.*
>
> *The First Schedule to the Act requires Council to consult with iwi authorities and tribal runanga when preparing this District Plan. The consultation process has identified the relevant iwi authority in the Central Otago District as being Te Runanga o Ngai Tahu although manawhenua is exercised through the papatipu (original Maori land) runanga of the region referred to throughout this plan as Kai Tahu ki Otago. This Plan, and in particular this section, has been developed in consultation with the relevant Kai Tahu runanga of the Central Otago District. The relevant runanga, runanga takiwa (area) and points of contact for those runanga is set out in Section 3.8.*
>
> *This section of the Plan puts in place the framework within which issues of concern to Kai Tahu ki Otago in the context of the Act are recognised and provided for in the Central Otago District.*

Recognising the proposal is broadly consistent with the objectives and policies of the District Plan, the proposal is not considered to be at odds with the principles of the Treaty of Waitangi.

11.1.5 CONCLUSION

When taking a balanced assessment of the proposal, it is considered that the proposal will not generate an inappropriate degree of adverse effects on the environment all the while

generating positive effects in the form of providing for social, cultural and economic wellbeing.

Consequently, the proposal is considered to achieve Part 2 of the Act.

12 SUMMARY

Resource consent is sought to allow visitor accommodation to occur within the consented townhouse development with associated carparking shortfall at 7-9 Mead Avenue, Cromwell.

Overall, the activity is assessed as a **discretionary activity.**

The actual and potential effects on the environment have been outlined in section 8 of this report where it is concluded that the proposed activity is not likely to have any adverse effects on the environment that are more than minor.

The proposal is considered consistent with the relevant objectives and policies of the District Plan and meets the purpose and principles of the Resource Management Act 1991.

The proposal is considered to meet both tests under Section 104D of the Resource Management Act 1991 in that effects on the environment will be no more than minor and the proposal is not contrary to the relevant objectives and policies of the District Plan.

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RESOURCE MANAGEMENT PLANNER

RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
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R.W. Muir
Registrar-General
of Land

Identifier **828241**

Land Registration District **Otago**

Date Issued 16 March 2018

Prior References
OT17C/268

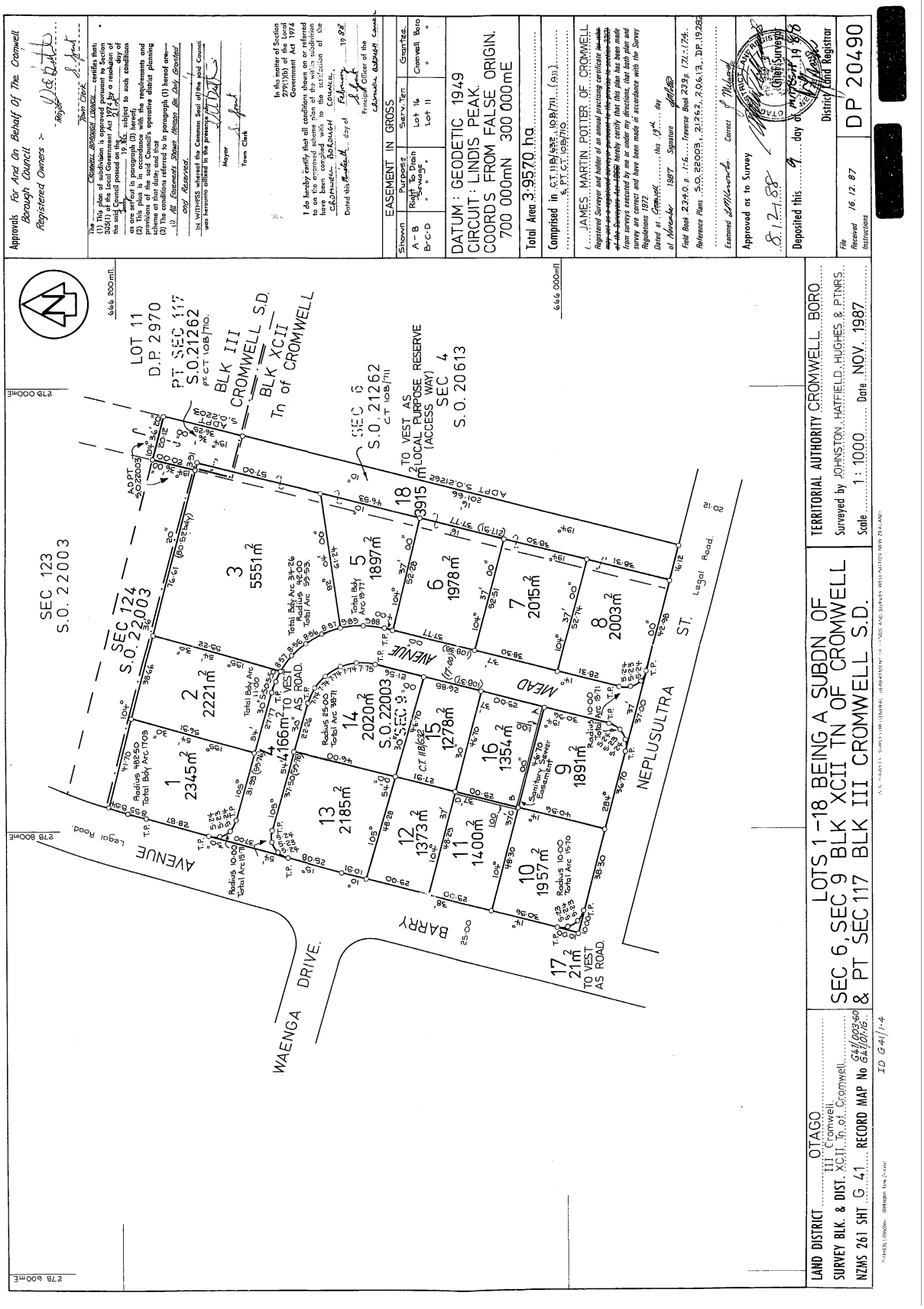
Estate Fee Simple

Area 1897 square metres more or less

Legal Description Lot 5 Deposited Plan 20490

Registered Owners
Nugget Holdings Limited

Interests


Approvals For And On Behalf Of The Cromwell Borough Council
Registered Owners :-
Mayor
Town Clerk
The Cromwell Borough Council certifies that (1) This plan of subdivision is approved pursuant to Section 226(1) of the Local Government Act 1974 for a maximum of 21 lots and this said Council passed on the 19 XC subject to such conditions as are specified in paragraph (3) hereof.
(2) This plan is in accordance with the requirements and provisions of the said Council's operative district planning scheme in that state and that
(3) The conditions referred to in paragraph (1) hereof are-
(i) All Easements Shown Hereon Are Duly Granted
Except Reserved.
In Witness whereof the Common Seal of the said Council was hereunto affixed in the presence of
Mayor
Town Clerk
In the matter of Section 279(1)(b) of the Local Government Act 1974
I do hereby certify that all conditions shown on or referred to on the above plan of subdivision have been complied with to the satisfaction of the Cromwell Borough Council.
Dated this 4th day of February 19 88
Principal Officer of the Cromwell Borough Council
EASEMENT IN GROSS
Shown | Purpose | Serv. Ten | Grantee
A - B | Right To Drain Sewage | Lot 16 | Cromwell Boro
B-C-D | " " | Lot 11 | "
DATUM : GEODETIC 1949
CIRCUIT : LINDIS PEAK.
COORDS FROM FALSE ORIGIN.
700 000mN 300 000mE
Total Area 3.9570 ha
Comprised in C.T. 11B/1252, 10B/711, (Pt).
& PT C.T. 10B/710.
I JAMES MARTIN POTTER OF CROMWELL
Registered Surveyor and holder of an annual practising certificate ~~to this may not be a registered surveyor pursuant to the proviso to section 230 of the Surveyors Act 1968~~ hereby certify that this plan has been made from surveys executed by me or under my directions, that both plan and survey are correct and have been made in accordance with the Survey Regulations 1972.
Dated at Cromwell this 19th day
of November 1987 Signature
Field Book 2340 p. 1-6 Traverse Plan 239a (Pt) 174.
Reference Plans S.O. 22003, 21262, 20613, DP. 19282
Examined Correct
Approved as to Survey
8.12.88
Deposited this 9 day of March 19 88
District Land Registrar
File
Received 16.12.87
Instructions
DP 20490
TERRITORIAL AUTHORITY CROMWELL BORO
Surveyed by JOHNSTON, HATFIELD, HUGHES & PTNRS.
Scale 1:1000 Date NOV. 1987
LAND DISTRICT OTAGO
SURVEY BLK. & DIST. XCII Cromwell
NZMS 261 SHT G 41 RECORD MAP No G41/003&60 G41/01&16
ID G41/1-4
LOTS 1-18 BEING A SUBDN OF
SEC 6, SEC 9 BLK XCII TN OF CROMWELL
& PT SEC 117 BLK III CROMWELL S.D.
SEC 123 S.O. 22003
SEC 124 S.O. 22003
LOT 11 D.P. 2970
PT SEC 117 S.O. 21262
pt C.T. 10B/710
BLK III CROMWELL S.D.
BLK XCII Tn of CROMWELL
SEC 6 S.O. 21262
C.T. 10B/711
SEC 4 S.O. 20613
TO VEST AS LOCAL PURPOSE RESERVE (ACCESS WAY)
ADPT S.O. 22003
ADPT S.O. 21262
AVENUE
MEAD
BARRY
NEPLUSULTRA ST.
Legal Road
WAENGA DRIVE.
1 2345m²
2 2221m²
3 5551m²
4 166m² TO VEST AS ROAD.
5 1897m²
6 1978m²
7 2015m²
8 2003m²
9 1891m²
10 1957m²
11 1400m²
12 1373m²
13 2185m²
14 2020m² S.O. 22003
15 1278m²
16 1354m²
17 21m² TO VEST AS ROAD.
18 3915m²
666 200mE
666 000mE
278 000mE
278 600mE

RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD

Guaranteed Search Copy issued under Section 60 of the Land Transfer Act 2017

R.W. Muir
Registrar-General
of Land

Identifier **828242**

Land Registration District **Otago**

Date Issued 16 March 2018

Prior References
OT17C/268

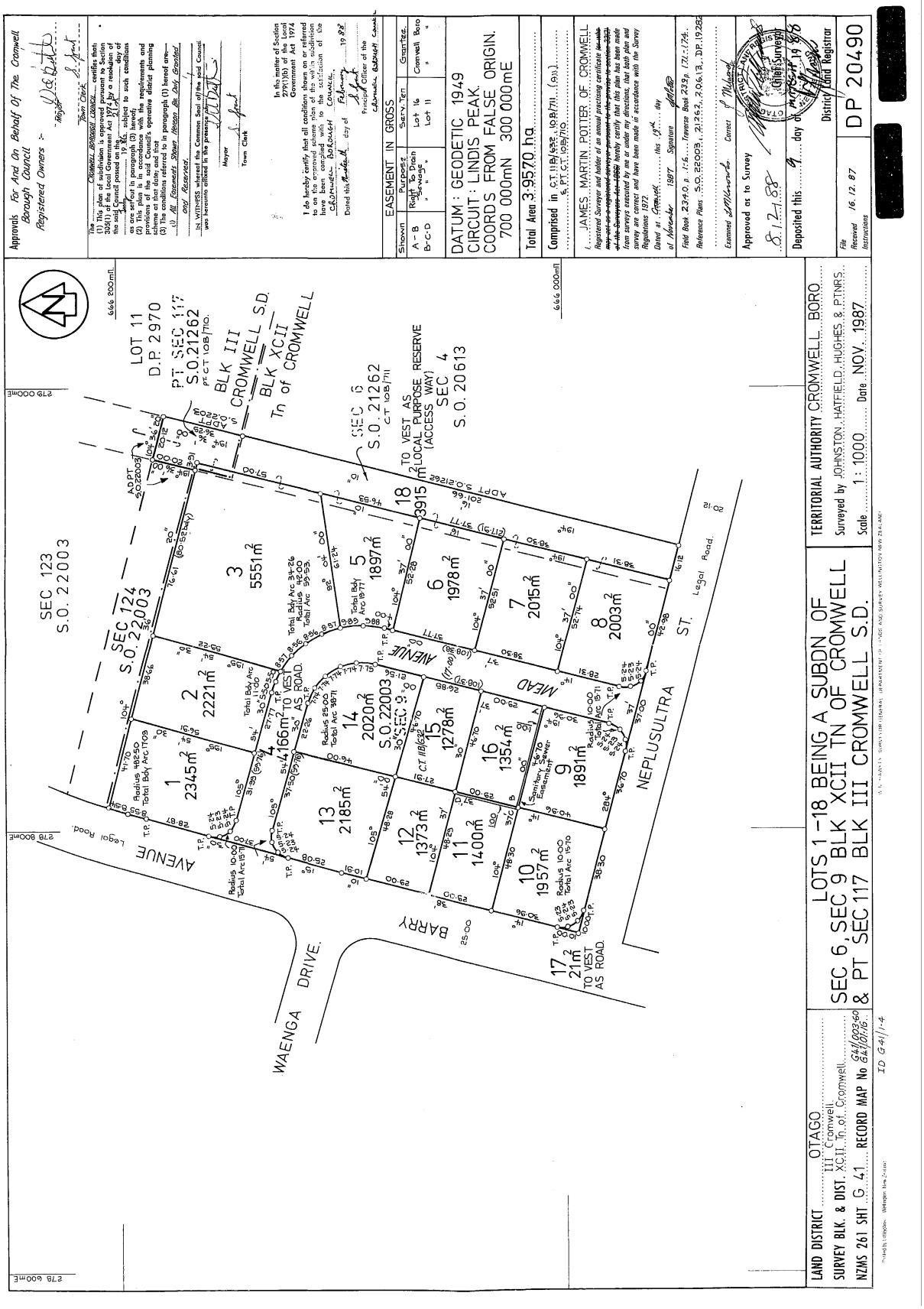
Estate Fee Simple

Area 1978 square metres more or less

Legal Description Lot 6 Deposited Plan 20490

Registered Owners
Nugget Holdings Limited

Interests


Approvals For And On Behalf Of The Cromwell Borough Council
Registered Owners :-
Mayor
Town Clerk
The Cromwell Borough Council certifies that
(1) This plan of subdivision is approved pursuant to Section 321(1) of the Local Government Act 1974 for a maximum of 21 lots and
this said Council passed on the 19 XC subject to such conditions as are specified in paragraph (3) hereof.
(2) This plan is in accordance with the requirements and provisions of the said Council's operative district planning scheme on that date; and that
(3) The conditions referred to in paragraph (1) hereof are
(i) All Easements Shown Hereon Are Duly Granted
Except Reserved.
In Witness whereof the Common Seal of the said Council was hereunto affixed in the presence of
Mayor
Town Clerk
In the matter of Section 279(1)(b) of the Local Government Act 1974
I do hereby certify that all conditions shown on or referred to on the above plan which are required to be complied with to the satisfaction of the Cromwell Borough Council have been complied with to the satisfaction of the Cromwell Borough Council.
Dated this 4th day of February 19 88
Principal Officer of the Cromwell Borough Council
EASEMENT IN GROSS
Shown | Purpose | Serv. Ten | Grantee
A - B | Right To Drain Sewage | Lot 16 | Cromwell Boro
B-C-D | " " | Lot 11 | "
DATUM : GEODETIC 1949
CIRCUIT : LINDIS PEAK.
COORDS FROM FALSE ORIGIN.
700 000mN 300 000mE
Total Area 3.9570 ha
Comprised in C.T. 11B/1252, 10B/711 (Pt.), & PT. C.T. 10B/710.
I, JAMES MARTIN POTTER OF CROMWELL
Registered Surveyor and holder of an annual practising certificate [to this may not be a registered surveyor pursuant to the proviso to section 23(2) of the Surveyors Act 1968] hereby certify that this plan has been made from surveys executed by me or under my directions, that both plan and survey are correct and have been made in accordance with the Survey Regulations 1972.
Dated at Cromwell this 19th day of November 1987 Signature
Field Book 2340 p. 1-6 Traverse Plan 239a (Pt.) 174.
Reference Plans S.O. 22003, 21262, 20613, DP. 19282
Examined Correct
Approved as to Survey
8.12.88
Deposited this 9th day of March 19 88
District Land Registrar
File
Received 16.12.87
Instructions
DP 20490
TERRITORIAL AUTHORITY CROMWELL BORO
Surveyed by JOHNSTON, HATFIELD, HUGHES & PTNRS.
Scale 1:1000 Date NOV. 1987
LOTS 1-18 BEING A SUBDN OF SEC 6, SEC 9 BLK XCII TN OF CROMWELL & PT SEC 117 BLK III CROMWELL S.D.
LAND DISTRICT OTAGO
SURVEY BLK. & DIST. III Cromwell, XCII Tn. of Cromwell
NZMS 261 SHT G 41 RECORD MAP No G41/003-60 G41/0116
ID G41/1-4
LOT 11 D.P. 2970
PT SEC 117 S.O. 21262
pt C.T. 10B/710
BLK III CROMWELL S.D.
BLK XCII Tn of CROMWELL
SEC 6 S.O. 21262 C.T. 10B/711
SEC 123 S.O. 22003
SEC 124 S.O. 22003
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14 2020m²
15 1278m²
16 1354m²
17 21m² TO VEST AS ROAD
18 3915m²
S.O. 22003
C.T. 11B/1252
Sanitary Sewer Easement

CENTRAL OTAGO DISTRICT COUNCIL

1 Dunorling Street
PO Box 122, Alexandra 9340
New Zealand

03 440 0056

Info@codc.govt.nz
www.codc.govt.nz

26 May 2026

Pisa Villas Limited
23 Robertson Street
Frankton
Queenstown 9300

Via email: jake@jakewoodward.co.nz

Dear Pisa Villas Limited

RESOURCE CONSENT APPLICATION: **RC 260018**
7 Mead Avenue, Cromwell

The application was considered by Independent Commissioner Wendy Baker, under delegated authority, on 26 May 2026. Your application for resource consent was processed on a non-notified basis in accordance with sections 95A to 95G of the Resource Management Act 1991. The Council has granted consent to the application with conditions. The assessment of the application, including the reasons for the decision, is set out in the report attached to this letter. The consent certificate is attached to the rear of this letter.

The consent certificate outlines the conditions that apply to your proposal. Please ensure that you have read and understand all of the consent conditions.

You may object to this decision or any condition within 15 working days of the decision being received, by applying in writing to the Central Otago District Council at the following email address:

resource.consents@codc.govt.nz
1 Dunorling Street
Alexandra, 9320

You may request that the objection be considered by an independent commissioner. The Council will then delegate its functions, powers and duties to an independent hearings commissioner to consider and decide the objection. Please note that if you request independent commissioner, you may be required to pay for the full costs of the incurred for independent hearings commissioner.

Section 120 of the Resource Management Act 1991 sets out the rights of appeal to the environment court for resource consent decisions. It is recommended that you consult a lawyer if you are considering this option.

Please feel free to contact me if you have any questions.

Yours faithfully

Kelsey Gordon
PLANNING SUPPORT OFFICER

APPLICATION	**RC 260018**
APPLICANT	**PISA VILLAS LIMITED**
ADDRESS	**7 MEAD AVENUE, CROMWELL**
LEGAL DESCRIPTION	**LOT 5 DP 20490(HELD IN RECORD OF TITLE 828242) AND LOT 5 DP 20490(HELD IN RECORD OF TITLE 828242).**
ACTIVITY DESCRIPTION	**SUBDIVISION CONSENT FOR A UNIT-TITLE SUBDIVISION, AND LAND USE CONSENT TO DEVELOP 32 TOWN-HOUSE UNITS IN A MEDIUM DENSITY RESIDENTIAL ZONE.**
ACTIVITY STATUS	**RESTRICTED DISCRETIONARY**

BACKGROUND

The subject site is vacant and there are no historical resource consents of relevance to the assessment of this application.

The site is subject to Scheduled Activity 101, which historically provided for traveller accommodation within the former Residential Resource Area framework. The application was originally lodged on the basis that the proposed units could be used for both residential activities and traveller accommodation, relying in part on the scheduled activity notation. However, Plan Change 19 has since introduced the Medium Density Residential Zone framework and removed the previous specific rule cross-reference to scheduled activities. The applicant's original AEE acknowledged this change, while still advancing the position that traveller accommodation should be enabled on the site by reference to Schedule 19.3.4.

As originally lodged, the proposal sought consent for 33 two-storey townhouse units, unit title subdivision, and the ability for each unit to be used independently for traveller accommodation.

Council commissioned independent transport and urban design peer reviews. WSP reviewed the transport assessment and raised concerns that the visitor accommodation component had not been assessed using an appropriate intensity scenario, and that the proposal could result in significant on-street parking spillover effects if used for visitor accommodation. WSP considered the potential reliance on Mead Avenue for overspill parking could result in effects including reduced available parking for neighbours, reduced neighbourhood amenity, and operational/safety issues associated with a heavily parked local street.

Boffa Miskell reviewed the urban design material. That review identified a number of positive urban design outcomes, including the site's relationship with Mead Avenue and the adjoining reserve, the internal pedestrian network, internalised parking, and good solar access. However, it also raised concerns regarding the original intensity of development, hard surfacing, outdoor living space shortfalls, small communal spaces, and effects on the adjoining properties to the south.

In response to the urban design review and further information process, the applicant amended the design. The key changes included reducing the development from 33 to 32 units, removing one parking space, increasing landscaped area, adding planted buffers between buildings and footpaths, moving the southern units further from the boundary, reconfiguring rubbish and cycle storage areas, and additional glazing on the street-facing elevation of Unit 9 to improve passive surveillance and interaction with the street.

Following ongoing transport review, the applicant formally withdrew the visitor accommodation component of the application on 13 May 2026. The applicant confirmed that no resource consent is now sought for traveller accommodation and requested that Council assess the proposal on the basis that visitor accommodation is not part of the current application. On that basis, the application now relates to a 32-unit comprehensive residential development and associated unit title subdivision only.

DESCRIPTION OF ACTIVITY

Resource consent is sought for a comprehensive residential development and associated unit title subdivision at 7 and 9 Mead Avenue, Cromwell.

As amended during processing, the proposal comprises 32 two-storey townhouse units arranged across six separate building blocks. The development includes a mix of eight two-bedroom units and twenty-four three-bedroom units, together with associated access, parking, landscaping, communal outdoor areas, cycle parking, refuse storage, and servicing infrastructure. Vehicle access is proposed via a single shared crossing from Mead Avenue into a centralised internal parking area.

The proposal also includes a unit title subdivision to create separate unit titles for each townhouse unit and associated accessory units/common property.

As originally lodged, the application also sought approval for traveller accommodation independently within each unit. However, during processing the applicant formally withdrew the visitor accommodation component of the proposal. The application is therefore now limited to a comprehensive residential development and associated unit title subdivision only.

The proposal was further amended during processing following the urban design peer review and section 92 process. The amendments included:

- reducing the development from 33 to 32 units;
- removal of one parking space;
- increased landscaped area;
- increased separation between Units 8 and 32 and the southern boundary;
- revised rubbish and cycle storage arrangements; and
- additional glazing to the street-facing elevation of Unit 9.

SITE DESCRIPTION

The subject site comprises two adjoining vacant allotments located at 7 and 9 Mead Avenue, Cromwell, legally described as Lot 5 DP 20490 and Lot 6 DP 20490.

The combined site area is approximately 3,882m² and the site is generally flat in topography. There are currently no buildings or other significant improvements on the site.

The site fronts Mead Avenue to the west and adjoins a linear Council reserve along its eastern boundary, beyond which lies the Cromwell Golf Course. The surrounding environment comprises a mixture of residential development and visitor accommodation activities, including nearby motel-style accommodation developments. The site is located within walking distance of the Cromwell town centre, reserves, and community facilities.

The site is well connected to the surrounding transport network, including pedestrian and cycle connections.

REASONS FOR APPLICATION

Central Otago District Plan

The subject site is located within the Medium Density Residential Zone of the Central Otago District Plan (the District Plan). The site is also subject to Scheduled Activity 101, however, Plan Change 19 has since introduced the Medium Density Residential Zone framework and removed the previous specific rule cross-reference to scheduled activities.

Comprehensive Residential Development

Pursuant to Rule MRZ-R2, comprehensive residential development is a **discretionary (restricted)** activity.

Council's discretion is restricted to:

a. Provision for housing diversity and choice.
b. How the development responds to its context and site features, including solar orientation, views, existing buildings and vegetation, and, within Clyde township, the Clyde Heritage Precinct.
c. Provision of convenient access to commercial centres and community facilities.
d. Provision of well-connected and legible transport networks, integrating all access modes, with priority for walking and cycling.
e. The location, extent and quality of public open space and streetscapes, taking into account servicing and maintenance requirements.
f. The Incorporation of Crime Prevention Through Environmental Design (CPTED) principles to achieve a safe and secure environment.
g. Whether the configuration of blocks and lots will allow for development that can readily achieve the outcomes sought in MRZ-P1.
h. Where the application also seeks provision for future built development to breach any of the standards, discretion is also restricted to those matters specified in the relevant standard.
i. Consistency with the Central Otago Medium Density Residential Zone Design Guide 2022, as it relates to the above matters.

The Comprehensive Residential Development pathway afforded by rule MRZ-R2 provides an avenue for development that results in outcomes at a density much greater than those required by Standard MRZ-S1 (density of one unit per 200m^2). As a result, the standards detailed under MRZ-S1 to MRZ-S13 are not applied. However, recognising that Council's matters for discretion for Comprehensive Residential Development include consideration of any standards that may be breached as a result of future built form, an evaluation of MRZ-S1 to MRZ-S13 has been outlined within Table 5 of the AEE. The following breaches are identified:

- MRZ-S1 which requires a minimum allotment area of 200m^2 per unit. In this case, each Principal Unit will be less than 200m^2.

- MRZ-S3 in relation to height in relation to boundaries. In this case, units PU24 and PU25 will infringe through the recession plane as it relates to the southern boundary.

- MRZ-S7 in relation to outdoor space. In this case, with the exception of units 9, 18, 19, 20 and 33, all other units will have at least 20m^2 of outdoor living space, as opposed to the required 30m^2.

- MRZ-S8 in relation to minimum 25% landscape areas. Each Lot has extensive paving and therefore technically, despite the patios contributing to outdoor space, does not strictly accord to the vegetative cover.

- As the application no longer seeks consent for visitors accommodation, it now fully complies with MRZ-S13 in relation to carparking.

Excavation and Fill

A **discretionary (restricted)** activity pursuant to Rule MRZ-R12.2 for excavation and fill exceeding 200m^3 in any 12-month period. Council's matters of discretion are limited to:

a. The location, volume and area of excavation.
b. The effect on amenity values or safety of neighbouring sites.
c. The effect on water bodies and their margins.
d. The impact on visual amenity and landscape character.
e. Any effects on the road network arising from the excavation.
f. Any effects on archaeological, heritage or cultural values.
g. Any mitigation measures proposed.

Subdivision

A **discretionary (restricted)** subdivision consent is required pursuant to Rule SUB-R5 for subdivision of land associated with an application for a Comprehensive Residential Development under Rule MRZ-R2. Council's matters of discretion are limited to:

a. Whether the subdivision creates allotments that can accommodate anticipated land uses and are consistent with the purpose, character, and qualities of the applicable zone.
b. The provision of adequate network utility services (given the intended use of the subdivision) including the location, design and construction of these services.
c. The ability to lawfully dispose of wastewater and stormwater.
d. The location, design and construction of access to public roads and its adequacy for the intended use of the subdivision.
e. The provision of landscaping, including road berms.
f. Earthworks necessary to prepare the site for development occupation, and/or use.
g. Subdivisional design including the shape and arrangement of allotments to:
  i. facilitate convenient, safe, efficient and easy access.
  ii. achieve energy efficiency, including access to passive solar energy sources.
  iii. facilitate the safe and efficient operation and the economic provision of roading and network utility services to secure an appropriate and co-ordinated ultimate pattern of development.
  iv. maintain and enhance amenity values.
  v. facilitate adequate access to back land.
  vi. protect existing water races.
h. The provision of or contribution to the open space and recreational needs of the community.
i. The provision of buffer zones adjacent to roads, network utilities or natural features.
j. The protection of important landscape features, including significant rock outcrops and escarpments.
k. Provision for pedestrian and cyclist movement, including the provision of, or connection to, walkways and cycleways.
l. The provision of esplanade strips or reserves and/or access strips.
m. Any financial contributions necessary for the purposes set out in Section 15 of this Plan.
n. Any measures required to address the potential for reverse sensitivity effects to arise in relation to existing activities undertaken on adjoining land.
o. Consistency with any Structure Plan included in this District Plan (excluding Schedule 19.28 Parkburn Structure Plan).
p. Within the Schedule 19.28 Parkburn Structure Plan area:
  i. general compliance with the Schedule 19.28 Parkburn Structure Plan; and
  ii. any measures required to address the conflict between quarrying activities and residential activities undertaken on the site and adjoining land; and
  iii. measures to ensure the development of residential activities proceeds in a south to north direction; the internal road connection to Pony Court is vested as road as part of the first stage of development; and each stage of development has internal access to the lakeside trail; and

iv. *measures required to maintain and enhance pest control, in particular rabbits; and*

v. *measures required to ensure adequate servicing for fire fighting such as SNZ PAS 4509:2008; and*

vi. *the need for larger vehicle crossing widths (no less than 3.5m) to enable improved access for fire fighting appliances in instances where a building may be located more than 50m from a road.*

National Environmental Standards

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-CS) does not apply. The site has a long history of being a vacant residential section no evidence exists in Council's records of any historical HAIL activity occurring on the land. On that basis, the site is not considered to comprise land to which the NES-CS applies.

There are no other National Environmental Standards relevant to this application.

Overall Status

In this case, the rules all have the same activity status. The proposal is therefore a restricted discretionary activity.

EFFECTS ASSESSMENT

Affected Persons

No written affected persons approvals were provided with the application.

Permitted Baseline

Under sections 95D(b) and 104(2) of the Resource Management Act 1991, Council may disregard an adverse effect of an activity on the environment where the relevant plan permits an activity with that effect. This is commonly referred to as the "permitted baseline". In broad terms, this allows consideration of the environment as it might reasonably be expected to exist if activities permitted by the District Plan were established, excluding outcomes that are fanciful or unrealistic.

There are no permitted subdivision rights under the Central Otago District Plan and therefore there is no permitted subdivision baseline that can be applied to the subdivision component of the proposal.

In relation to land use, the Medium Density Residential Zone permits residential activity comprising a maximum of two residential units with associated minor residential unit per site, subject to compliance with the relevant standards. This means a maximum of 4 units and 4 minor residential units could be constructed on the subject site. The effects of this permitted activity are a relevant consideration and are taken into account in the assessment below

Receiving Environment

The existing and reasonably foreseeable receiving environment is made up of:

- The existing environment and associated effects from lawfully established activities;
- Effects from any consents on the subject site (not impacted by proposal) that are likely to be implemented;
- The existing environment as modified by any resource consents granted and likely to be implemented; and
- The environment as likely to be modified by activities permitted in the district plan.

For the subject site, the existing and reasonably foreseeable receiving environment comprises a vacant urban site within the Medium Density Residential Zone capable of being developed for residential purposes. While there are no extant resource consents of direct relevance to the site, the zoning framework anticipates ongoing residential intensification and more compact urban built form outcomes than historically anticipated under the former Residential Resource Area provisions. The site is also located adjacent to an established reserve corridor and active transport connection, with good accessibility to the Cromwell town centre and surrounding community facilities.

For adjacent land, the existing and reasonably foreseeable receiving environment comprises a mixture of residential development, visitor accommodation activities, local roads, reserve land, and associated urban activity. The adjoining reserve corridor and golf course to the east provide an open aspect and active recreation interface, while nearby residential and visitor accommodation developments contribute to an environment characterised by a mix of permanent and transient occupation patterns. The surrounding Medium Density Residential Zone environment also anticipates continued residential redevelopment and intensification over time, including the potential for additional medium density housing developments on nearby sites.

Assessment of Effects

This assessment is limited to the matters to which the Council's discretion has been restricted.

Comprehensive Residential Development

a. *Provision for housing diversity and choice.*

The proposal will provide 32 residential units within the Medium Density Residential Zone, comprising a mix of two-bedroom and three-bedroom dwellings. This will contribute positively toward housing diversity and choice within Cromwell by increasing the supply of medium density housing typologies in a location close to the town centre, reserves, and community facilities.

The withdrawal of the traveller accommodation component during processing also materially alters the character of the proposal. The development is now focused solely on residential occupation rather than a mixed residential and visitor accommodation model. In my view, this results in a more coherent residential outcome and reduces uncertainty regarding parking demand, turnover of occupants, and associated amenity effects.

While the proposal provides some diversity through a mix of two-bedroom and three-bedroom units, I note that the development does not incorporate a broader range of housing typologies such as studio apartments, one-bedroom units, accessible units, or smaller-format dwellings that may assist in addressing the needs of smaller households, older residents, or more affordable entry-level housing demand. In that respect, the proposal does not fully maximise the opportunity presented by a centrally located Medium Density Residential Zone site to deliver a broader spectrum of housing choice.

Overall, I consider the proposal will provide a positive contribution toward housing diversity and residential supply within Cromwell.

b. *How the development responds to its context and site features, including solar orientation, views, existing buildings and vegetation, and, within Clyde township, the Clyde Heritage Precinct.*

The site is generally flat, vacant, and located within an urban environment characterised by a mixture of residential development, visitor accommodation activities, reserve land, and associated urban infrastructure. The proposal has been designed in a manner that generally responds appropriately to those surrounding site characteristics.

The orientation of the units and associated outdoor living areas takes advantage of solar access and the site's open aspect toward the reserve corridor and golf course to the east. The layout provides reasonable opportunities for sunlight access to private outdoor spaces and internal living areas.

The proposal also responds positively to the adjoining reserve interface. Units along the eastern edge orient living areas and outdoor spaces toward the reserve corridor, contributing to passive surveillance and visual connection with the adjoining open space environment. The proposed post-and-rail style fencing along this interface is also considered appropriate in the context of the adjoining reserve and golf course setting.

The urban design peer review identified concerns regarding the relationship with the adjoining residential properties to the south at 13B and 13C Mead Avenue, particularly in relation to shading effects associated with the Height in Relation to Boundary infringement. In response, the applicant amended the proposal by removing one unit, increasing the separation between Units 8 and 32 and the southern boundary, and revising glazing arrangements.

The peer reviewer concluded that, while shading effects would still occur, the additional shading attributable specifically to the HIRB infringement would be limited and generally consistent with development outcomes anticipated within the Medium Density Residential Zone. Boffa Miskell further confirmed that, subject to amended window treatment conditions (for privacy), the residual amenity effects on the adjoining southern neighbours would likely be less than minor.

Overall, while the proposal represents a relatively intensive form of residential development, I consider it responds reasonably well to the site's urban context and physical characteristics.

c. *Provision of convenient access to commercial centres and community facilities.*

The site is located within walking distance of the Cromwell town centre and has good access to surrounding reserves, recreation facilities, and community services.

The proposal therefore places future residents in close proximity to employment, retail, recreation, and community facilities without requiring reliance solely on private vehicle use. The adjoining reserve corridor also contributes to connectivity with the wider active transport network.

I consider the proposal performs well in relation to this matter of discretion.

d. *Provision of well-connected and legible transport networks, integrating all access modes, with priority for walking and cycling.*

The proposal provides a single shared vehicle access from Mead Avenue into a centralised internal parking and circulation area. Pedestrian access is integrated throughout the development via internal footpaths connecting units, parking areas, communal spaces, Mead Avenue, and the adjoining reserve corridor.

As originally lodged, significant concerns were raised regarding parking demand and spillover effects associated with the proposed traveller accommodation component. WSP's peer review identified that the original visitor accommodation proposal could result in regular near-full occupancy of on-street parking within Mead Avenue, with associated amenity and transport network effects potentially being "minor, or more than minor".

However, the applicant subsequently withdrew the visitor accommodation component of the proposal. As amended, the proposal now relates solely to residential activity and 35 on-site parking spaces are provided for 32 residential units, exceeding the District Plan minimum requirement of one parking space per dwelling.

The peer review process also resulted in amendments to the parking layout to address blind aisle concerns and improve manoeuvrability.

Overall, I consider the proposal provides an appropriately connected and functional transport environment.

e. *The location, extent and quality of public open space and streetscapes, taking into account servicing and maintenance requirements.*

The proposal benefits from direct adjacency to a substantial reserve corridor and open space network to the east, which provides a high level of recreational and visual amenity for future residents.

The development presents a positive interface to Mead Avenue through the orientation of Units 1–8 toward the street, the incorporation of front yard landscaping, and passive surveillance

from ground and upper floor windows. Some revisions were made during processing in response to feedback from Boffa Miskel. These resulted increased landscaped areas and improved streetscape treatment.

Boffa Miskell also identified concern that some narrow landscaped interfaces between parking areas, footpaths, and communal circulation areas may be vulnerable to informal pedestrian desire lines and vehicle overhang damage over time, potentially undermining the long-term effectiveness of the proposed landscaping treatment. In my view, this concern is legitimate given the relatively compact nature of the development and the importance of landscaping in softening the intensity of built form and hard surfacing. I therefore consider conditions requiring protective landscape measures and ongoing landscape maintenance to be both appropriate and necessary to ensure the long-term urban design outcomes anticipated by the proposal are achieved.

Overall, I consider the proposal provides acceptable streetscape and public realm outcomes within the context of the Medium Density Residential Zone.

f. The Incorporation of Crime Prevention Through Environmental Design (CPTED) principles to achieve a safe and secure environment.

The proposal incorporates a number of CPTED principles including passive surveillance of Mead Avenue, the adjoining reserve corridor, communal areas, and internal circulation spaces.

The orientation of living areas and windows toward public and shared spaces contributes positively toward visibility and surveillance. During processing, additional glazing was added to Unit 9 following urban design review comments seeking improved surveillance and interaction with Mead Avenue.

The internal layout is legible, provides a good level of territorial reinforcement, and provides clear pedestrian connections between parking areas, unit entrances, communal spaces, and external streets/reserve areas.

Overall, I consider the proposal incorporates CPTED principles to a satisfactory standard.

g. Whether the configuration of blocks and lots will allow for development that can readily achieve the outcomes sought in MRZ-P1.

The proposal provides a coordinated comprehensive residential development rather than ad hoc incremental intensification. The units are arranged in a coherent manner with integrated access, landscaping, communal space, servicing, parking, and pedestrian connections.

In my opinion, the proposal has been designed in a manner that generally achieves the outcomes sought by MRZ-P1. In particular, the development:

- actively addresses Mead Avenue and the adjoining reserve corridor through building orientation, passive surveillance, landscaping, and pedestrian connectivity;
- provides reasonable levels of privacy, outlook, and solar access for future residents and adjoining properties, notwithstanding the identified Height in Relation to Boundary infringement;
- integrates on-site parking internally within the development rather than allowing parking to dominate the streetscape;
- maintains a degree of openness between building blocks through separation, landscaping, and communal spaces appropriate to a medium density urban environment;
- provides usable private outdoor living areas, communal open space, and storage areas for residents;
- incorporates CPTED principles through passive surveillance, legible access arrangements, and activation of public interfaces; and

- includes landscaping and streetscape treatment that assists integration with the surrounding urban environment.

I acknowledge that the proposal represents a relatively intensive form of residential development and that some standards are infringed, particularly in relation to outdoor living space and Height in Relation to Boundary. I also note the proposal does not incorporate a wider range of housing typologies such as smaller-format dwellings. However, having regard to the Medium Density Residential Zone context, the urban design peer review outcomes, and the amendments made during processing, I am satisfied that the overall configuration of the development is capable of achieving the broader built form and residential amenity outcomes anticipated by MRZ-P1.

h. Where the application also seeks provision for future built development to breach any of the standards, discretion is also restricted to those matters specified in the relevant standard.

The Comprehensive Residential Development pathway afforded by rule MRZ-R2 provides an avenue for development that results in outcomes at a density significantly greater than those required by Standard MRZ-S1 (density of one unit per 200m^2). As a result, the standards detailed under MRZ-S1 to MRZ-S13 are not applied. However, recognising that Council's matters for discretion for Comprehensive Residential Development includes consideration of any standards that may be breached as a result of future built form, an evaluation of MRZ-S1 to MRZ-S13 has been outlined within Table 5 of the applicant's AEE. The following breaches are identified:

- MRZ-S3 in relation to height in relation to boundaries. In this case, units PU24 and PU25 will infringe through the recession plane as it relates to the southern boundary.

- MRZ-S7 in relation to outdoor space. In this case, with the exception of units 9, 18, 19, 20 and 33, all other units will have at least 20m^2 of outdoor living space, as opposed to the required 30m^2.

- MRZ-S8 in relation to minimum 25% landscape areas. Each Lot has extensive paving and therefore technically, despite the patios contributing to outdoor space, does not strictly accord to the vegetative cover.

- As the application no longer seeks consent for visitors accommodation, it now fully complies with MRZ-S13 in relation to carparking.

In relation to Height in Relation to Boundary, the urban design peer review identified concerns regarding shading effects on the adjoining residential properties to the south at 13B and 13C Mead Avenue. The peer review noted that, particularly during winter months, the proposal would result in a reduction to solar access for those neighbouring properties. However, the review also concluded that the extent of additional shading specifically attributable to the HIRB infringement itself, over and above a fully compliant scenario, was minimal and generally consistent with the scale and intensity of development anticipated within the Medium Density Residential Zone.

Amendments made during processing, including the removal of one unit, increased separation between Units 8 and 32 and the southern boundary, assisted in reducing the extent of effects. Boffa Miskell subsequently confirmed that, subject to amending several south facing windows for improvements privacy, the residual shading and privacy effects would likely equate to a "low" effect on their urban design shading scale and would likely be equivalent to "less than minor" in planning terms.

The proposal also infringes the outdoor living space standard, with a number of units providing reduced private outdoor areas relative to the 30m² standard. The peer review acknowledged

this shortfall but considered it partially mitigated by the site's immediate adjacency to the reserve corridor, the orientation of units toward that reserve, and the provision of communal outdoor areas and pedestrian links. While I acknowledge the reduced outdoor living spaces are not ideal, particularly for some larger units, I generally agree that the spaces remain functional and acceptable within the context of a more compact medium density urban environment that benefits from areas of communal open space and good connection to public reserves.

In relation to landscaping, concerns were initially raised regarding the extent of hard surfacing, the narrowness of some spaces between buildings, and the overall intensity of development. In response, the applicant amended the proposal by removing one unit and one parking space, increasing landscaped area, providing planted buffers between buildings and footpaths, and reconfiguring rubbish and cycle storage areas. Boffa Miskell considered these changes appropriate and acceptable from an urban design perspective.

Overall, while the proposal does not fully comply with all relevant built form and amenity standards, I consider the infringements have been appropriately tested through the urban design review process and are acceptable within the context of the Medium Density Residential Zone and the reasonably anticipated urban intensification of the surrounding environment.

i. Consistency with the Central Otago Medium Density Residential Zone Design Guide 2022, as it relates to the above matters.

The proposal has been subject to detailed urban design review, including an independent peer review undertaken by Boffa Miskell.

The peer review concluded that the proposal is generally consistent with the intent and outcomes sought by the Medium Density Residential Zone Design Guide, particularly following amendments made during processing.

Excavation and Fill

The proposal includes earthworks associated with site preparation, formation of building platforms, internal accessways, parking areas, and associated infrastructure required for the comprehensive residential development.

During processing of the application, the applicant separately obtained Otago Regional Council land use consent RM26.146.01 and discharge permit RM26.146.02 authorising the proposed residential earthworks and associated discharge of sediment to land where it may enter water. The ORC consents were granted on a non-notified basis following assessment by the Regional Council of matters including erosion and sediment control, water quality, land stability, and cultural values.

The ORC decision report concluded that, subject to the proposed mitigation measures and Environmental Management Plan, adverse environmental effects associated with the earthworks would be less than minor.

a. The location, volume and area of excavation.

The proposed earthworks are located across the subject site at 7 and 9 Mead Avenue and are required to enable the construction of the residential units, internal vehicle access, parking areas, and associated site formation works.

The ORC decision records the total area of earthworks as approximately 3,882m², with a maximum total earthworks volume of 1,110m³. This comprises approximately 960m³ of cut to a maximum depth of 0.8m, and approximately 50m³ of fill to a maximum height of 0.4m.

The earthworks are therefore relatively broad in site coverage, but shallow in depth and height. They are consistent with the nature of earthworks typically required to establish a comprehensively developed residential site.

b. The effect on amenity values or safety of neighbouring sites.

The earthworks will be temporary and undertaken on a flat, vacant urban site. The closest neighbouring dwellings are the units at 13 Mead Avenue, immediately south of the site while the north adjoining lot contains an existing motel.

Potential construction-related effects on neighbouring amenity may include noise, dust, vibration, vehicle movements, and general disturbance. However, the ORC decision records that the works are expected to take less than one month to complete, which limits the duration of these effects.

In terms of safety, the ORC land use consent requires all earthworks to be managed so they do not lead to uncontrolled instability or collapse affecting the site or neighbouring properties, and requires any collapse or instability to be immediately rectified. Given the shallow nature of the proposed cut and fill and the flat site context, I consider any effects on neighbouring amenity or safety will be less than minor, subject to compliance with the ORC consent and standard construction management practices.

c. The effect on water bodies and their margins.

There are no surface water bodies on the site or in close proximity to it. Notwithstanding, the ORC consent conditions require the works to be undertaken in accordance with the approved Environmental Management Plan and Erosion and Sediment Control Plan, including erosion and sediment controls, monitoring, stabilisation, incident reporting, and controls on sediment discharges.

d. The impact on visual amenity and landscape character.

The earthworks will occur within a vacant urban site in the Medium Density Residential Zone and are directly associated with the establishment of the proposed residential development. The earthworks are not in themselves expected to result in any permanent adverse effects on visual amenity or landscape character, as the site will be progressively developed and landscaped as part of the wider proposal.

Any short-term visual effects during construction will be temporary and typical of urban construction activity. The proposed finished development and associated landscaping are assessed elsewhere in this report under the comprehensive residential development matters.

e. Any effects on the road network arising from the excavation.

No effects anticipated beyond short-term construction traffic.

f. Any effects on archaeological, heritage or cultural values.

There are no known historical values within or near the site, and no known Kāi Tahu cultural values within or near the site. The ORC land use consent includes accidental discovery conditions requiring works to cease if an unidentified archaeological site or kōiwi are discovered.

g. Any mitigation measures proposed.

The proposed earthworks are subject to ORC land use consent RM26.146.01 and discharge permit RM26.146.02. These consents impose a comprehensive suite of controls, including

compliance with the Environmental Management Plan and Erosion and Sediment Control Plan, maintenance of erosion and sediment controls, stabilisation requirements, construction entrance controls, incident reporting, complaints recording, and accidental discovery protocols.

I consider these mitigation measures appropriate to the scale and nature of the proposed earthworks. Subject to compliance with the ORC consents and any relevant CODC engineering requirements, adverse effects associated with excavation and fill will be less than minor

Subdivision

The proposal includes a unit title subdivision associated with the comprehensive residential development. The subdivision will create separate unit titles for each residential unit together with associated accessory units and common property areas.

The proposed subdivision is fundamentally driven by, and integrated with, the approved land use layout and therefore many of the relevant subdivision matters substantially overlap with the assessment already undertaken in relation to the comprehensive residential development.

a. *Whether the subdivision creates allotments that can accommodate anticipated land uses and are consistent with the purpose, character, and qualities of the applicable zone.*

The proposed subdivision will create unit titles associated with an integrated medium density residential development within the Medium Density Residential Zone. The subdivision is directly linked to the proposed built form and will facilitate residential occupation consistent with the zoning of the site.

The proposed unit title arrangement is appropriate for the nature of the development, enabling shared accessways, parking areas, landscaping, and communal infrastructure to be managed collectively through common property arrangements.

b. *The provision of adequate network utility services (given the intended use of the subdivision) including the location, design and construction of these services.*

Council's engineering advisors have reviewed the proposal and are satisfied that servicing can be appropriately achieved subject to standard engineering and consent conditions.

Given the density and internal layout of the development, including the use of shared accessways, communal refuse storage areas, and larger shared bins, the proposal is not well suited to standard individual kerbside refuse collection arrangements. The applicant has provided a Waste Management Plan addressing the proposed refuse collection methodology, which relies on coordinated private collection arrangements. In my view, a coordinated waste collection system is appropriate and necessary to avoid inefficient multiple collection points, visual clutter, obstruction of internal circulation areas, and adverse streetscape effects that could otherwise arise from ad hoc individual collection arrangements. On that basis, I have recommended a condition requiring a common waste collection system.

c. *The ability to lawfully dispose of wastewater and stormwater.*

Council's Engineers have recommended standard on-site stormwater soakage conditions.

d. *The location, design and construction of access to public roads and its adequacy for the intended use of the subdivision.*

The proposal provides a single shared access from Mead Avenue serving the internal parking and circulation network.

The proposal has been reviewed through both the applicant's transport assessment and Council's independent transport peer review process. As originally lodged, concerns existed regarding parking demand and traffic effects associated with the proposed traveller accommodation component. However, the applicant subsequently withdrew the traveller accommodation component of the proposal, substantially reducing those concerns.

As amended, the proposal now relates solely to residential activity and provides 35 on-site parking spaces for 32 residential units. Council's engineering and transport advisors are satisfied the proposed access and circulation arrangements are acceptable subject to standard engineering requirements and amendments made during processing.

Overall, I consider the proposed access arrangements are adequate for the intended residential use of the subdivision.

e. The provision of landscaping, including road berms.

The proposal includes comprehensive landscaping associated with the development, including internal planting, streetscape planting, reserve interface treatment, and communal landscaped areas.

The landscaping proposal was subject to detailed urban design peer review and was amended during processing to increase landscaped area and improve planting outcomes. While the development remains relatively intensive, I consider the final landscaping proposal provides an acceptable level of visual softening and amenity within the Medium Density Residential Zone context.

f. Earthworks necessary to prepare the site for development occupation, and/or use.

This matter has been assessed above.

g. Subdivisional design including the shape and arrangement of allotments to:
- *i. facilitate convenient, safe, efficient and easy access.*
- *ii. achieve energy efficiency, including access to passive solar energy sources.*
- *iii. facilitate the safe and efficient operation and the economic provision of roading and network utility services to secure an appropriate and co-ordinated ultimate pattern of development.*
- *iv. maintain and enhance amenity values.*
- *v. facilitate adequate access to back land.*
- *vi. protect existing water races.*

The proposal involves a unit title subdivision rather than a conventional fee simple subdivision pattern. The subdivision layout directly reflects the proposed comprehensive residential development layout and associated common infrastructure.

The internal layout facilitates safe and efficient access, coordinated servicing, passive solar access, landscaping, and shared infrastructure arrangements. Pedestrian connectivity is also provided through the site and to the adjoining reserve corridor.

There are no rear "back land" allotments proposed, no water races affected, and no identified issues regarding the coordinated provision of infrastructure services.

Overall, I consider the subdivision design appropriately facilitates the intended pattern of medium density residential development.

h. The provision of or contribution to the open space and recreational needs of the community.

The site directly adjoins an established reserve corridor and golf course environment providing substantial recreational and open space amenity. The development itself also provides internal 'communal' open and passive recreation spaces.

Reserve contributions will be payable in accordance with Council's Development and Financial Contributions Policy 2025.

i. The provision of buffer zones adjacent to roads, network utilities or natural features.

No specific buffer areas are considered necessary in this instance. The site is located within an established urban environment and does not adjoin land uses requiring additional separation

j. The protection of important landscape features, including significant rock outcrops and escarpments.

The site is a vacant urban allotment and does not contain any identified significant landscape features, rock outcrops, or escarpments.

k. Provision for pedestrian and cyclist movement, including the provision of, or connection to, walkways and cycleways.

The proposal provides pedestrian connectivity throughout the site and direct connection to the adjoining reserve corridor and existing footpath network.

l. The provision of esplanade strips or reserves and/or access strips.

Not applicable.

m. Any financial contributions necessary for the purposes set out in Section 15 of this Plan.

Contributions will be payable in accordance with Council's Development and Financial Contributions Policy 2025.

n. Any measures required to address the potential for reverse sensitivity effects to arise in relation to existing activities undertaken on adjoining land.

The site is located within an established urban environment comprising residential, visitor accommodation, reserve, and recreational activities. No particular reverse sensitivity issues are identified.

o. Consistency with any Structure Plan included in this District Plan (excluding Schedule 19.28 Parkburn Structure Plan).

Not applicable.

p. Within the Schedule 19.28 Parkburn Structure Plan area:
- *i. general compliance with the Schedule 19.28 Parkburn Structure Plan; and*
- *ii. any measures required to address the conflict between quarrying activities and residential activities undertaken on the site and adjoining land; and*
- *iii. measures to ensure the development of residential activities proceeds in a south to north direction; the internal road connection to Pony Court is vested as road as part of the first stage of development; and each stage of development has internal access to the lakeside trail; and*
- *iv. measures required to maintain and enhance pest control, in particular rabbits; and*

v. *measures required to ensure adequate servicing for fire fighting such as SNZ PAS 4509:2008; and*

vi. *the need for larger vehicle crossing widths (no less than 3.5m) to enable improved access for fire fighting appliances in instances where a building may be located more than 50m from a road.*

.

Not applicable.

Effects Conclusion

The proposal will contribute positively toward housing supply and housing diversity within Cromwell and is generally consistent with the urban intensification outcomes anticipated by the zone framework. While the proposal infringes certain built form and amenity standards, including Height in Relation to Boundary, outdoor living space, landscaping, and earthworks standards, I consider those infringements have been appropriately tested through the design review, transport review, engineering review, and ORC consenting processes.

The application was materially improved during processing through amendments including the removal of one unit, increased landscaping, revised building separation and window treatments, and, most significantly, the withdrawal of the traveller accommodation component of the proposal. In my view, removal of the visitor accommodation aspect substantially reduced the intensity and uncertainty of the proposal, particularly in relation to parking demand, traffic generation, housing outcomes and residential amenity effects.

Having regard to the zoning of the site, the urban context, the reasonably anticipated receiving environment, the peer review outcomes, and the proposed mitigation measures, I consider the adverse environmental effects of the proposal will be no more than minor.

NOTIFICATION ASSESSMENT

Public Notification

Section 95A of the Resource Management Act 1991 sets out a step-by-step process for determining public notification. Each step is considered in turn below.

Step 1: Mandatory public notification in certain circumstances

- Public notification has not been requested.
- There has been no failure or refusal to provide further information.
- There has been no failure to respond or refusal to a report commissioning request.
- The application does not involve the exchange of recreation reserve land.

Step 2: If not required by Step 1, public notification precluded in certain circumstances

- There are no rules or national environmental standards precluding public notification.
- The application does not involve: a controlled activity, nor a boundary activity. As a result, public notification is not precluded under Step 2.

Step 3: If not precluded by Step 2, public notification required in certain circumstances

- There are no rules or national environmental standards requiring public notification.
- The activity will not have, or be likely to have, adverse effects on the environment that are more than minor as discussed in the assessment above.

Step 4: Public notification in special circumstances

- There are no special circumstances that warrant the application being publicly notified. There is nothing exceptional or unusual about the application that makes public notification desirable.

Limited Notification

Section 95B of the Resource Management Act 1991 sets out a step-by-step process for determining limited notification. Each step is considered in turn below.

Step 1: Certain affected groups and affected persons must be notified

- The activity is not in a protected customary rights area; the activity is not an accommodated activity in a customary marine title area; and, the activity is not on or adjacent to, or might affect, land that is the subject of a statutory acknowledgement.

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

- There are no rules or national environmental standards precluding limited notification.
- The application does not involve a controlled activity that is not a subdivision.

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

- The application does not involve a boundary activity.
- Limited notification is not required under Step 3 as the proposal is not a boundary activity where the owner of an infringed boundary has not provided their approval, and it is not a prescribed activity.
- The proposal falls into the ‘any other activity’ category. The effects of the proposal on persons are assessed below.

ASSESSMENT - EFFECTS ON PERSONS

No written approvals have been provided by any persons.

In accordance with section 95E of the Resource Management Act 1991, the Council must determine whether the adverse effects of the activity on any person are minor, or more than minor.

The proposal is located within the Medium Density Residential Zone where a greater degree of residential intensity, building dominance, traffic generation, and associated urban activity is anticipated than in lower density residential environments. The application has also been materially amended during processing, including the removal of the traveller accommodation component, reduction in unit numbers, increased landscaping, and modifications to reduce shading and amenity effects on adjoining properties.

The proposal has been subject to independent urban design and transport peer review. While some residual effects will occur, particularly in relation to shading and residential amenity for adjoining southern neighbours, the peer review process concluded that those effects would likely be less than minor in planning terms following the amendments made during processing. Transport and parking concerns associated with the original traveller accommodation proposal were also substantially resolved through withdrawal of that component of the application.

Having regard to the nature, scale, and location of the proposal, the urban zoning context, the reasonably anticipated receiving environment, and the amendments and mitigation measures incorporated during processing, I am satisfied the adverse effects on all persons will be less than minor.

Accordingly, no persons are considered affected persons under section 95E of the Act.

Step 4: Further notification in special circumstances

- There are no special circumstances that warrant the application being limited notified. There is nothing exceptional or unusual about the application that makes limited notification to any other persons desirable.

OVERALL NOTIFICATION RECOMMENDATION

In accordance with the assessment outlined above notification is not required.

SUBSTANTIVE DECISION ASSESSMENT

Effects

In accordance with sections 95D and 104(1)(a) of the Resource Management Act 1991, the actual and potential adverse effects associated with the proposed activity have been assessed and outlined above. It is considered that the adverse effects on the environment arising from the proposal are no more than minor and appropriate for the receiving environment.

Offsetting or Compensation Measures

In accordance with section 104(1)(ab) of the Resource Management Act 1991, there are no offsetting or compensation measures proposed or agreed to by the applicant that need consideration.

Objectives and Policies

In accordance with section 104(1)(b) of the Resource Management Act 1991, the following objectives and policies are of particular relevance to the proposal:

Objectives:
MRZ-O1 – Purpose of the Medium Density Residential Zone
MRZ-O2 – Character and Amenity values of the Medium Density Residential Zone
SUB-O1 – Subdivision Design
12.3.1 – Safe and Efficient Roading Network
16.3.1 – Adverse Effects on the Roading Network
16.3.2 – Services and Infrastructure
16.3.4 – Amenity Values
16.3.7 – Open Space, Recreation and Reserves
16.3.9 – Physical Works Involved in Subdivision

Policies:
MRZ-P1 – Built Form
MRZ-P2 – Comprehensive Development
MRZ-P3 – Residential Activities
SUB-P1 – Creation of New Allotments
SUB-P3 – Energy Efficiency
12.4.1 – Parking, Loading and Manoeuvring
16.4.1 – Adequate Access
16.4.3 – Adequate Infrastructure
16.4.6 – Construction Standards
16.4.7 – Subdivision Design

The proposal supports the intent of MRZ-O1, MRZ-P2 and MRZ-P3 by enabling a more efficient use of serviced residential land through the provision of compact attached dwellings within an established urban area close to the Cromwell town centre, reserves, and active transport connections. While the proposal does not provide a particularly broad range of housing typologies, it nevertheless contributes positively toward housing supply and medium density housing choice within a zone specifically intended to accommodate more intensive residential development.

The proposal also generally achieves the built form and amenity outcomes anticipated by MRZ-O2 and MRZ-P1. The development has been designed as a coordinated comprehensive development with integrated access, parking, landscaping, communal areas, and pedestrian connections. The proposal underwent significant refinement during processing in response to the urban design peer review, including the removal of one unit, increased landscaping, revised building separation, and improved interface treatments. While some residual effects remain, particularly in relation to shading and reduced outdoor living areas, I consider these effects acceptable within the context of the Medium Density Residential Zone and the reasonably anticipated urban intensification of the surrounding environment.

The proposal is also consistent with the subdivision, servicing, access, and infrastructure-related objectives and policies identified above. The subdivision layout directly reflects the integrated residential development and provides for coordinated servicing, access, landscaping, and common property arrangements. Council's engineering advisors and the independent transport peer review process are ultimately satisfied that the proposal can be adequately serviced and accessed without resulting in unacceptable effects on the local transport network. I also place weight on the fact that the visitor accommodation component of the proposal was withdrawn during processing, substantially reducing the intensity and parking demand originally associated with the application.

Overall, having regard to the assessment of environmental effects set out above, I consider the proposal is not contrary to the relevant objectives and policies of the District Plan and generally achieves the outcomes anticipated by the Medium Density Residential Zone framework.

Operative and Proposed Regional Policy Statements

The Otago Regional Policy Statement 2019 (RPS2019) was declared operative on 04 March 2024. Decisions on the Proposed Otago Regional Policy Statement 2021 (PRPS2021) were notified on 30 March 2024. This decision is subject to a number of appeals. The provisions of the Medium Density Residential Zone and residential subdivisions were recently drafted and considered in light of both policy statements. After taking into consideration the operative and proposed Regional Policy Statements for Otago, I consider that the policy direction given by the District Plan is certain and complete as it relates to this application and, as such, there is no need to revert to higher order planning instruments.

Other Matters

I consider the National Policy Statement on Urban Development 2020 (NPS-UD) to be a relevant matter under section 104(1)(c) of the Resource Management Act 1991. The NPS-UD seeks to promote well-functioning urban environments that enable sufficient development capacity for housing and business needs, and which support intensification in appropriate urban locations with good access to services, employment, public open space, and transport networks.

The proposal is located within an established urban area of Cromwell in close proximity to the town centre, community facilities, reserves, and active transport connections. The development utilises existing reticulated infrastructure and will contribute additional residential housing supply within an area specifically identified for more intensive urban residential development through the Medium Density Residential Zone framework.

While the proposal involves some amenity and built form compromises associated with medium density development, I consider those effects acceptable within the context of the urban environment anticipated by the District Plan. In my opinion, the proposal is generally consistent with the broader direction and outcomes sought by the NPS-UD.

Part 2

Based on the findings above, I consider that the proposal would satisfy Part 2 of the Resource Management Act 1991. Granting of consent would promote the sustainable management of District's natural and physical resources.

RECOMMENDATION

After having regard to the above planning assessment, I recommend that:

1. This application be processed on a non-notified basis, pursuant to sections 95A and 95B of the Resource Management Act 1991.

2. The Council grant consent to the proposed activity under delegated authority, in accordance with sections 104 and 104C of the Resource Management Act 1991, subject to the conditions imposed under section 108 of the Act listed below.



Oli Monthule-McIntosh
CONSULTANT PLANNER

Date: 21 May 2026

DECISION

I have read both the notification assessment and substantive decision assessment in this report. I agree with the recommendations above.

Under delegated authority on behalf of the Central Otago District Council, I accordingly approve the granting of resource consent to the proposal as outlined in the attached notice:



Wendy Baker
INDEPENDENT COMMISSIONER

Date: 26 May 2026

CENTRAL OTAGO DISTRICT COUNCIL

1 Dunorling Street
PO Box 122, Alexandra 9340
New Zealand

03 440 0056

Info@codc.govt.nz
www.codc.govt.nz

Consent Type: Subdivision and Land Use Consent

Consent Number: RC 260018

Purpose: Subdivision consent for a unit-title subdivision, and land use consent to develop 32 town-house units in a Medium Density Residential Zone.

Location of Activity: 7-9 Mead Avenue, Cromwell

Legal Description: LOT 5 DP 20490 (HELD IN RECORD OF TITLE 828242) AND LOT 6 DP 20490 (HELD IN RECORD OF TITLE 828242).

Lapse Date: 26 May 2031, unless the consent has been given effect to before this date.

SUBDIVISION CONDITIONS:

1. The subdivision must be undertaken in general accordance with the approved plans attached to this certificate as Appendix One, and the information provided with the resource consent application received by the Council on 29/01/26 and further information received on 30/03/26, and 13/05/26, except where modified by the following conditions.

2. Unless modified by other conditions, all designs and approvals are to be in accordance with NZS 4404:2004 and the July 2008 Central Otago District Council (CODC) Addendum. Together these two documents form the Council's Code of Practice for subdivision.

3. Prior to commencement of any physical work the consent holder must apply for and receive council Engineering Acceptance (EA) via the CODC online portal at: CODC Home > Services > Planning > Land Development and Subdivision Engineering This EA application must include:
   a) Confirming who their representative is for the design and execution of the engineering work.
   b) Provide of design: reports, calculations, specifications, schedules, and drawings, as applicable.
   c) A copy of a draft template for the body corporate agreement that specifies the water, wastewater and garbage collection responsibilities and a proposal for water billing; with the final agreement to be completed prior to 224(c) certification.
   d) Either a CODC letter of full Engineering Acceptance (EA) or a CODC exemption letter is required prior to Section 224(c) certification

4. Producer Statements/Certificates where appropriate are to be submitted as per NZS 4404:2004 in the form of:

   a. Schedule 1A,

b. Schedule 1B,
c. Schedule 1C, and
d. Standalone Schedule 1B for 3 waters work

5. Prior to the commencement of works occurring on site approved by this subdivision consent, the consent holder must:

   a) Before any construction works commence, the consent holder must provide a letter to Council advising who the supervisor must be for the design and supervision of the subdivision works.

   b) Install all practicable measures are used to mitigate erosion and to control and contain sediment-laden stormwater run-off and dust from the site during any stages of site disturbance that may be associated with this subdivision

6. As-built drawings are to be lodged with the Council in accordance with clause 1.5.10(b) of NZS 4404:2004 and must comply with Council's "Specifications for as-built drawing documentation version 3.1". The as-built drawings are to be provided in *.dxf or *12da, and in *.pdf file format. New Zealand Vertical Datum (NZVD2016) must be used.

7. The subdivision may be staged. Any conditions relevant to a stage must be satisfied prior to section 224(c) certification for that stage.

8. Prior to certification of the survey plan, pursuant to section 223 of the Resource Management Act 1991, the subdivider must ensure the following:

   a) If a requirement for any easements for services, including private drainage, is incurred during the survey then those easements must be granted or reserved and included in a Memorandum of Easements on the cadastral dataset

9. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the subdivider must complete the following:

<u>Water</u>

a) The adequacy of existing water reticulation at the boundary of the subdivision must be demonstrated by water modelling to be sufficient to supply the subdivision under peak water demand and to fire fighting requirements.

   Advice Note: Access to the Council's Water Model is able to be arranged by the Council at the consent holder's cost.

b) A new DN100 watermain is to be constructed connecting to the existing watermain within Mead Avenue incorporating a dual supply arrangement and divide valve and terminating at the boundary with a bulk supply meter and BPD as appropriate.

   Advice note: Internal water supply works beyond the bulk meter are subject to Building Act requirements.

Wastewater

c) The adequacy of the existing downstream wastewater system adjacent to the subdivision must be demonstrated by modelling to be sufficient to accommodate the subdivision under peak discharge conditions wastewater.

Advice Note: Access to the Council's Wastewater Model is able to be arranged by the Council at the consent holder's cost.

d) A new DN150 wastewater main is to be connected via a manhole to the existing wastewater main within Mead Avenue and extended to the boundary terminating in a manhole or cleaning eye (with specific Council acceptance prior to construction) and a DN150 stub provided for future connection extending into the property. The invert level of the stub shall be such that the whole of the development is able to be serviced by gravity.

Advice note: Internal wastewater drainage beyond the point of connection to the public wastewater network is subject to Building Act requirements.

Stormwater

e) The consent holder must provide a stormwater management design for the development to Council's Subdivision Engineer for approval. The design must demonstrate that stormwater from the development can be collected, conveyed, treated where required, and disposed of without causing nuisance, flooding, erosion, scour, or damage to any adjoining property, road reserve, or public infrastructure.

f) All stormwater infrastructure required to service the subdivision must be constructed in accordance with the approved stormwater management design and Council's engineering standards, to the satisfaction of Council's Subdivision Engineer

Electricity and telecommunications

g) Operational power and telecommunication connections must be provided underground to each of primary units 1 to 33.

Access

h) A new vehicle entranceway/crossing from Mead Avenue to the parking area to serve the proposed Lots 1 to 33 must be constructed in accordance with the Heavy duty/commercial requirements of Part 29 of Council's Roading Policies January 2015, and with the following specific requirements:
    i. Kerb design to include a minimum of 75mm concrete thickening and 3 re-bars placed central to reinforce the kerb line, on basecourse of 150mm of compacted AP40. Alternatively, fibre-reinforced concrete may be used instead of concrete and re-bar.
    ii. The crossing must be surfaced with 150mm mesh-reinforced concrete. Asphalt surfacing is not permitted.
    iii. The new crossing must include a cutout 300mm into the sealed road or until the full thickness of the sealed road is reached, whichever is greater. The

interface must have tape seal banding over all joins for new asphalt crossings, and at least 150mm chip seal overlap for new chip seal crossings. Chip seal crossings must be two coat.

i) The two existing (redundant) vehicle entranceways/crossings Lots 5 and 6 DP 20490 must be removed and reinstated to match the adjoining kerb, grassed berm, and footpath.

j) The proposed private parking area to serve the subdivision must be constructed in accordance with the following:
- Standard concrete or 40mm depth asphaltic carriageway.
- For stormwater management, standard kerb and channel at the edge of the parking area over minimum 75mm compacted depth AP40 metal. Alternatively, centre dish channel and nib-kerbs, or other suitable edgebreak protection.
- Final design layout to be determined at time of Engineering Acceptance to the satisfaction of Council's Infrastructure Manager.
- 4% crossfall.
- A minimum Subgrade CBR >7
- Metal depths to NZS4404:2004 and Council's July 2008 Addendum standards Landscaping strip(s) in accordance with CODC District Plan section 12.7.2.g-h.

Advice note: Prior to upgrading or constructing a vehicle crossing, an approved 'Vehicle Crossing Application' submission is required

LAND USE CONDITIONS:

1. The residential units must be undertaken in general accordance with the approved plans attached to this certificate as Appendix Two, and the information provided with the resource consent application received by the Council on 29/01/26 and further information received on 30/03/26, and 13/05/26, except where modified by the following conditions:

2. The first-floor south-facing bedroom windows on the end elevations of those units shall be amended to high-level strip windows, generally in accordance with the recommendations of the Boffa Miskell Urban Design Peer Review dated 16 April 2026, unless otherwise approved in writing by the Manager Planning and Infrastructure

3. Prior to the occupation of any residential unit, Conditions 4(a) to 4(j) of the subdivision component of this consent, as they relate to that unit, must be complied with.

4. Stormwater from all buildings and impervious surfaces must be stored for beneficial reuse or disposed of by soak-pit designed by a suitably qualified and experienced person within the subdivision boundary

5. Individual dwellings / units must not have differing waste collection arrangements to other dwellings / units within the development. All dwellings / units must continue to use a common waste collection system. The waste collection arrangements and service providers may be changed in the life of the development but must remain common for all dwellings / units included in this consent.

   Advice note: Waste collection system refers to the arrangements made between the consent holder or occupants and the collection service provider (service collection providers include Central Otago District Council or a private provider). The dwellings / units within the development may collectively have arrangements with different service providers however, all dwellings / units must use the same system. For example, the development's collection system may be to receive Council's collection service for recycling and a private collection service for refuse.

6. Prior to occupation, site landscaping must be fully established in general accordance with the Landscape Concept Plans attached as Appendix Three, and as modified by the following specific requirements:
   a) Instillation of urban tree guards, wheel stops and stepping stones within common car parks sufficient to protect trees and ground cover plantings from damage from cars and from informal pedestrian 'desire lines'.
   b) All fencing adjacent to publicly accessible spaces must not exceed 1.2m in height and 50% visual permeability

7. Landscaping of the site must be maintained in perpetuity, with dead or diseased plants replaced within the next growing season.

8. The consent holder shall pay to the Council all required administration charges fixed by the Council pursuant to section 36 of the Act in relation to:
   a) Administration, monitoring and inspection relating to this consent; and
   b) Charges authorised by regulations.

ADVICE NOTES:

1. All earthworks to are to be carried out in accordance with RM26.146.01 and discharge permit RM26.146.02 (or equivalent superseding permits) issued by the Otago Regional Council.

2. All charges incurred by the Council relating to the administration, inspection and supervision of conditions of subdivision consent must be paid prior to Section 224(c) certification.

3. Development contributions of $582,424.00 + GST, must be paid by the due dates in the table below:

	Payment due date
Building consent	*20th of the month following the issue of the invoice*
Certificate of acceptance	*At issue of the certificate of acceptance*
Resource consent for subdivision	*Prior to release of the certificate under section 224(c) of the RMA*
Resource consent (other)	*20th of the month following the issue of the invoice*
Service connection	*At issue of the connection approval*

On time payment is important because, until the development contributions have been paid in full, Council may:

- *Prevent the commencement of a resource consent.*
- *Withhold a certificate under section 224(c) of the RMA.*
- *Withhold a code compliance certificate under section 95 of the Building Act 2004.*
- *Withhold a service connection to the development.*
- *Withhold a certificate of acceptance under section 99 of the Building Act 2004.*

Where invoices remain unpaid beyond the payment terms set out in the Policy, Council will start debt collection proceedings, which may involve the use of a credit recovery agent. Council may also register the development contribution under the Land Transfer Act 2017, as a charge on the title of the land in respect of which the development contribution was required.

A development contribution may be generated when granting a resource consent, building consent or service connection and a financial contribution may be generated when granting a resource consent. Where one development requires different types of consent and these are processed concurrently, more than one invoice may be generated for the same contribution, however a contribution only needs to be paid once.

Access

4. It is the consent holder's responsibility to obtain all necessary Temporary Traffic Management Plans, Corridor Access Requests or any other approvals to undertake works within the road reserve. These approvals should be obtained prior to the works commencing.

General

5. In addition to the conditions of a resource consent, the Resource Management Act 1991 establishes through sections 16 and 17 a duty for all persons to avoid unreasonable noise, and to avoid, remedy or mitigate any adverse effect created from an activity they undertake.

6. Resource consents are not personal property. The ability to exercise this consent is not restricted to the party who applied and/or paid for the consent application.

7. It is the responsibility of any party exercising this consent to comply with any conditions imposed on the resource consent prior to and during (as applicable) exercising the resource consent. Failure to comply with the conditions may result in prosecution, the penalties for which are outlined in section 339 of the Resource Management Act 1991.
8. The lapse period specified above may be extended on application to the Council pursuant to section 125 of the Resource Management Act 1991.

9. This is a resource consent. Please contact the Council's Building Services Department, about the building consent requirements for the work.

Issued at Central Otago on 26 May 2026



Kelsey Gordon
PLANNING SUPPORT OFFICER

Appendix One: Approved Subdivision Plan/s for RC 260018 (scanned image(s), not to scale)



NOTES:

1. Aerial imagery is from LINZ database and is for indicative purposes only.
2. All parts of this plan (incl. areas) are subject to final survey.
3. Unit boundaries will be aligned to physical features where possible.
4. PUs 1 - 32 are proposed dwellings, AUs 1A - 32A are proposed yards, AUs 1B - 32B are proposed car parks.

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CROMWELL
57A MURRAY TERRACE
P.O. BOX 51
03 445 0376

coterra.co.nz

Project:
WHAKA PROJECTS LIMITED

7-9 MEAD AVENUE, CROMWELL

Title:
PROPOSED UNIT DEVELOPMENT
OVER LOTS 5 & 6 DP 20490

SCHEME PLAN

Revision	Amendments	Date
A	Original Issue	19/12/25
B	Updated Unit Numbering	3/03/26
C	Unit Areas Added	6/03/26
D	Updated Layout, Unit Numbering, & Notes	19/05/26

Copyright of this drawing is vested in Coterra Limited.
The Contractor shall verify all dimensions on site.

CAUTION - The information shown on this plan has been prepared under specific instruction from the client and is intended solely for the client's use. The information is valid as at the date of survey. Coterra Limited will accept no liability for any consequence arising out of this plan, or the information thereon whether in hard copy or electronic format by any other party for any purpose whatsoever.

Scale:
1:400 (A3)

Job No:	Drawn By:	Reviewed By:	Datum:
6666	ALC	CRH	-

Drawing No:	Sheet No:	Revision:	Date Created:
6666-1	1 OF 1	D	19/12/2025

Appendix Two: Approved Unit Plans for RC 260018 (scanned image(s), not to scale)

Resource Consent

Proposed Site Plan

Development schedule

Zone	Medium Density
Site Area	3881.8 m²
Building Coverage	1328 m² (34%)
Landscaped Area	969.9 m² (25%)
Impervious Surface	1583.9 m² (41%)
Maximum Height	2 Storey (3 Storeys Permitted)
Total Units	**32** 8x 2 bed, 74m² 24x 3 bed, 86m²
Total Carparks	**33**



WHAKA PROJECTS

N

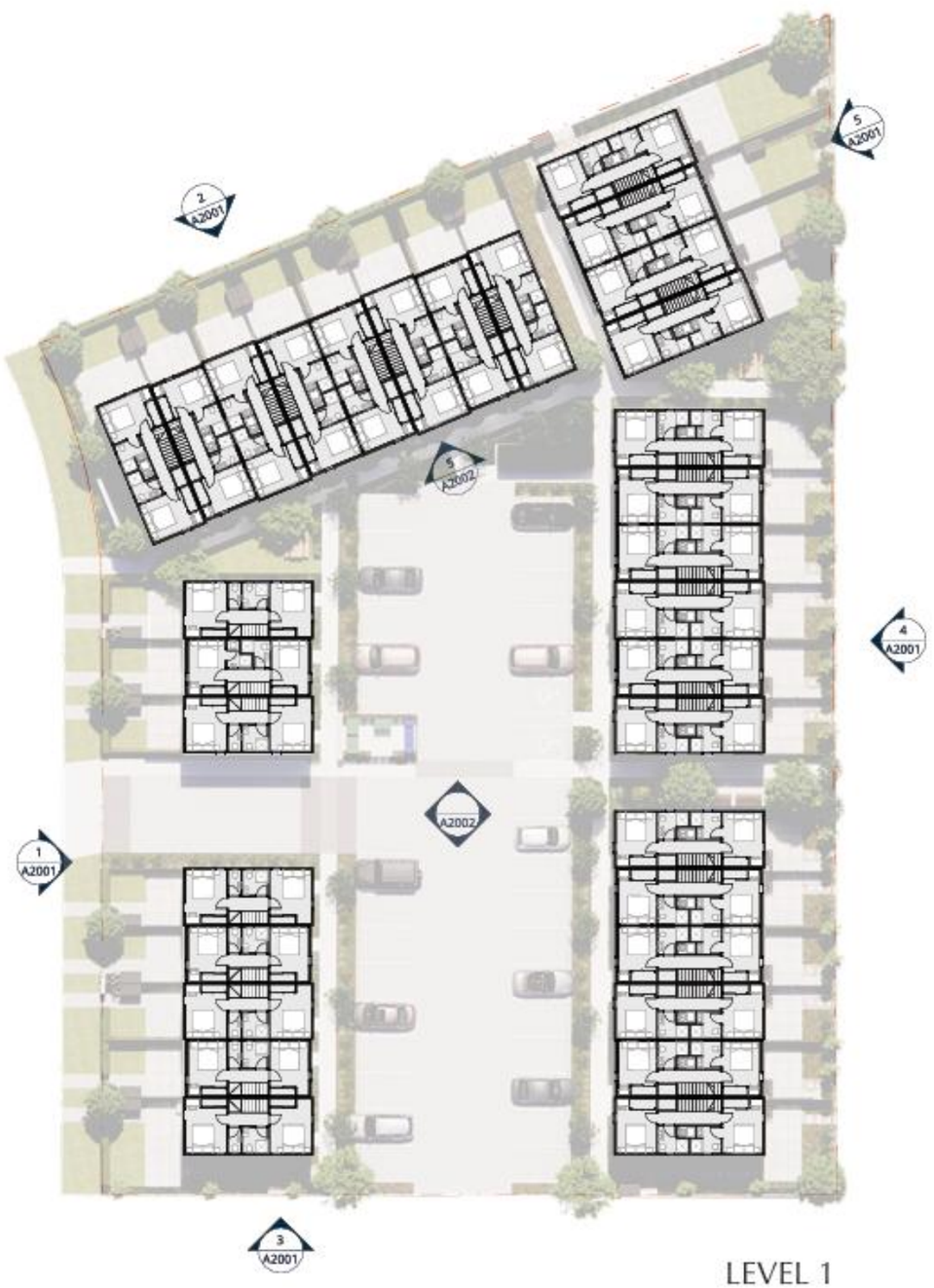
SCALE_1:500 @ A3

Resource Consent

Floor Plans



GROUND FLOOR



LEVEL 1

WHAKA PROJECTS

SCALE_1:400 @ A3

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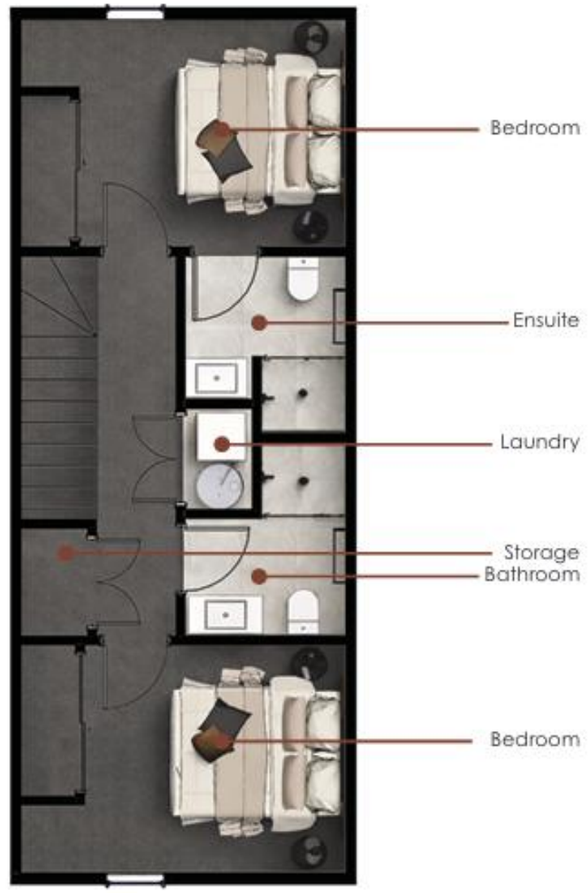
Resource Consent

Unit Floor Plans - Type A

3 Bedroom 86m²



GROUND FLOOR



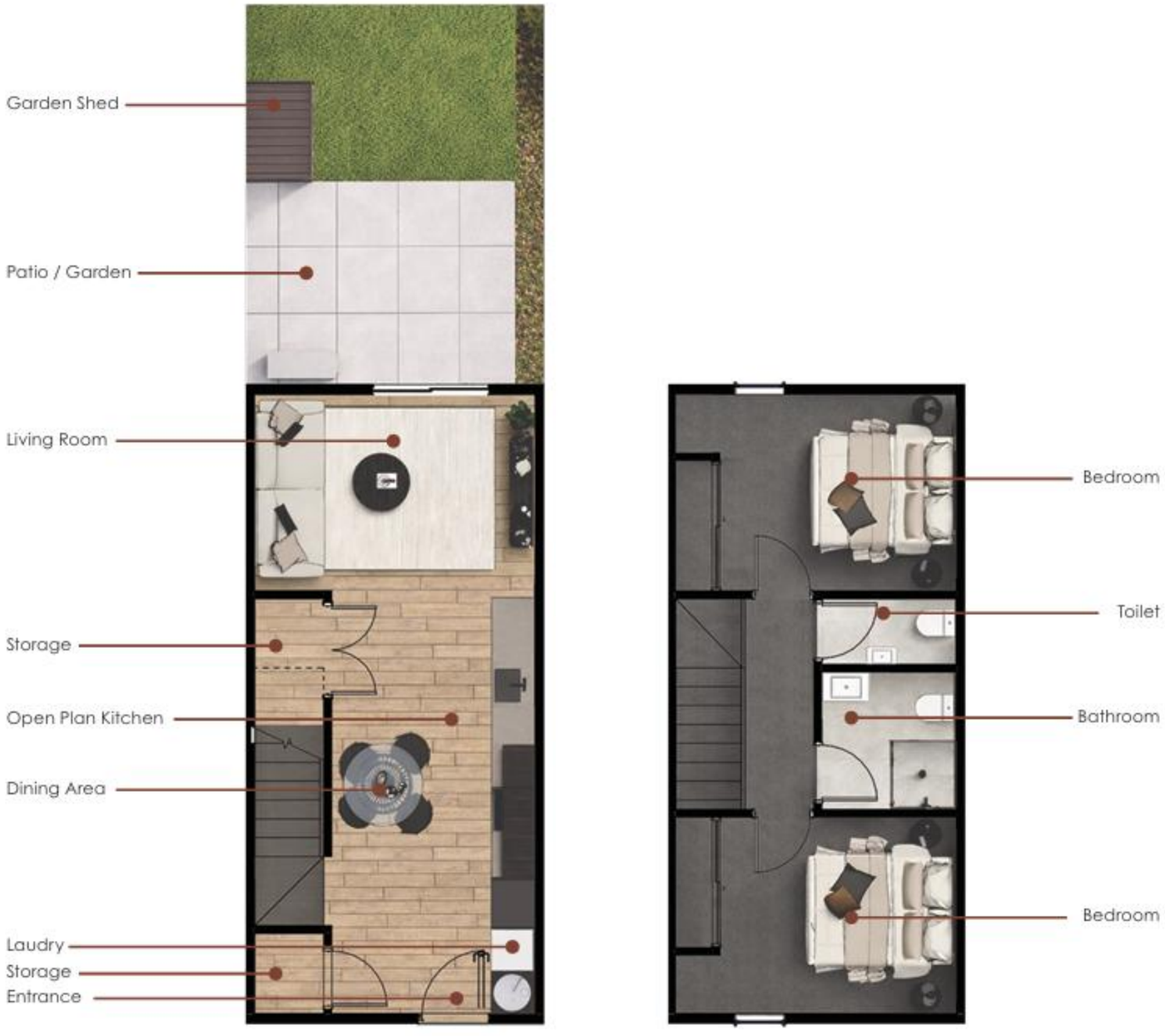
LEVEL 1

WHAKA PROJECTS

Resource Consent

Unit Floor Plans - Type B

2 Bedroom 74m²



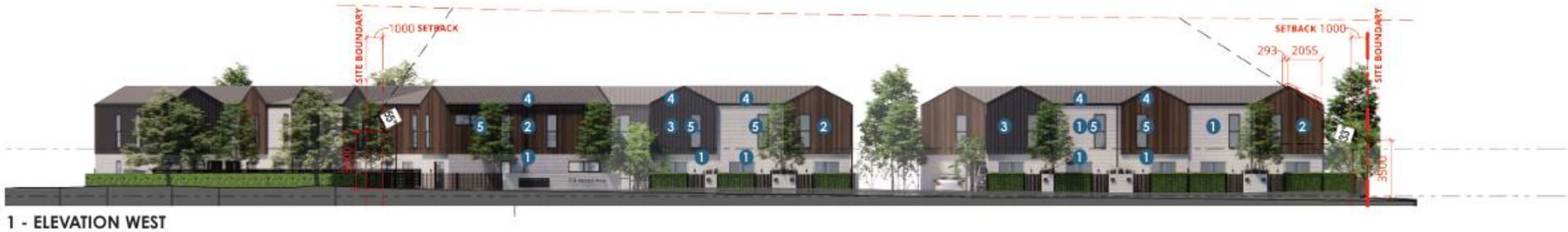
GROUND FLOOR

LEVEL 1

WHAKA PROJECTS

Resource Consent

Elevations



1 - ELEVATION WEST



2 - ELEVATION NORTH



1 Bricks Veneer cladding
Natural



2 Pre-finished engineered timber cladding
Dark Cedar



3 Profiled Metal Cladding and Roofing
FlaxPod



4 Metal Flashings and Spoutings
FlaxPod



5 Power Coated Aluminium Joinery
Black

WHAKA PROJECTS

Resource Consent

Elevations



3 - ELEVATION SOUTH



4 - ELEVATION EAST 1



5 - ELEVATION EAST 2



1 Bricks Veneer cladding
Natural



2 Pre-finished engineered timber cladding
Dark Cedar



3 Profiled Metal Cladding and Roofing
FlaxPod



4 Metal Flashings and Spoutings
FlaxPod



5 Power Coated Aluminium Joinery
Black

WHAKA PROJECTS

Resource Consent

Elevations



1 - INTERNAL ELEVATION



2 - INTERNAL ELEVATION



4 - INTERNAL ELEVATION



1 Bricks Veneer cladding
Natural



2 Pre-finished engineered timber cladding
Dark Cedar



3 Profiled Metal Cladding and Roofing
FlaxPod



4 Metal Flashings and Spoutings
FlaxPod



5 Power Coated Aluminium Joinery
Black

WHAKA PROJECTS

Resource Consent

Elevations



3 - INTERNAL ELEVATION



5 - INTERNAL ELEVATION



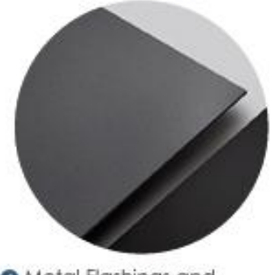
1 Bricks Veneer cladding
Natural



2 Pre-finished engineered timber cladding
Dark Cedar



3 Profiled Metal Cladding and Roofing
FlaxPod



4 Metal Flashings and Spoutings
FlaxPod



5 Power Coated Aluminium Joinery
Black

WHAKA PROJECTS

Appendix Three: Approved Landscape Concept Plans for RC 260018 (scanned image(s), not to scale)



A. OVERALL LANDSCAPE CONCEPT PLAN (1:300 @ A3)

SITE INFORMATION

TOTAL SITE AREA	3881.7 m² *(GROSS SITE)*
LANDSCAPED AREA	969.9 m² (**25.0%** OF *GROSS SITE*)
PLANTING AREA	753.8 m² (**77.7%** OF *LANDSCAPED AREA*)

Note: Unit numbers indicative only

client / project name:	WHAKA PROJECTS / MEAD AVE
drawing name:	**OVERALL LANDSCAPE PLAN**
designed by:	ANCA BELU
drawn by:	ANCA BELU
original issue date:	19 DECEMBER 2025
scale:	1:300 A3

revision no:	amendment:	approved	date
A	Issue for Comment	DCM	19/12/2025
B	Minor Updates	DCM	13/01/2026
C	Minor Updates	DCM	16/01/2026
D	Minor Updates	DCM	21/01/2026
E	Minor Updates	DCM	23/01/2026
F	RFI Response	DCM	11/03/2026
G	Minor Updates	DCM	11/03/2026

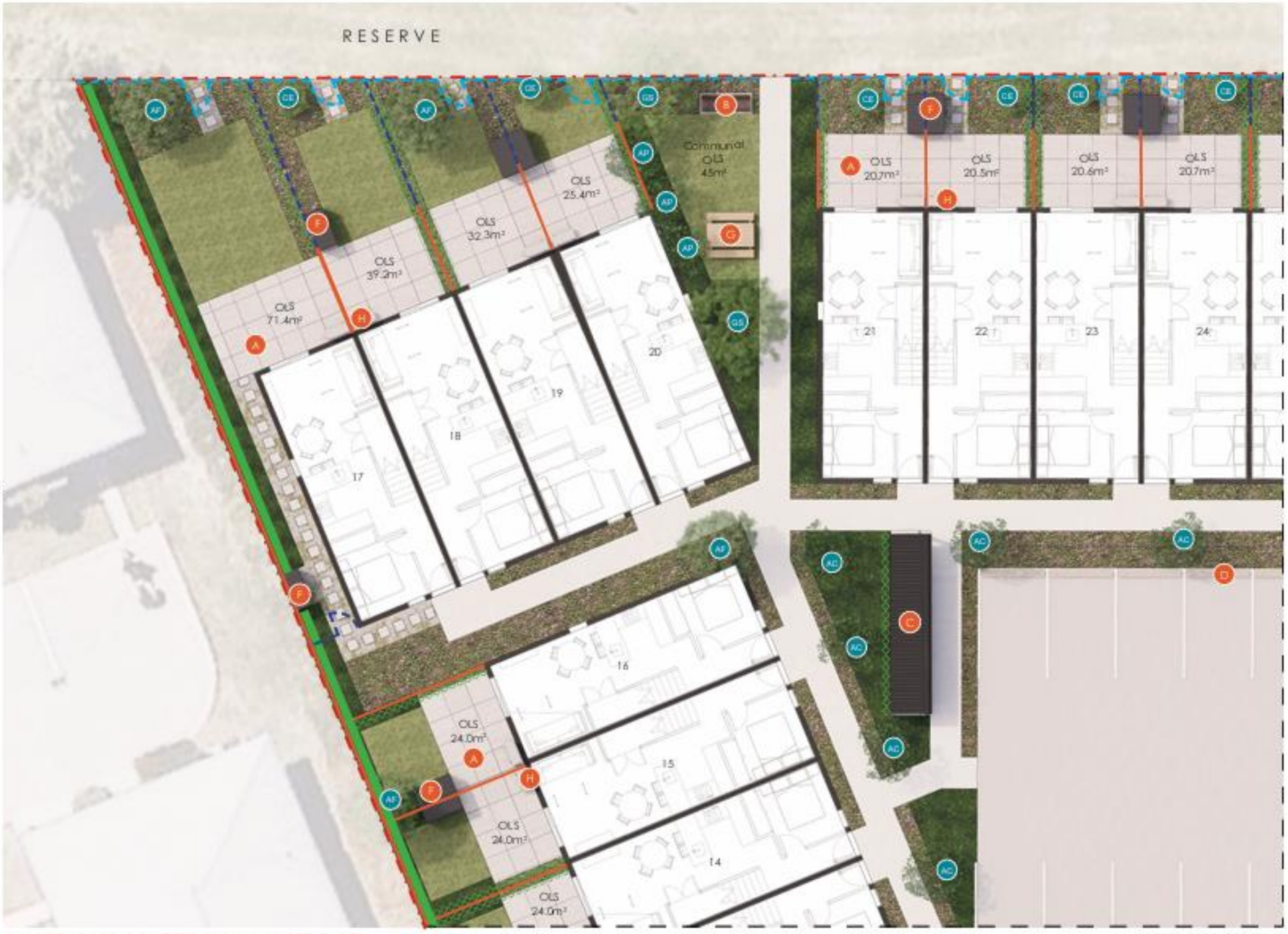
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001

project no / drawing no: **2025_232/001** revision: **G**

LEGEND

- Site boundary
- A Concrete patio
- B Timber bench seat
- C Covered bike storage (8x Stands)
- D Timber wheel stop
- E Communal bin storage
- F Storage shed
- G Timber picnic bench
- H Exterior air-conditioning unit
- Plant mix A
- Plant mix B
- Grass lawn
- Pedestrian paving
- Concrete no oxide - broom finish
- Concrete 3% oxide - broom finish
- Pavers set in groundcover
- 1.8m Aluminium slat privacy fence
- 1.5m Letterbox wall
- 1.5m Semi permeable slat fence
- 1.5m Semi permeable slat gate
- 1.2m Open style fence
- 1.2m Open style gate
- Hedging
- Climbers
- Join Line
- GS Gleditsia 'Sunburst'
- AC Amelanchier canadensis
- AF Acer x freemanii 'Jeffers Red
- CE Cornus 'Eddies White Wonder'
- AP Acer palmatum 'Katsura'
- Individual letterbox



A. LANDSCAPE CONCEPT PLAN A (1:150 @ A3)

(REFER 2025_209/004)

client / project name: WHAKA PROJECTS / MEAD AVE
drawing name: **LANDSCAPE CONCEPT PLAN A**
designed by: ANCA BELU
drawn by: ANCA BELU
original issue date: 19 DECEMBER 2025
scale: 1:150

revision no:	amendment:	approved	date
A	Issue for Comment	DCM	19/12/2025
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E	Minor Updates	DCM	23/01/2026
F	RFI Response	DCM	11/03/2026
G	Minor Updates	DCM	11/03/2026

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project no / drawing no: **2025_232/002** revision: **G**

002

LEGEND

- Site boundary
- A Concrete patio
- B Timber bench seat
- C Covered bike storage (8x Stands)
- D Timber wheel stop
- E Communal bin storage
- F Storage shed
- G Timber picnic bench
- H Exterior air-conditioning unit
- Plant mix A
- Plant mix B
- Grass lawn
- Pedestrian paving
- Concrete no oxide - broom finish
- Concrete 3% oxide - broom finish
- Pavers set in groundcover
- 1.8m Aluminium slat privacy fence
- 1.5m Letterbox wall
- 1.5m Semi permeable slat fence
- 1.5m Semi permeable slat gate
- 1.2m Open style fence
- 1.2m Open style gate
- Hedging
- Climbers
- Join Line
- GS Gleditsia 'Sunburst'
- AC Amelanchier canadensis
- AF Acer x freemanii 'Jeffers Red
- CE Cornus 'Eddies White Wonder'
- AP Acer palmatum 'Katsura'
- Individual letterbox



A. LANDSCAPE CONCEPT PLAN B (1:150 @ A3)

(REFER 2025_209/005)

client / project name: WHAKA PROJECTS / MEAD AVE
drawing name: **LANDSCAPE CONCEPT PLAN B**
designed by: ANCA BELU
drawn by: ANCA BELU
original issue date: 19 DECEMBER 2025
scale: 1:150

revision no:	amendment:	approved	date
A	Issue for Comment	DCM	19/12/2025
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C	Minor Updates	DCM	16/01/2026
D	Minor Updates	DCM	21/01/2026
E	Minor Updates	DCM	23/01/2026
F	RFI Response	DCM	11/03/2026
G	Minor Updates	DCM	11/03/2026

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project no / drawing no: **2025_232/003** revision: **G**

LEGEND

- Site boundary
- A Concrete patio
- B Timber bench seat
- C Covered bike storage (8x Stands)
- D Timber wheel stop
- E Communal bin storage
- F Storage shed
- G Timber picnic bench
- H Exterior air-conditioning unit
- Plant mix A
- Plant mix B
- Grass lawn
- Pedestrian paving
- Concrete no oxide - broom finish
- Concrete 3% oxide - broom finish
- Pavers set in groundcover
- 1.8m Aluminium slat privacy fence
- 1.5m Letterbox wall
- 1.5m Semi permeable slat fence
- 1.5m Semi permeable slat gate
- 1.2m Open style fence
- 1.2m Open style gate
- Hedging
- Climbers
- Join Line
- GS Gleditsia 'Sunburst'
- AC Amelanchier canadensis
- AF Acer x freemanii 'Jeffers Red
- CE Cornus 'Eddies White Wonder'
- AP Acer palmatum 'Katsura'
- Individual letterbox



A. LANDSCAPE CONCEPT PLAN C (1:150 @ A3)

client / project name: WHAKA PROJECTS / MEAD AVE
drawing name: **LANDSCAPE CONCEPT PLAN C**
designed by: ANCA BELU
drawn by: ANCA BELU
original issue date: 19 DECEMBER 2025
scale: 1:150

revision no:	amendment:	approved	date
A	Issue for Comment	DCM	19/12/2025
B	Minor Updates	DCM	13/01/2026
C	Minor Updates	DCM	16/01/2026
D	Minor Updates	DCM	21/01/2026
E	Minor Updates	DCM	23/01/2026
F	RFI Response	DCM	11/03/2026
G	Minor Updates	DCM	11/03/2026

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project no / drawing no: **2025_232/004** revision: **G**

004

LEGEND

- Site boundary
- A — Concrete patio
- B — Timber bench seat
- C — Covered bike storage (8x Stands)
- D — Timber wheel stop
- E — Communal bin storage
- F — Storage shed
- G — Timber picnic bench
- H — Exterior air-conditioning unit
- Plant mix A
- Plant mix B
- Grass lawn
- Pedestrian paving
- Concrete no oxide - broom finish
- Concrete 3% oxide - broom finish
- Pavers set in groundcover
- 1.8m Aluminium slat privacy fence
- 1.5m Letterbox wall
- 1.5m Semi permeable slat fence
- 1.5m Semi permeable slat gate
- 1.2m Open style fence
- 1.2m Open style gate
- Hedging
- Climbers
- Join Line
- GLS — Gleditsia 'Sunburst'
- AC — Amelanchier canadensis
- AF — Acer x freemanii 'Jeffers Red
- CE — Cornus 'Eddies White Wonder'
- AP — Acer palmatum 'Katsura'
- Individual letterbox



A. LANDSCAPE CONCEPT PLAN D (1:150 @ A3)

client / project name: WHAKA PROJECTS / MEAD AVE
drawing name: **LANDSCAPE CONCEPT PLAN D**
designed by: ANCA BELU
drawn by: ANCA BELU
original issue date: 19 DECEMBER 2025
scale: 1:150

revision no:	amendment:	approved	date
A	Issue for Comment	DCM	19/12/2025
B	Minor Updates	DCM	13/01/2026
C	Minor Updates	DCM	16/01/2026
D	Minor Updates	DCM	21/01/2026
E	Minor Updates	DCM	23/01/2026
F	RFI Response	DCM	11/03/2026
G	Minor Updates	DCM	11/03/2026

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project no / drawing no: **2025_232/005** revision: **G**



A. 1.8M ALUMINIUM SLAT PRIVACY FENCE (SLEEKWALL SLAT FENCE BY BOUNDARYLINE OR SIMILAR)



B. 1.5M PICKETPANEL ATLAS FENCING BY BOUNDARY LINE (OR SIMILAR)



C. 1.2M HIGH SIGNATURE 200 POST AND RAIL FENCE BY BOUNDARY LINE (OR SIMILAR)



D. OPEN STYLE GATE (HEIGHT AND MATERIAL TO MATCH ADJOINING FENCE)



E. LIFFON PICNIC TABLE BY URBAN EFFECTS (OR SIMILAR)



F. LIFFON BENCH SEAT BY URBAN EFFECTS (OR SIMILAR)



G. 1.4 X 41.4 X 0.7 KETER CORTINA ALTO SHED IN BLACK (OR SIMILAR)

client / project name: WHAKA PROJECTS / MEAD AVE
drawing name: **UTILITIES AND FENCE DETAILS**
designed by: ANCA BELU
drawn by: ANCA BELU
original issue date: 19 DECEMBER 2025
scale: NTS

revision no:	amendment:	approved	date
A	Issue for Comment	DCM	19/12/2025
B	Minor Updates	DCM	13/01/2026
C	Minor Updates	DCM	16/01/2026
D	Minor Updates	DCM	21/01/2026
E	Minor Updates	DCM	23/01/2026
F	RFI Response	DCM	11/03/2026
G	Minor Updates	DCM	11/03/2026

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project no / drawing no: **2025_232/006** revision: **G**



A. 1.5M LETTERBOX WALL
(BRICK WALL TO MATCH ARCHITECTURAL CLADDING)



B. 1.5M PERSONAL LETTERBOXES
(BRICK WALL TO MATCH ARCHITECTURAL CLADDING)

client / project name: WHAKA PROJECTS / MEAD AVE
drawing name: **UTILITIES AND FENCE DETAILS**
designed by: ANCA BELU
drawn by: ANCA BELU
original issue date: 19 DECEMBER 2025
scale: NTS

revision no:	amendment:	approved	date
A	Issue for Comment	DCM	19/12/2025
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G	Minor Updates	DCM	11/03/2026

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project no / drawing no: **2025_232/007** revision: **G**

PLANT MIX A
SMALL AMENITY GROUNDCOVERS/ SHRUBS


Blue Tussock
(*Poa colensoi*)


Orange sedge
(*Carex testacea*)


Groundcover Coprosma
(*Coprosma kirkii*)


Pink Flowering Hebe
(*Hebe 'Pretty N' Pink'*)


Daisy Bush
(*Brachyglottis greyii*)


Hawera
(*Coprosma acerosa 'Hawera'*)


Dwarf Pittosporum
(*Pittosporum 'Hedgehog'*)


Hen and Chicken Fern
(*Asplenium bulbiferum*)


Pohuehue
(*Muehlenbeckia axillaris*)

PLANT MIX B
LARGE AMENITY SHRUBS/ GRASSES


Snow Tōtara
(*Podocarpus nivalis*)


Red Mānuka
(*Leptospermum 'Burgundy Queen'*)


Dwarf toe toe
(*Chionochloa flavicans*)


Round Leaved Coprosma
(*Coprosma rotundifolia*)


Prostrate Kōwhai
(*Sophora prostrata*)


Whipcord Hebe
(*Hebe hectorii*)


Mountain Flax
(*Phormium cookianum*)


Purple Flax
(*Phormium cookianum 'Purpurea'*)


Variegated Lomandra
(*Lomandra 'White Sands'*)

SPECIMEN TREES


Golden Honey Locust
(*Gleditsia 'Sunburst'*)


Shad Bush
(*Amelanchier canadensis*)


Freeman Maple
(*Acer x freemanii 'Jeffers Red'*)


Flowering Dogwood
(*Cornus 'Eddies White Wonder'*)


Dwarf Japanese Maple
(*Acer palmatum var. dissectum 'Katsura'*)

HEDGES


Portuguese Laurel
(*Prunus lusitanica*)

CLIMBER


Puawhananga
(*Clematis paniculata*)

GROUNDCOVER


Panakenake
(*Pratia Angulata*)

KEY
- N Native
- E Exotic

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drawing name:	**PLANTING PALETTE**
designed by:	ANCA BELU
drawn by:	ANCA BELU
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project no / drawing no: **2025_232/008** revision: **G**



Monday June 8th 2026

Cromwell Accommodation

Short-term rentals remain legal throughout New Zealand, but rules vary significantly between regions as there is no government licensing system but rely on planning controls being managed locally under the Resource Management Act.

In 2026, many councils require resource consent or registration for frequent short-stay listings. Cities may also set night limits or zoning requirements depending on the residential area, while hosts must meet health, safety, and insurance standards.

In addition, tax rules apply. Online platforms now collect 15% GST on bookings, and hosts must declare rental income to Inland Revenue.

Meanwhile, there is increasing debates relating to their contribution to the housing shortage with many owners preferring to operate an Air BNB model than a traditional rental model. This particularly so in Queenstown and Auckland. Staying compliant with local council rules is increasingly important.

The current data from *AirROI* for Cromwell for Air BNB style accommodation reports an annual occupancy of **38.5%** on an annual basis across all 202 listed properties.

The peak month, not surprisingly is February with just under 58% and the lowest is June with just under 30%. These percentages will be influenced by owners wishing to use their properties during certain times of the year and therefore having 'block out' dates.

Not all properties will achieve these percentages with the top properties (10%) achieving occupancies in excess of 75% annually however the typical occupancy % will be what is stated above.

Interestingly, there has been a slight reduction in occupancy compared to the previous year by some 5%.

There is also a seasonality factor within the occupancy levels with the peak periods being the months of December to March which mirrors the peak hotel accommodation months and the lowest demand being the June to September period.

The market is dominated by owners offering the entire apartment/ property by 3 bedroom houses being the most common property type (50% to 60%). This popularity number does not mean that all 3 bedrooms will be utilised but points to the fact that the market will book a property which offers more than they need to guarantee exclusive use.

Shorter stays are the norm with one to two day stays however, there is becoming an increasing demand from digital nomads for longer stays of between one and two months which again will be influenced by the length of visas by international visitors. As alluded to in the earlier report, the majority of guests will be from New Zealand (50%) with Australia being the second largest market at 20%.

Facilities influencing the decision makers.

Climate Control : both heating and Cooling
Quality King sized beds and premium quality bed linen and towelling.
Full Kitchen and laundry facilities
Pet Friendly
EV Charging options
Spa Baths/Hot tubs
Wifi
Free parking
Barbeque and outdoor entertaining areas.

Occupancies in Cromwell are some 10% points lower than Queenstown but can still command, during peak periods nightly rates of in excess of $ 350 for top rated properties.

Gordon Wilson
Principal
GBK Consulting

TRAFFIC PLANNING CONSULTANTS LTD

PROPOSED RESIDENTIAL AND VISITOR ACCOMODATION DEVELOPMENT

7 & 9 MEAD AVENUE
CROMWELL

TRANSPORT ASSESSMENT

Prepared By:
Thomas Kear

December 2025
Reference: 250751
Issue - Final

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Prepared By	Thomas Kear
Date	December 2025

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1.0 INTRODUCTION

This report examines and describes the traffic and parking effects of a proposal for a residential development at 7 and 9 Mead Avenue, Cromwell.

The site is located on the eastern side of Mead Avenue, as shown in **Figure**. The site is currently zoned within the Medium Density Residential Zone under the Central Otago District Plan (CODP).

The proposal is described in more detail within the application. It involves the construction of 33 residential units with 35 on-site parking spaces accessed via one vehicle crossing onto Mead Avenue. Pedestrian links to the public footpath network on Mead Avenue will also be provided separate of vehicle access. The units have also been designed with the anticipation that they will also be utilised as visitor accommodation.



Figure 1: Site Location
Source: Central Otago District Council GeoMaps

2.0 EXISTING TRANSPORT ENVIRONMENT

2.2 Existing Site Traffic Conditions

The site is currently unoccupied land with two existing vehicle crossings provided onto Mead Avenue.

2.2 The Surrounding Land Use and Facilities

The site is bound by the Cromwell golf-course to the east, and residential areas to the north, west and south. A range of facilities and amenities are provided within some 500 metres walking distance of the site (up to 10 minutes) and the surrounding area north-west of the site.

2.1.1 Mead Avenue

Mead Avenue is a local road with a length of some 250 metres that forms an intersection with Barry Avenue at its northern end, and with Neplusultra Street at its southern end. Within the vicinity of the site Mead Avenue has a carriageway width of some 8.5 metres providing one traffic lane in each direction, with on-street parking permitted on both sides of the road. Footpaths measuring some 1.8 metres in width are provided on both sides of the road. Information from Mobile Road[1] (2025) shows that Mead Avenue has an Average Daily Traffic (ADT) of some 197 vehicle movements per day (vpd).

2.3 Road Safety

A review of crash data for the latest available five-year period from January 2020 to present (2025 subject to reporting delays) along the entire length of Mead Avenue, inclusive of its intersections with Barry Avenue and Neplusultra Street, indicates that one crash has been reported.

The crash was a serious injury crash and occurred at the Mead Avenue/Neplusultra Street intersection with a passenger falling whilst boarding a car.

As such, there is nothing to suggest an inherent road safety issue concerning property access near the subject site.

2.4 Pedestrian & Cyclist Facilities

Footpaths are provided along both sides of all roads within the vicinity of the site measuring some 1.8 metres in width, with dropped kerb pram crossings at each crossing point. Dedicated pedestrian zebra crossings are provided over Barry Avenue and Waenga Drive some 170 metres and some 270 metres north-west and west of the site respectively, providing an active-mode link towards the Cromwell town centre and the surrounding area. No dedicated cyclist facilities are provided in the immediate vicinity of the site area, with cyclists being required to share the road with other road users. However, the road widths are considered sufficient for both cyclists and drivers to co-exist.

2.5 Public Transport Accessibility

Cromwell bus station is located on Lode Lane, some 200 metres distance from the site, serving Great Sights and InterCity buses, generally between further afield locations outside Cromwell

[1] Mobile Road - https://mobileroad.org/

(Dunedin, Queenstown, Christchurch). It is anticipated that a local bus route will be provided to serve the surrounding area as further development occurs. This is not expected to be provided by the applicant.

3.0 THE PROPOSAL

3.1 Overview

The proposals are described in more detail within the application, and the general layout is illustrated in Figure 2. It comprises the construction of 33 residential dwellings across the site (also serving as Visitor Accommodation Units), with a total of 35 parking spaces to be provided for the site. Communal refuse storage and bicycle parking will be provided at various locations across the site.

One vehicle crossing onto Mead Avenue is proposed to serve the site with a width of 5.5 metres. A pedestrian link to the public footpath network along Mead Avenue will also be provided.

Further discussion of the appropriateness and formation of the access points and parking in relation to the CODP are included later in this report.

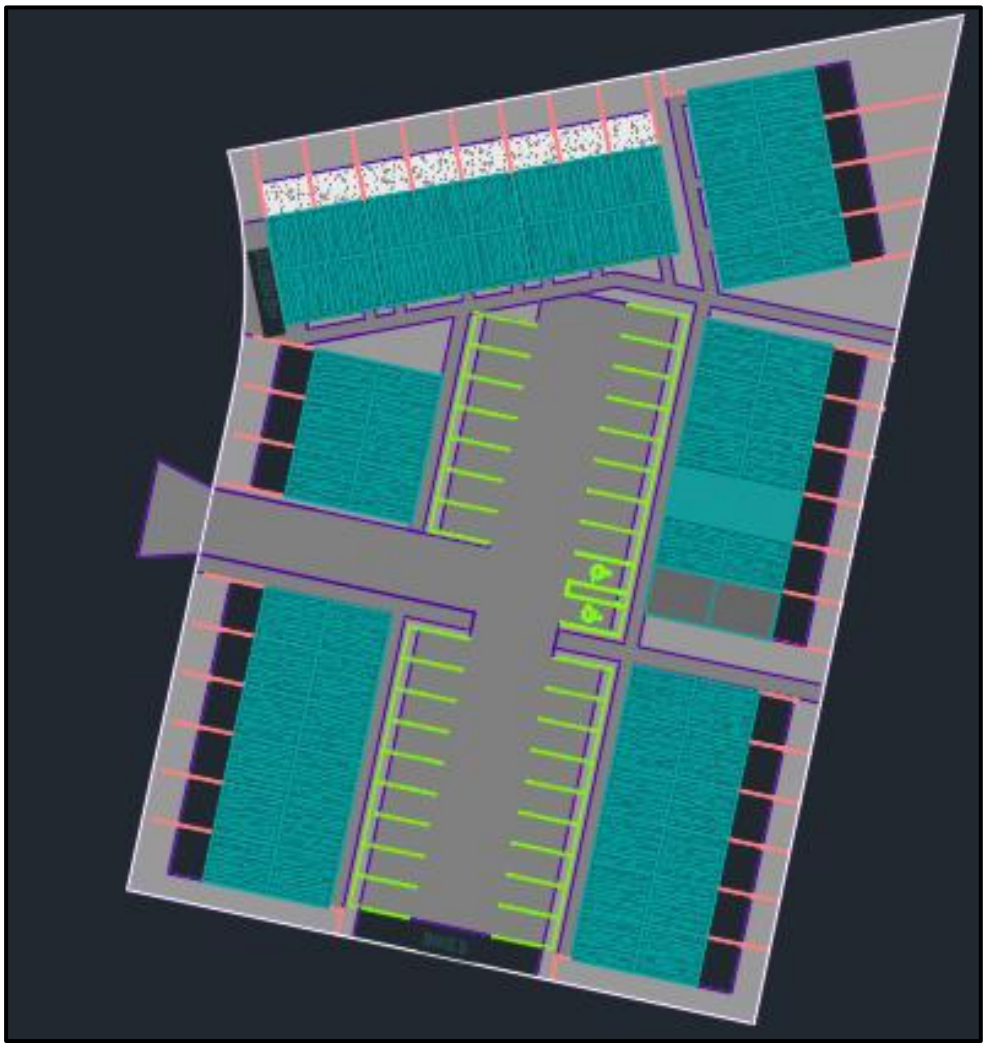


Figure 2: Proposed Site Layout
Source: Whakaprojects

3.2 Vehicle Access - Design

The site will be served by one 5.5 metre-wide vehicle crossing onto Mead Avenue, which will be separated from its intersections by at least 25 metres.

Within the site, the accessway will have a minimum width of 5.5 metres, sufficient for two-way vehicle movements, widening up to 7.0 metres where providing for vehicle manoeuvring.

The gradient along the access will be no steeper than 1 in 5 (20.0%) and will be compliant with the CODP standards.

3.3 Vehicle Access – Sight Distance

In considering vehicle access, it is important that adequate sight distance is provided and that the accesses are designed to ensure safe traffic and pedestrian movement.

In respect of sight distance, the appropriate standard to use is the Land Transport Safety Authority publication "Guidelines for Visibility at Driveways". There are two components to the sight distance measurement the first being the sight distance requirement and the second being the lines of clear sight. The sight distance/lines of clear sight required are dependent upon the traffic generation of the proposal, the 85th percentile speed of vehicles on the frontage road and the classification of the frontage road.

The forecasted vehicle movements at the proposed access are anticipated to be higher than 200 vehicle trips per day, such that the access is defined as high volume. The speed limit along Mead Avenue is 50 km/h. Given the urban residential environment, the length of Mead Avenue, the horizontal bend in the road adjacent to the site, and the presence of on-street parking, the 85th percentile speeds are not expected to exceed 60 km/h. On this basis, RTS6 recommends a minimum sight distance of 55 metres, and CODP recommends a sight distance of 55 metres.

The sight distances at the vehicle crossing were confirmed to be at least 60 metres in both directions along Mead Avenue. In the event of cars parked on-street on Mead Avenue, sightlines could potentially be reduced. Nevertheless, this is a common occurrence across Central Otago where on-street parking is provided. **Figure 3** displays the indicative sight distances onto Mead Avenue. Overall, it is considered that the vehicle crossings provide a suitable level of sightlines.

Overall, the proposed vehicle access arrangement is considered acceptable.



Figure 3: Mead Avenue Indicative Sight Distances
Source: Traffic Planning Consultants Ltd.

3.4 Pedestrian Access

Units fronting Mead Avenue will have individual separated pedestrian access points to the public footpath network on Mead Avenue. A 1.5 metre-wide vertically separated footpath is proposed adjacent to the vehicle access providing a connection to the internal units, along with a 1.5 metre-wide vertically separated footpath near the northern block. The footpaths connect to an interconnected set of footpaths through the site between buildings, parking, storage areas and Mead Avenue.

Overall, the site is considered to provide good pedestrian connectivity between building entrances, parking areas and the public footpath network.

3.5 Parking

A total of 35 parking spaces will be provided across the site in one parking area.

All parking spaces will be set out as 90-degree angled parking spaces with a width of 2.6 metres (with the exception of two accessible spaces with an effective width of 3.5 metres each in line with NZS4121 2001-Design for Access and Mobility), a depth of 5.0 metres, and a manoeuvring depth of 7.0 metres compliant with the relevant CODP standards.

All parking spaces provided will have a gradient not exceeding 1 in 20 (5%). Furthermore, all parking spaces can accommodate a 90th-percentile vehicle entering and exiting the site in a forward direction, with no reverse manoeuvring required relating to these parking spaces, as demonstrated in Attachment 1.

Overall, the proposed car parking arrangement is considered acceptable within the current traffic environment.

3.6 Bicycle Parking

The proposals will provide a total of 10 bicycle parking spaces across the site, where there is no requirement for bicycle parking spaces in residential developments under the CODP. Further to that, those units with rear yards will have sufficient space to store a bicycle, if this was a preferred option.

3.7 Deliveries and Servicing

The proposal is expected to be serviced predominantly by private refuse collection on a regular basis and to a lesser extent by larger trucks shifting furniture to and from the residential dwellings or performing deliveries. Delivery vehicles serving the site will be able to utilise the on-street parking along Mead Avenue.

Refuse collection trucks will have the option to park on-street or enter the site from Mead Avenue in a forward direction, collect refuse and exit in a forward direction as demonstrated in Attachment 1.

3.8 Trip Generation

There is no requirement for assessing the trip generation under CODP. Nevertheless, it is important to understand the expected trip generation to assess potential effects and ensure an appropriate access strategy is provided.

Consistent with recent consents within the vicinity of the site in Central Otago for residential/visitor accommodation developments (Lot 604 Wooing Tree Avenue and 5 Mead Avenue), trip rates of 0.9 vehicle trips per unit per hour or eight daily trips per unit have been utilised. Based on these rates, the proposed 33 dwellings (eight two-bedroom dwellings and 25 three-bedroom dwellings) will generate about 280 vehicle movements per day (vpd) and up to 32 vehicle movements per hour (vph) during the morning and evening peak periods.

4.0 ASSESSMENT OF TRANSPORT EFFECTS

From a transport perspective, the potential effects on the surrounding transport environment relate to the following elements:

- The impacts of additional traffic on the surrounding road network;
- The impacts on walking and cycling;
- The impacts on public transport;
- The impacts on road safety for all users; and
- The impacts of construction traffic.

4.1 Vehicle Trip Generation Effects

The proposal is anticipated to generate approximately 32 peak hour vehicle movements. This equates to one vehicle movement on Mead Avenue every 1-2 minutes during a peak hour, which is considered minimal.

It is anticipated that Mead Avenue was constructed to accommodate the development of the subject site which is currently unoccupied land, and it is expected that even with future traffic flows associated with the subject site, flows on Mead Avenue are expected to remain well within the capacity of a local road. In addition, Mead Avenue forms an intersection with Barry Avenue and Neplusultra Avenue at its northern and southern ends respectively providing two opportunities into the Cromwell town centre.

Overall, it is expected that the increase in traffic generation can be easily accommodated by Mead Avenue and the surrounding road network.

4.2 Walking and Cycling Effects

The establishment of high-quality Common Accessways and separated pedestrian footpaths will ensure that a high standard of pedestrian safety and amenity is provided, and cycling can be accommodated.

Separated pedestrian connections to Mead Avenue will link the site to the existing public footpath network in the surrounding area.

The implementation of such measures will ensure that pedestrian and cycling activity within the site and in the area will not be adversely affected and will promote an increase in active travel.

Furthermore, the proposal does not require any infrastructure changes to the road network and is likely to have a minimal detrimental effect on the operation and safety on existing and future walking and cycling activity within the vicinity of the site.

4.3 Effects on Public Transport

No changes to the current bus stop locations or services are proposed or considered necessary as a direct result of the proposed development. Connections and crossing points to and from bus stops are available on Lode Lane some 270 metres distance from the development site. As previously noted, bus services currently within Cromwell generally operate to locations further afield outside Cromwell (Dunedin, Queenstown, Christchurch).

The site is within a suburban area with limited public transport facilities in the immediate area, the addition of a local bus route and associated infrastructure is not something to be provided by the applicant.

4.4 Road Safety Effects

Development of the site, completion of the internal Common Accessways and the provision of a vehicle crossing onto Mead Avenue are not anticipated to have a detrimental impact on general road safety. The following key points are noted about the proposal:

- The adoption of a high quality designed Common Accessway will promote the safe use of roads and intersections;
- It is anticipated that even with the introduction of vehicle movements associated with the subject site proposal, any road safety effect on future road users in the area will be less than minor,
- A sight distance analysis indicates that a new vehicle crossing will provide lines of clear sight, compliant with RTS-6 and CODP; and
- The introduction of pedestrian facilities within the site to assist people movement will promote greater awareness and safer environment for pedestrians.

4.5 Construction Related Traffic Impacts

Truck and other vehicle movements during the construction phase of any development always have a potential to impact on the surrounding area and road network. However, a certain degree of impact for what is normally a relatively short period of time (at least in the context of the life of the proposed development) is inevitable and should not normally be a reason for restricting development.

What is important however, is that measures must be put in place to minimise the potential impacts of construction traffic, and this is generally achieved through a Construction Traffic Management Plan (CTMP) which is prepared and approved prior to work commencing. Where necessary this seeks to stage construction, control the times of operation (e.g., avoiding peak periods), identifies priority truck routes, and addresses all factors associated with construction traffic to minimise any potential impact. This outcome can be achieved through the standard consent condition requiring the provision of a Construction Traffic Management Plan.

In terms of capacity, the adjacent road network can accommodate the traffic volumes associated with the construction phases, and the implementation of a traffic management plan will ensure that any potential impact on the surrounding area is minimised.

5.0 CENTRAL OTAGO DISTRICT PLAN STANDARDS

5.1 Operative District Plan Standards

Section 12 and 16 of the Central Otago District Plan (CODP) sets out the development controls relating to transport. **Table 1** lists the relevant rules that apply to this development and comments on compliance. Where there is non-compliance, further assessment has been undertaken against the criteria set out in the CODP.

Table 1: Transport Development Controls

Standard	Requirement/Details	Comment
12.7.1 (i) Construction and Maintenance	Sets out the construction and maintenance requirements for all vehicular accesses from a road.	The accessway will be able to be used in all weather conditions, have no adverse impact upon road drainage systems and ensure stormwater and detritus do not migrate on to the road – **complies** The accessway will intersect with the property boundary within 15 degrees of a right angle - **complies**
12.7.1 (ii) Sight Distances	Sets out the minimum sight distances required from vehicle accesses.	Sight distances of at least 50 metres will be available in both directions onto Mead Avenue from the vehicle access – **complies**
12.7.1 (vii) Access to Urban Local Roads	Sets out the design and construction requirements	The accessway will be sealed where the adjacent road carriageway (Mead Avenue) is sealed – **complies** Th access is not onto a State Highway or arterial road **– does not apply**
12.7.2 (i) Parking	Sets out the number of parking spaces for new developments, and the size of parking spaces.	At least one parking space will be provided per residential unit - **complies** One space per bedroom or per four occupants (whichever is greater) is required for travellers accommodation and 35 spaces are proposed where 91 spaces are required to comply – **does not comply** All parking spaces will have a width of 2.6 metres, depth of 5.0 metres and a manoeuvring depth of 7.0 metres (7.0-7.9 metres required) – **complies**
12.7.2 (ii) Access Requirements	Sets out the construction and safety requirements for parking areas.	The access serving 35 parking spaces will be formed and sealed – **complies** The accessway will be designed such that vehicles entering and exiting the site will be via the vehicle access and vehicle crossing proposed only **– complies** The parking area and turning spaces will allow users associated with the parking spaces to enter and exit in a forward

Standard	Requirement/Details	Comment
		direction, demonstrated by vehicle tracking at **Attachment 1** – **complies** It is understood that where an area of the parking area cannot be used for parking, it is used for landscaping **– complies** It is understood 1.5metre high fencing will be provided on the site boundary adjacent to the parking areas, and reduced at the road boundary **– complies** A queueing space of some 20.0 metres is proposed for the access (minimum of 6.0 metres required where serving 20-100 car parks) **– complies** It is understood lighting will be designed to avoid adverse effects on adjoining properties or roads **– complies**
12.7.3 (i) Loading and Manoeuvring	Sets out the servicing requirements.	No loading facilities are proposed, where none are required – **does not apply**
16.7.4 Access Widths – Urban	Sets out the minimum access requirements within urban areas.	Residential lots do not include vehicular access points, and access/parking areas are separate – **complies**
16.7.6 Access Gradients	Sets out the maximum requirements for private accessways and roads.	The accessway will have grades no greater than 1 in 5 (20%) – **complies**

6.0 CENTRAL OTAGO DISTRICT PLAN ASSESSMENT CRITERIA

Section 12.7 of the CODP sets out the assessment criteria when there is an infringement in development controls for a proposed development. For this proposal, the following items require consent:

- 12.7.2 (i) – Number of Parking Spaces.

The following comments on the infringements relating to the assessment criteria as applied to this development.

> ***iii. Breach of Standard***
>
> *Any activity that does not comply with the standards stated in **Rules 12.7.2.i and ii**, and **Table 12.3**, will be considered as a **discretionary (restricted) activity**.*
>
> *Council shall restrict the exercise of its discretion to the effect on the adjoining roading network, the effect on any heritage values of the **site**, or the area, and the amenity values of the neighbourhood.*
>
> *In granting any resource consent **Council** may require a cash contribution in lieu of the provision for vehicular **parking** which will be determined on the basis of the actual cost of developing the required amount of **parking** required by **Table 12.3** (including the cost of purchasing the land).*

<u>Comment (12.7.2 (i)) – Number of Parking Spaces</u>

The reason for consent under this standard relates to the number of parking spaces proposed if the units are used for visitor accommodation. Under the CODP, for traveller accommodation units one space per bedroom or one space per four occupants (whichever is greater) is required. Eight x two-bedroom units and 25 x three-bedroom units are proposed, and a total of 91 parking spaces are required to comply, where 35 are proposed.

The following points are made in support of this non-compliance:

- The parking shortfall identified for traveller's accommodations is considered a worst-case scenario. It is highly likely that many of the three-bedroom units may be residential in nature for which only one space is required per dwelling and the overall shortfall will be less. Furthermore, and as is typical with most visitor accommodation, the overall occupancy is unlikely to be at 100% most of the time, reducing any overall demand.
- Given the nature of the proposed units, it is highly likely that if they are used for traveller's accommodation, it will be by families, and most likely with the use of a single vehicle. When booking, travellers will be aware of the available parking and will be unlikely to book any accommodation if the parking provision does not suit their needs. This will further reduce any overall demand for parking related to traveller's accommodation
- Opportunities for residents associated with the subject site to travel by means other than the private vehicle are available, with on-site bicycle parking and an integration with the existing public footpath network in the immediate vicinity of the site;

- On-site observations on Mead Avenue identifies more than 30 on-street parking spaces along Mead Avenue, with additional spaces within the immediate vicinity of the site. This would indicate more than sufficient parking is available for any overspill of parking without significantly impacting on other neighbouring activities;
- Even in the unlikely event that on-street parking immediately adjacent to the site is occupied, various other parking options are available in close proximity to the site towards Cromwell Town Centre with zebra pedestrian crossing facilities to/from the subject site; and
- CODC have recently granted consent for a VA development at 5 Mead Avenue, Cromwell on the basis of a condition of a Traffic Management Plan (TMP) to address the effects of any on-street parking within the vicinity of the site (it is noted that the parking ratio for the site is some 0.6/0.7 spaces per unit, whereas the subject site has a parking ratio of some 1.06 spaces per unit). It is understood the TMP would encourage users to initially park on-site in their allocated space in the first instance, and should they park on-street to obey the road rules. As such TPC recommends a TMP as a condition of consent (similar to that of the recent consent at 5 Mead Avenue) to address any effects of on-street parking associated with the subject site, which in any event is anticipated to be minimal.

For these reasons, the proposed parking shortfall will have less than a minor effect on the surrounding road environment and is therefore considered acceptable.

7.0 CONCLUSIONS

Based on the analyses described in this report, the following conclusions can be made in respect of the proposal to establish a residential development at 7 & 9 Mead Avenue, Cromwell:

- The potential residential development for the site is considered feasible in terms of a transportation perspective.
- The proposed internal vehicle and pedestrian circulating areas are configured to an appropriate standard and will operate in a manner that minimises any potential impacts on safety.
- The estimated traffic generation of the proposal is likely to be about 280 vehicle movements per day with peak hour traffic generation of about 32 vehicle movements per hour based on 33 residential dwellings within the subject site.
- The estimated traffic generated by the proposal can be accommodated on the nearby road network with no upgrades to existing infrastructure required.
- Review of the transport standards has identified one item which requires consent under the CODP. This has been addressed in this report concluding that the potential adverse effects arising from this infringement on the operation and safety of the surrounding road network will be no more than minor.
- The access and on-site parking area has been designed to a suitable standard to meet the needs of vehicles visiting the site such that these infringements will not have an adverse effect on the surrounding road network, or on the safety of pedestrians and vehicles using the site.

Overall, it is considered that the traffic engineering effects of the proposal can be accommodated on the road network without compromising its function, capacity or safety. Therefore, from a traffic engineering perspective it is considered that the proposal will have less than a minor impact.

Prepared by

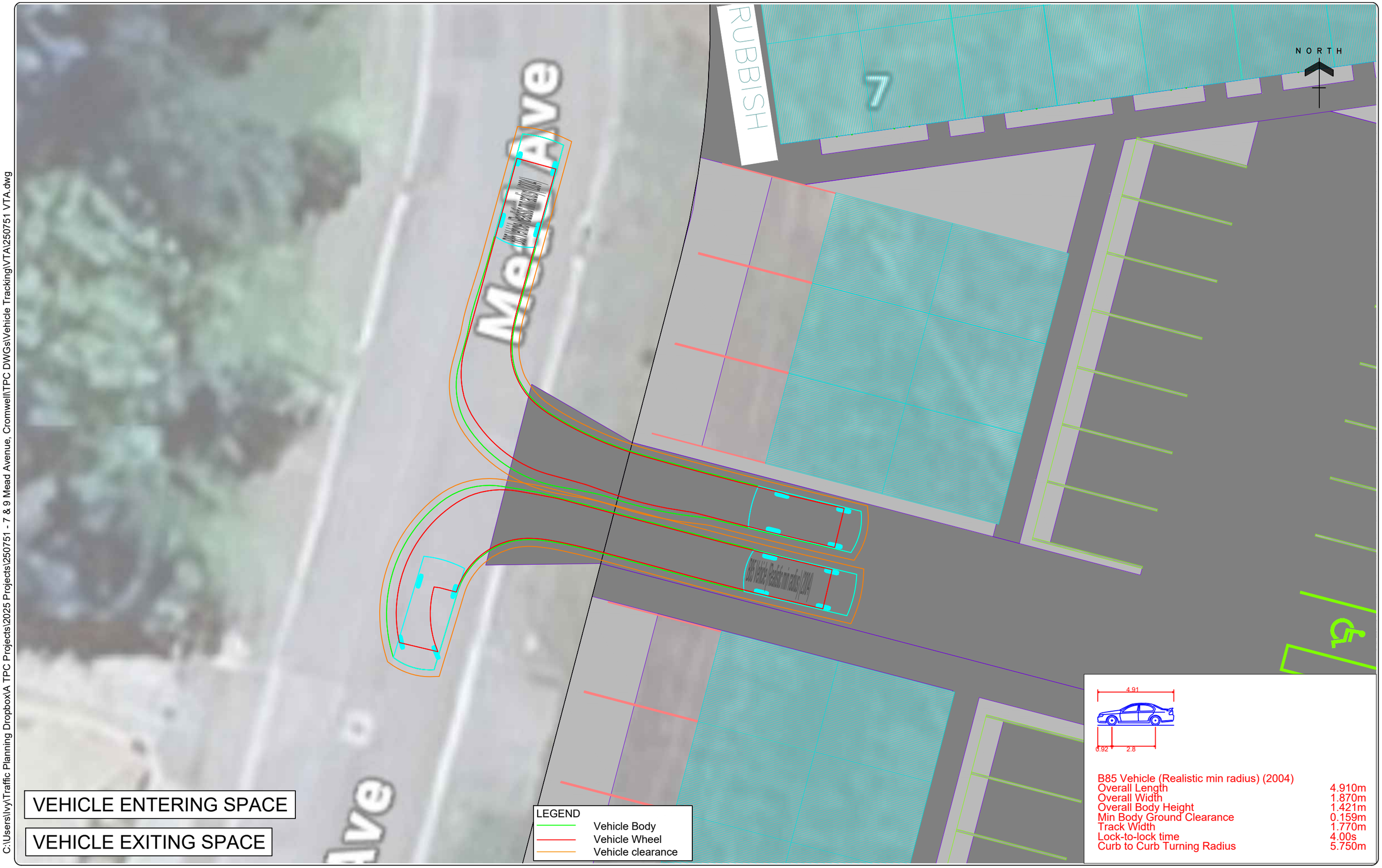


Thomas Kear
Associate

ATTACHMENT 1

Vehicle Tracking Diagrams

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Rev	Revisions	By	Date

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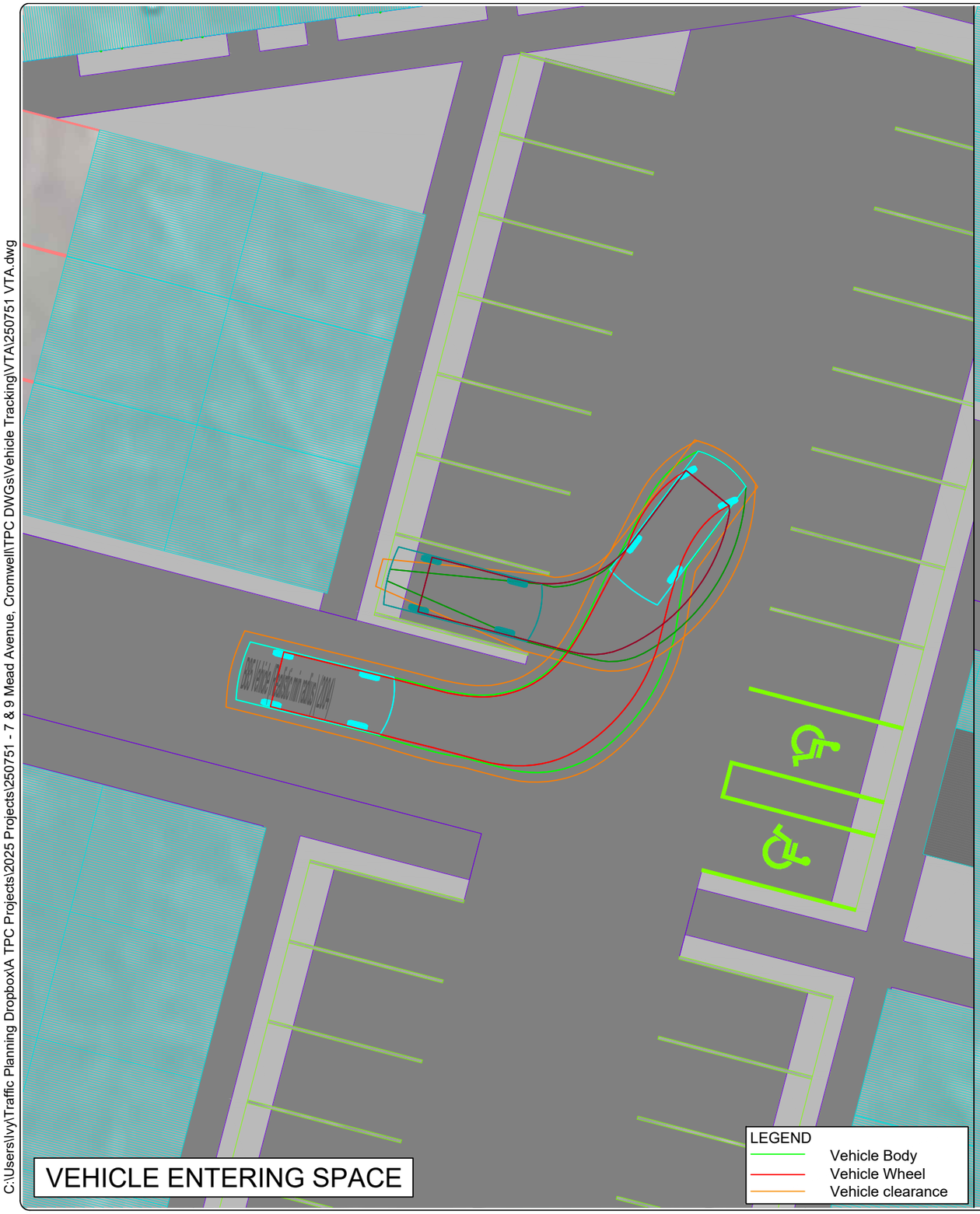
Project Title
Residential Development
7 & 9 Mead Avenue, Cromwell

Sheet Title
Vehicle Tracking - 85th Percentile Vehicle (300mm Clearance)

Designed	IY	Drawn	IY	Project No - (Sheet No)		Scales	1:150 (A3)
Checked	TK	Approved	TL		250751 VTA - (1)	Date	17.12.25

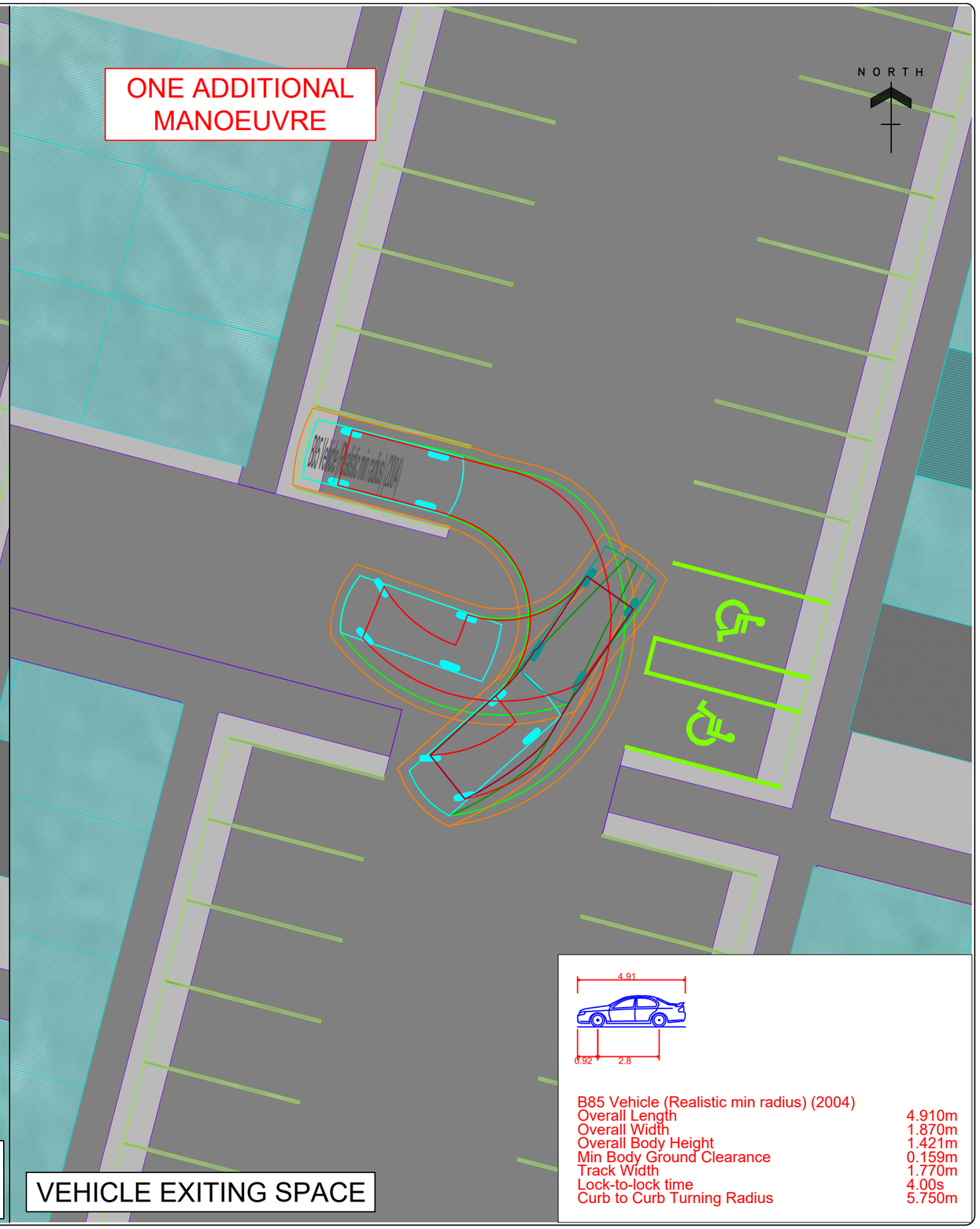
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VEHICLE ENTERING SPACE

LEGEND
- Vehicle Body
- Vehicle Wheel
- Vehicle clearance



VEHICLE EXITING SPACE

Rev	Revisions	By	Date

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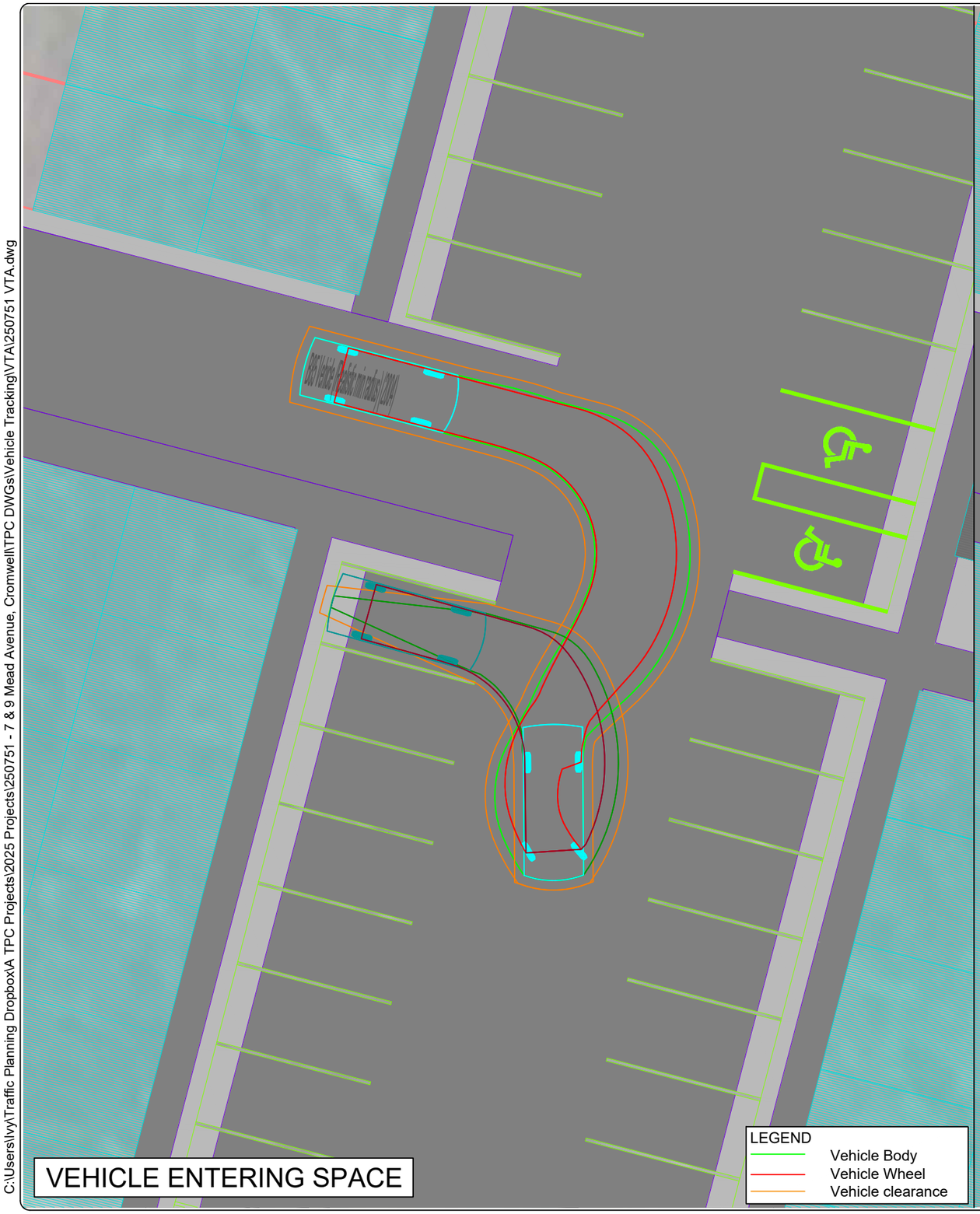
Project Title
Residential Development
7 & 9 Mead Avenue, Cromwell

Sheet Title
Vehicle Tracking - 85th Percentile Vehicle (300mm Clearance)

Designed	IY	Drawn	IY	Project No - (Sheet No)	Scales 1:150 (A3)
Checked	TK	Approved	TL	250751 VTA - (2)	Date 17.12.25

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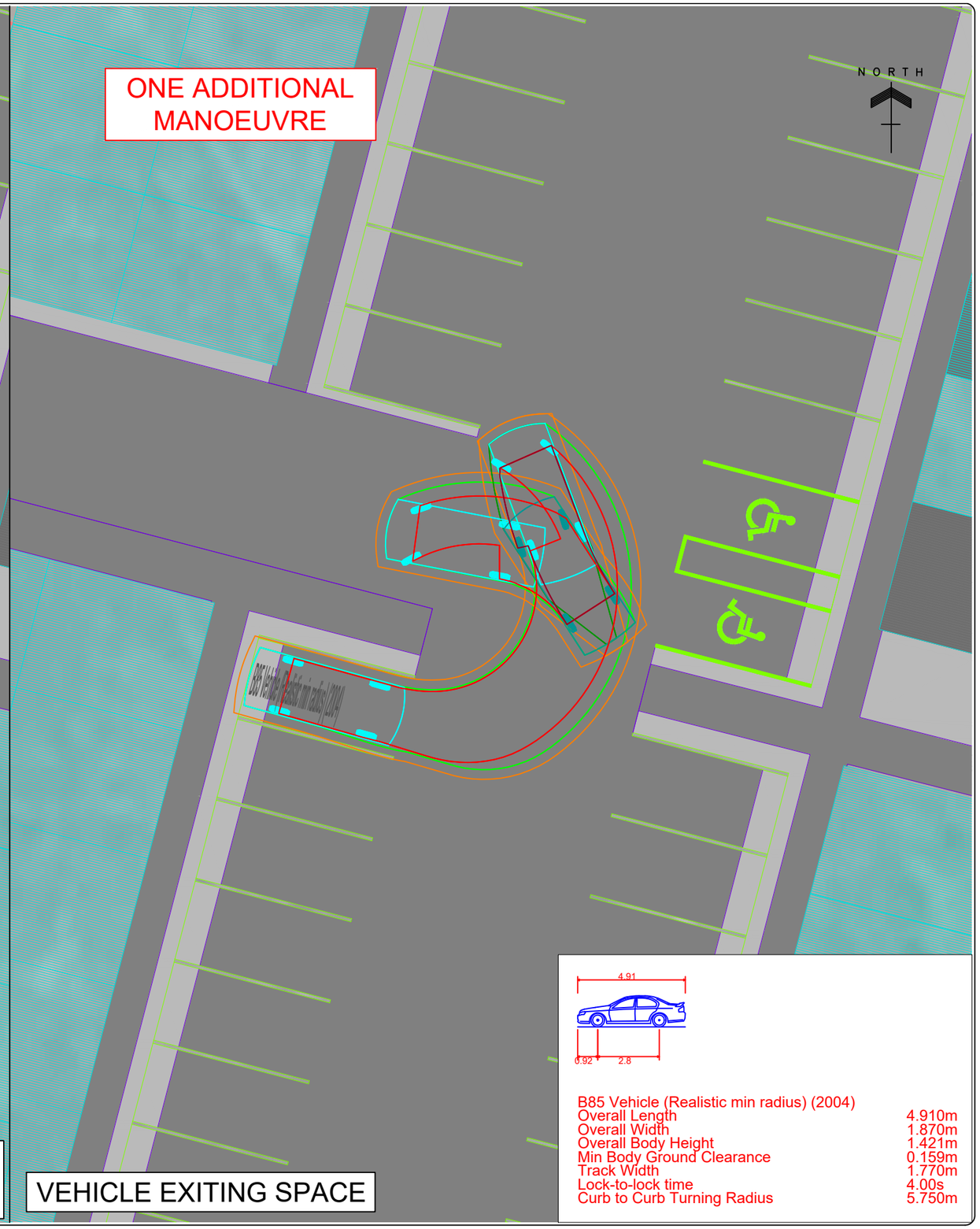
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VEHICLE ENTERING SPACE

LEGEND
Vehicle Body
Vehicle Wheel
Vehicle clearance

ONE ADDITIONAL MANOEUVRE



VEHICLE EXITING SPACE

B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

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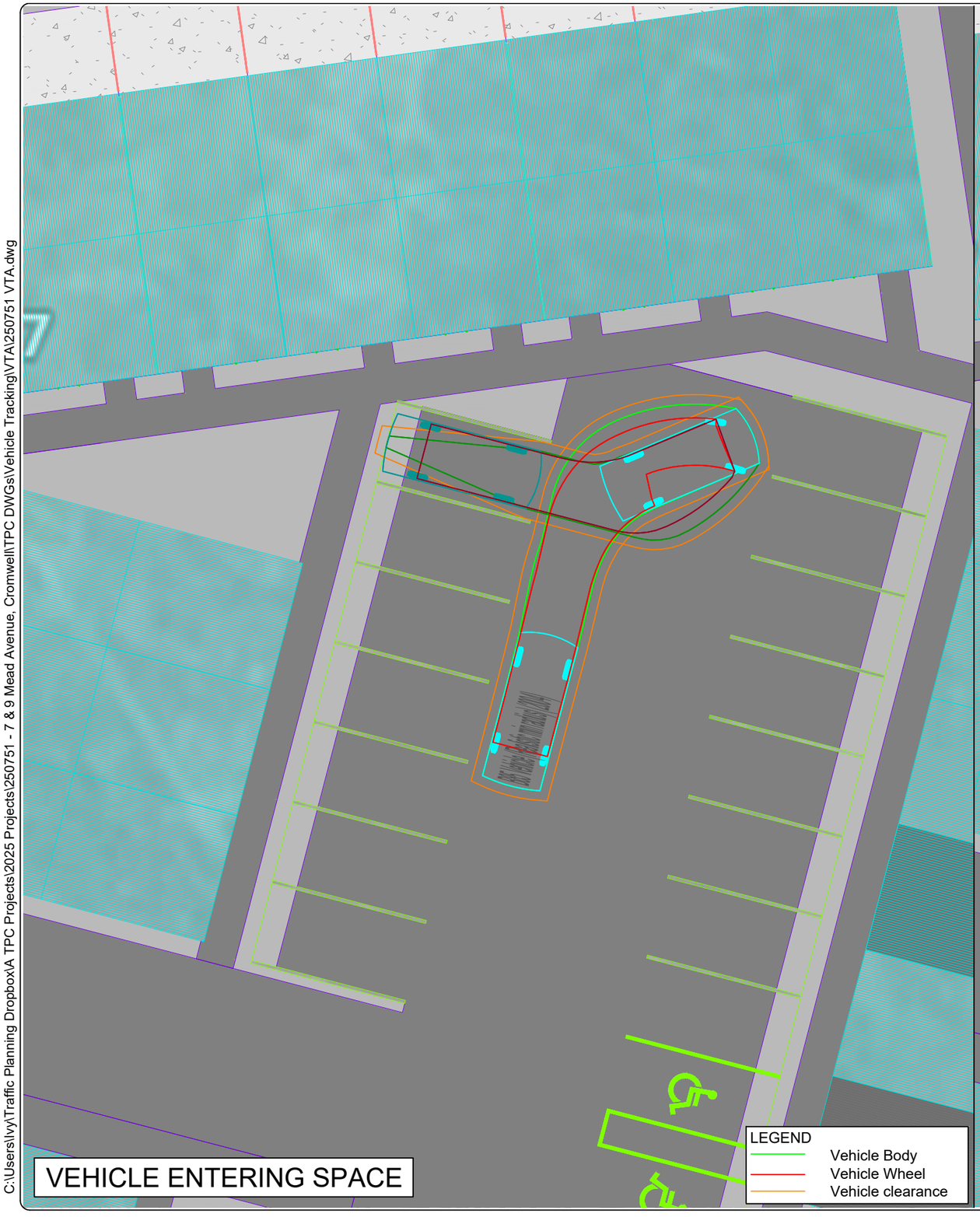
Project Title: Residential Development
7 & 9 Mead Avenue, Cromwell

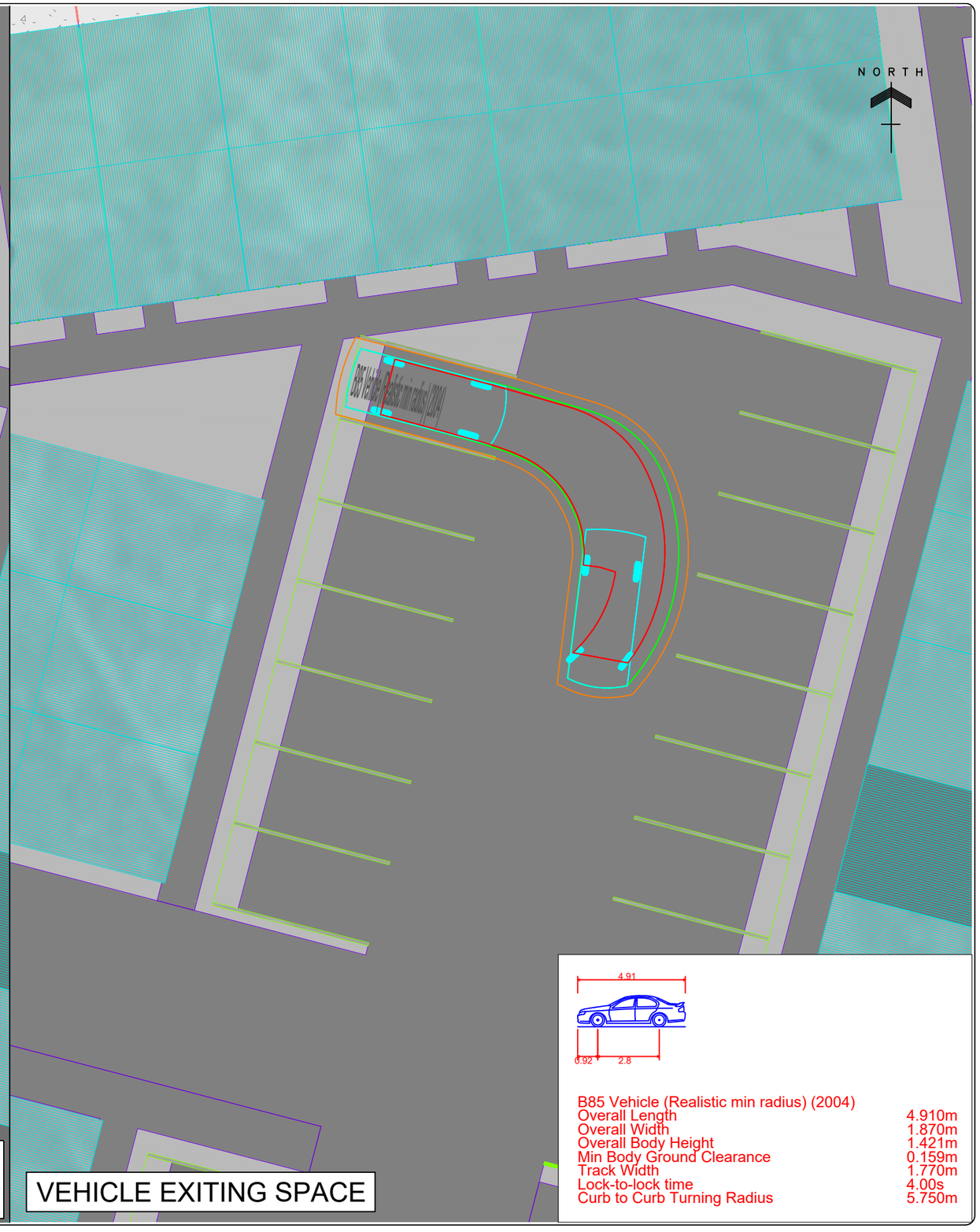
Sheet Title: Vehicle Tracking - 85th Percentile Vehicle (300mm Clearance)

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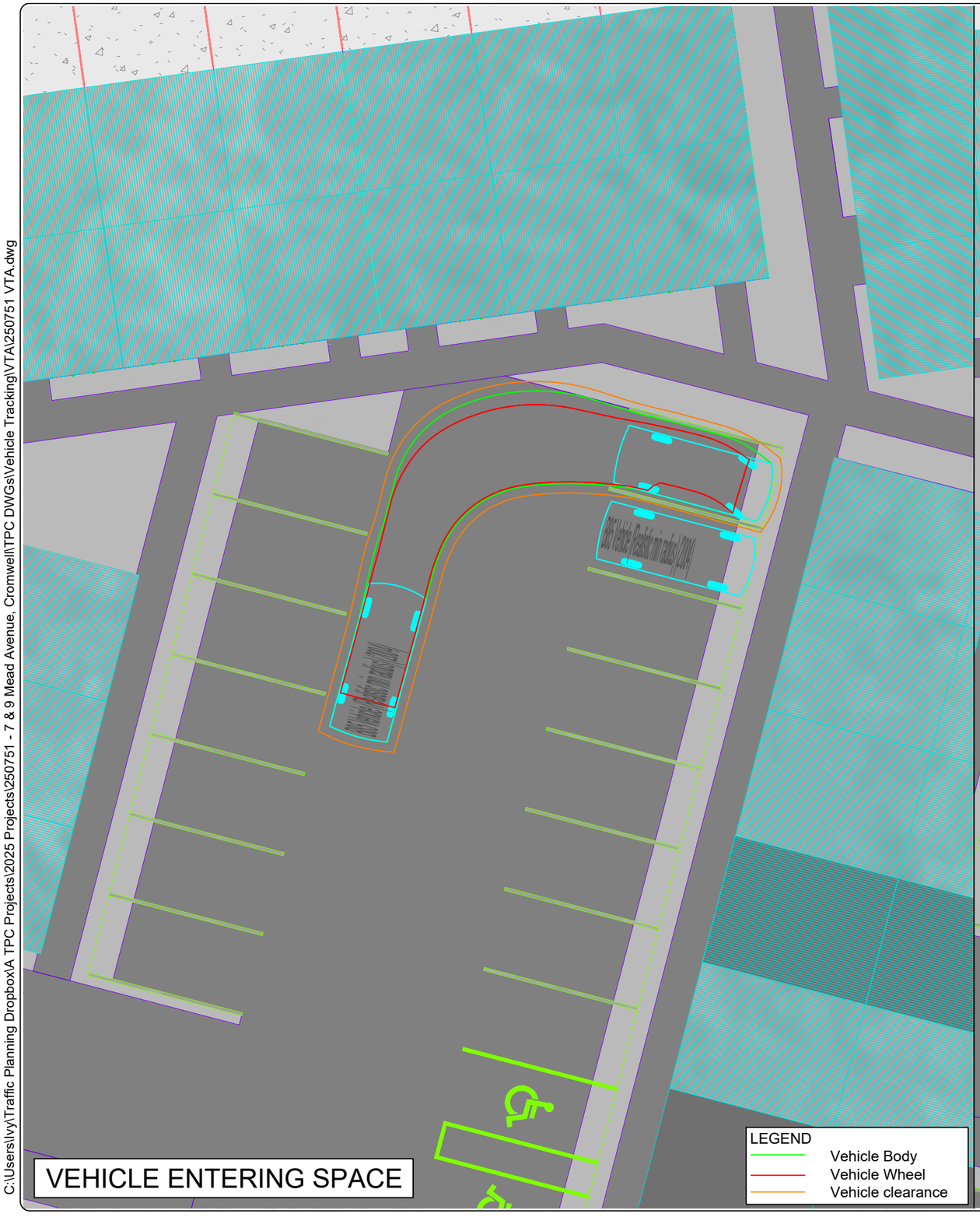
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7 & 9 Mead Avenue, Cromwell

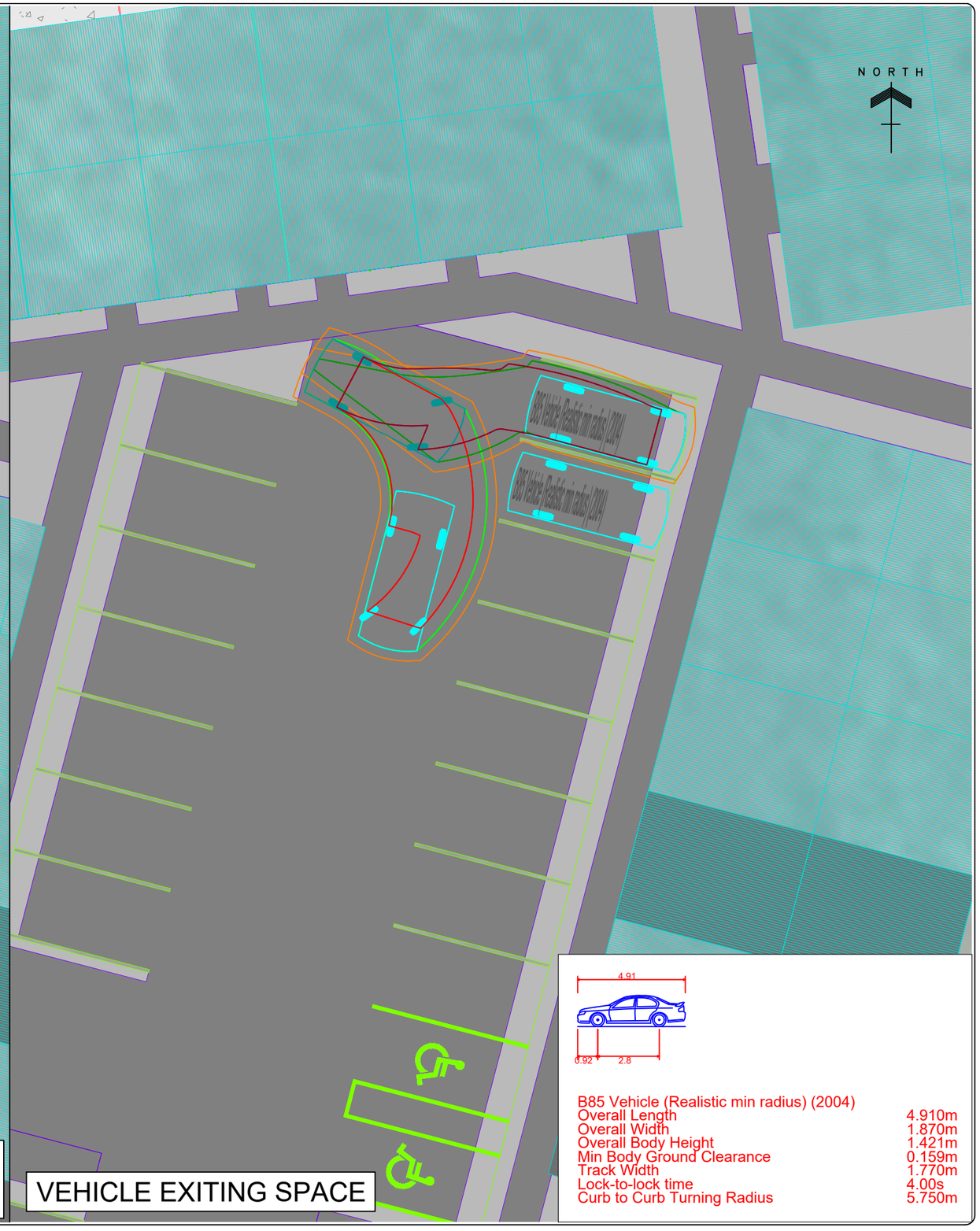
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Checked	TK	Approved	TL	250751 VTA - (4)	Date 17.12.25

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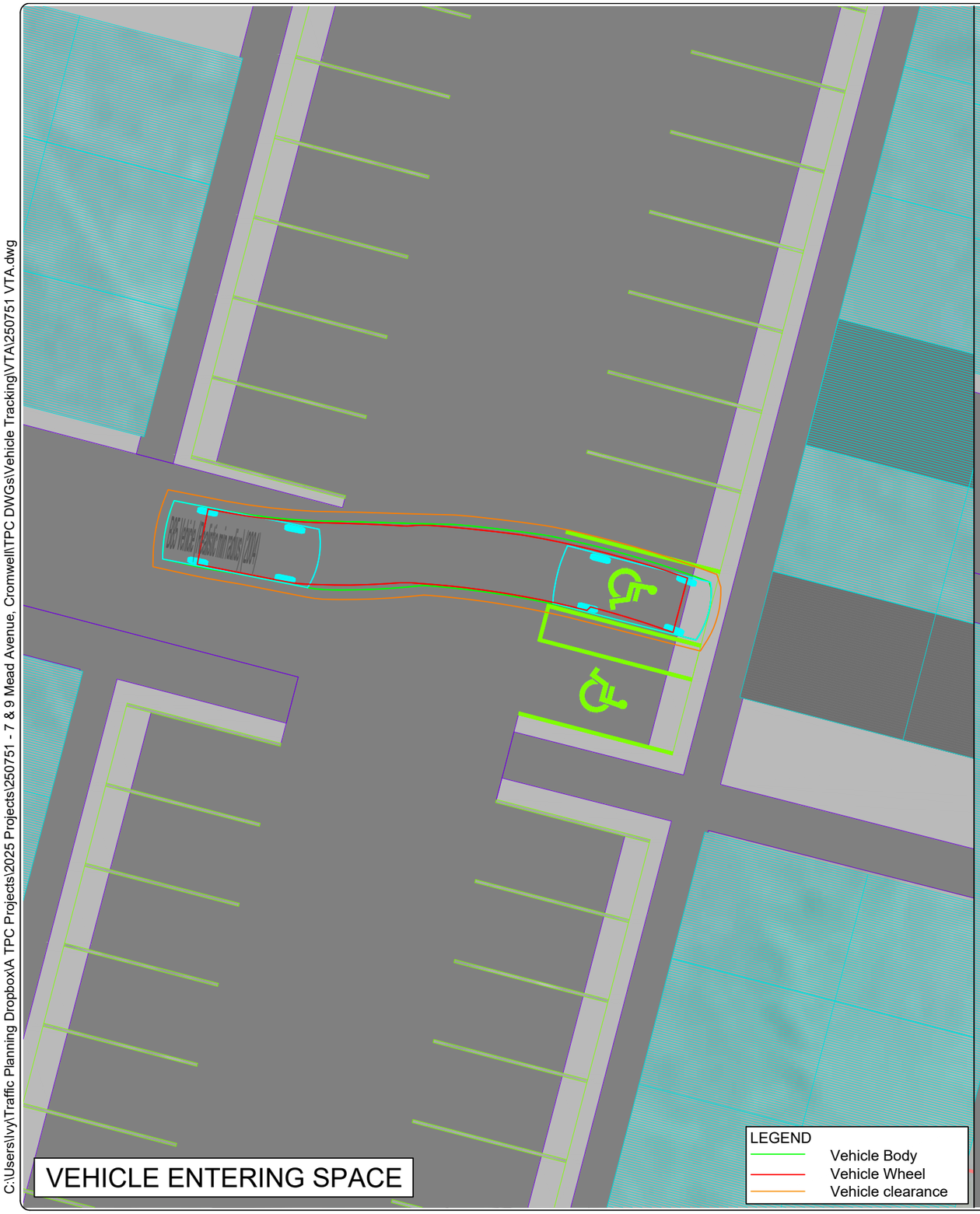
Project Title: Residential Development
7 & 9 Mead Avenue, Cromwell

Sheet Title: Vehicle Tracking - 85th Percentile Vehicle (300mm Clearance)

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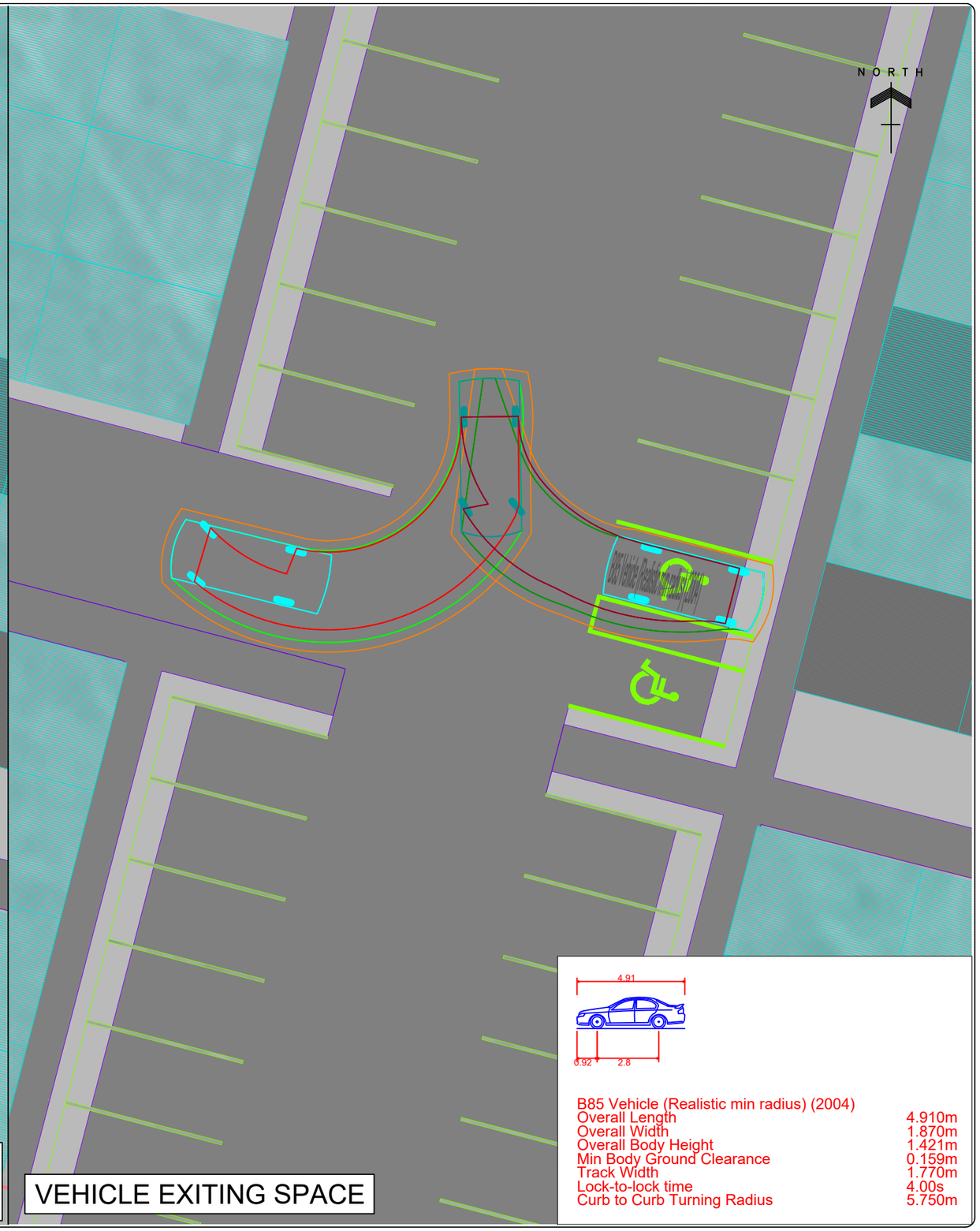
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VEHICLE ENTERING SPACE

LEGEND
Vehicle Body
Vehicle Wheel
Vehicle clearance



VEHICLE EXITING SPACE

B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

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Project Title
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7 & 9 Mead Avenue, Cromwell

Sheet Title
Vehicle Tracking - 85th Percentile Vehicle (300mm Clearance)

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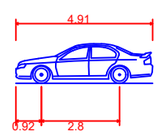
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NORTH

VEHICLE ENTERING SPACE

VEHICLE EXITING SPACE

LEGEND
- Vehicle Body
- Vehicle Wheel
- Vehicle clearance



B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

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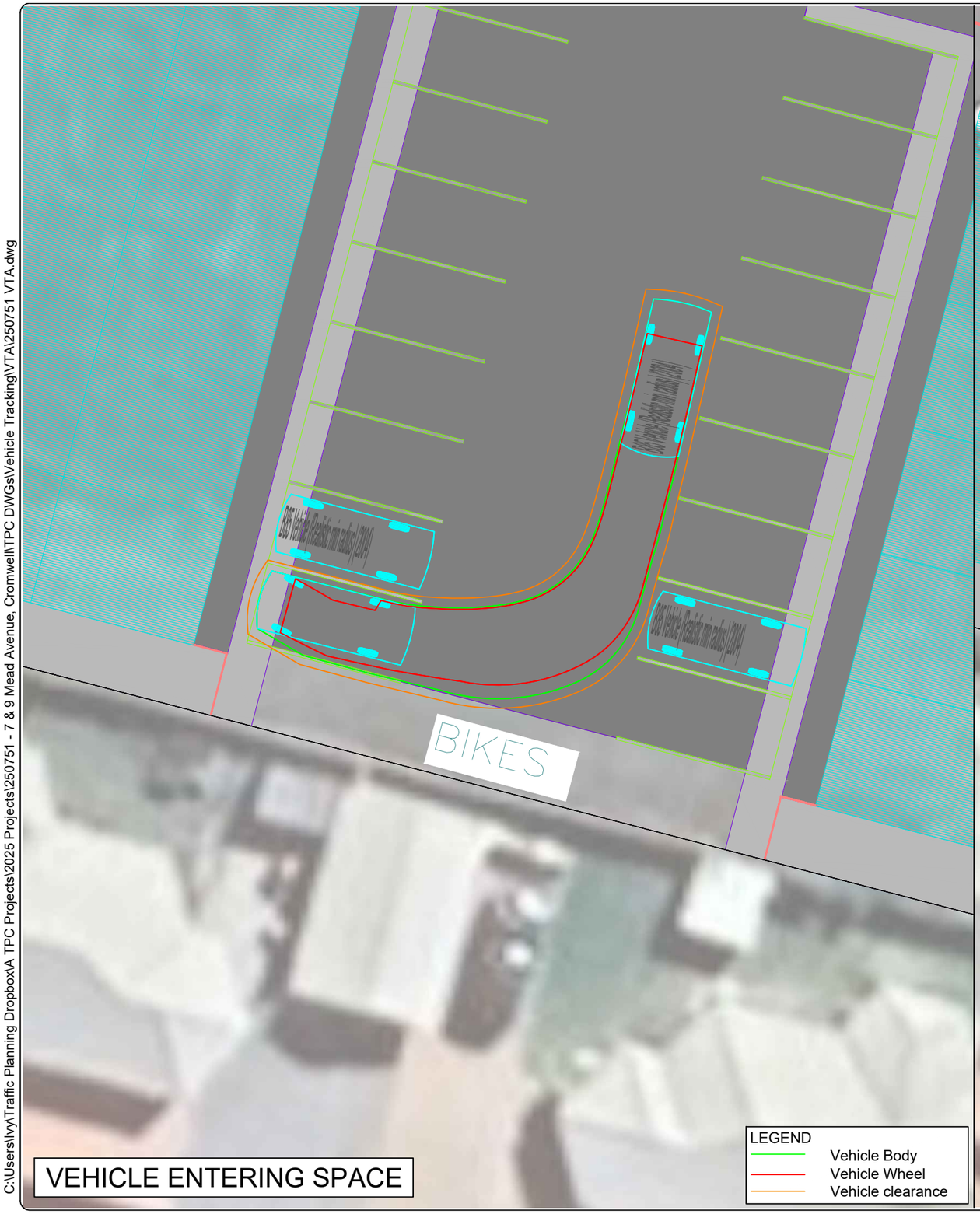
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7 & 9 Mead Avenue, Cromwell

Sheet Title
Vehicle Tracking - 85th Percentile Vehicle (300mm Clearance)

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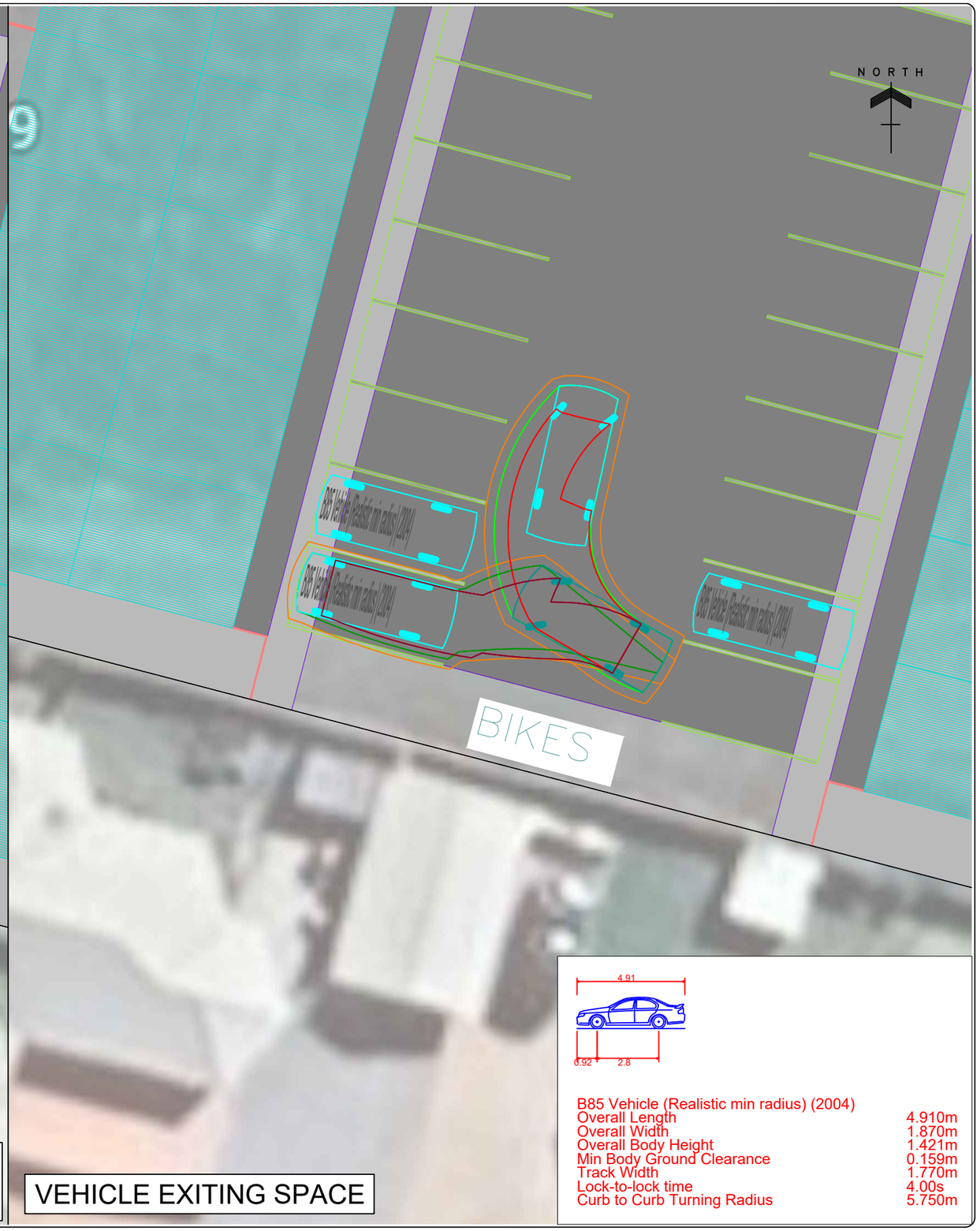
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VEHICLE ENTERING SPACE

LEGEND
- Vehicle Body
- Vehicle Wheel
- Vehicle clearance



VEHICLE EXITING SPACE

B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

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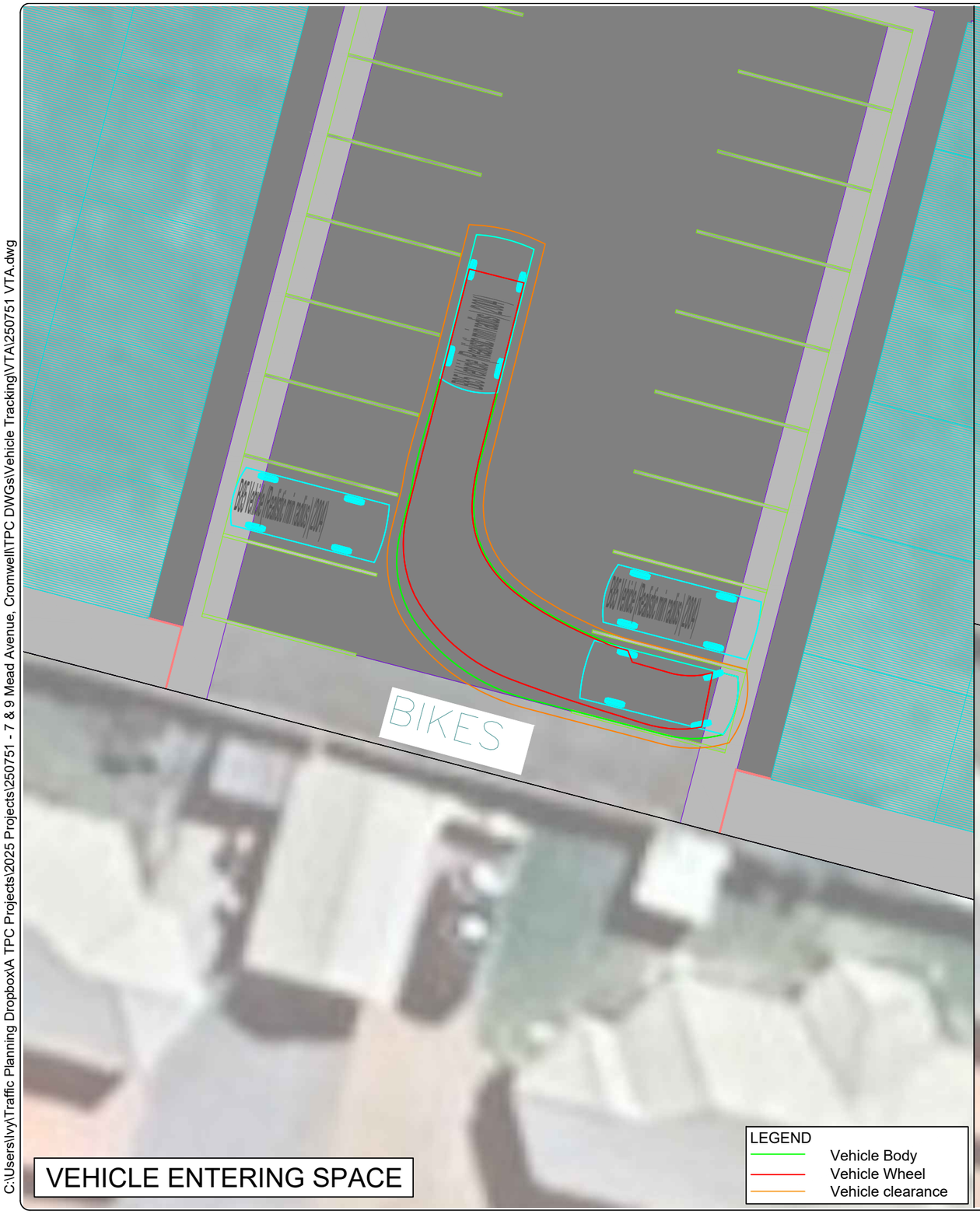
Project Title
Residential Development
7 & 9 Mead Avenue, Cromwell

Sheet Title
Vehicle Tracking - 85th Percentile Vehicle (300mm Clearance)

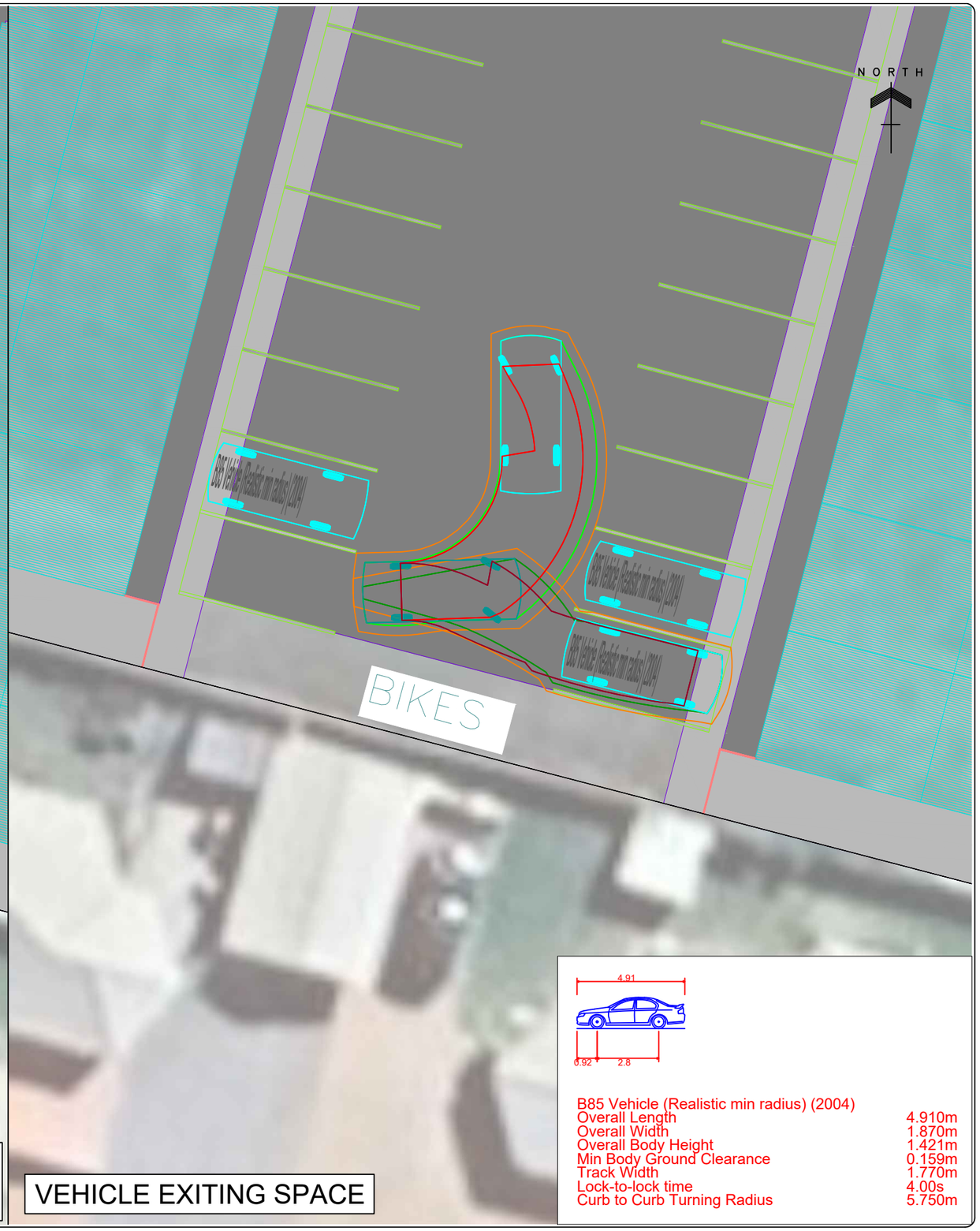
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VEHICLE ENTERING SPACE



VEHICLE EXITING SPACE

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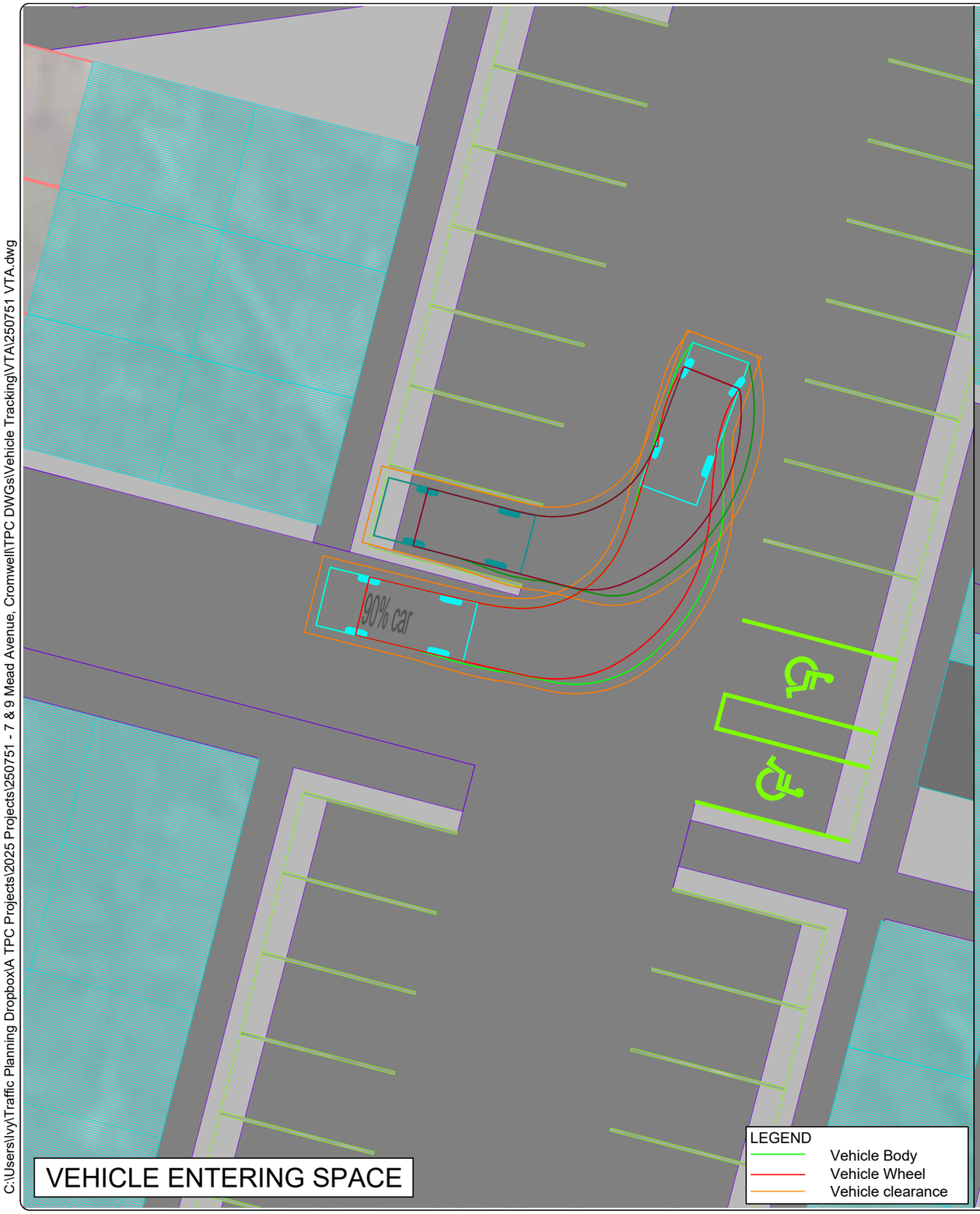
Project Title: Residential Development
7 & 9 Mead Avenue, Cromwell

Sheet Title: Vehicle Tracking - 85th Percentile Vehicle (300mm Clearance)

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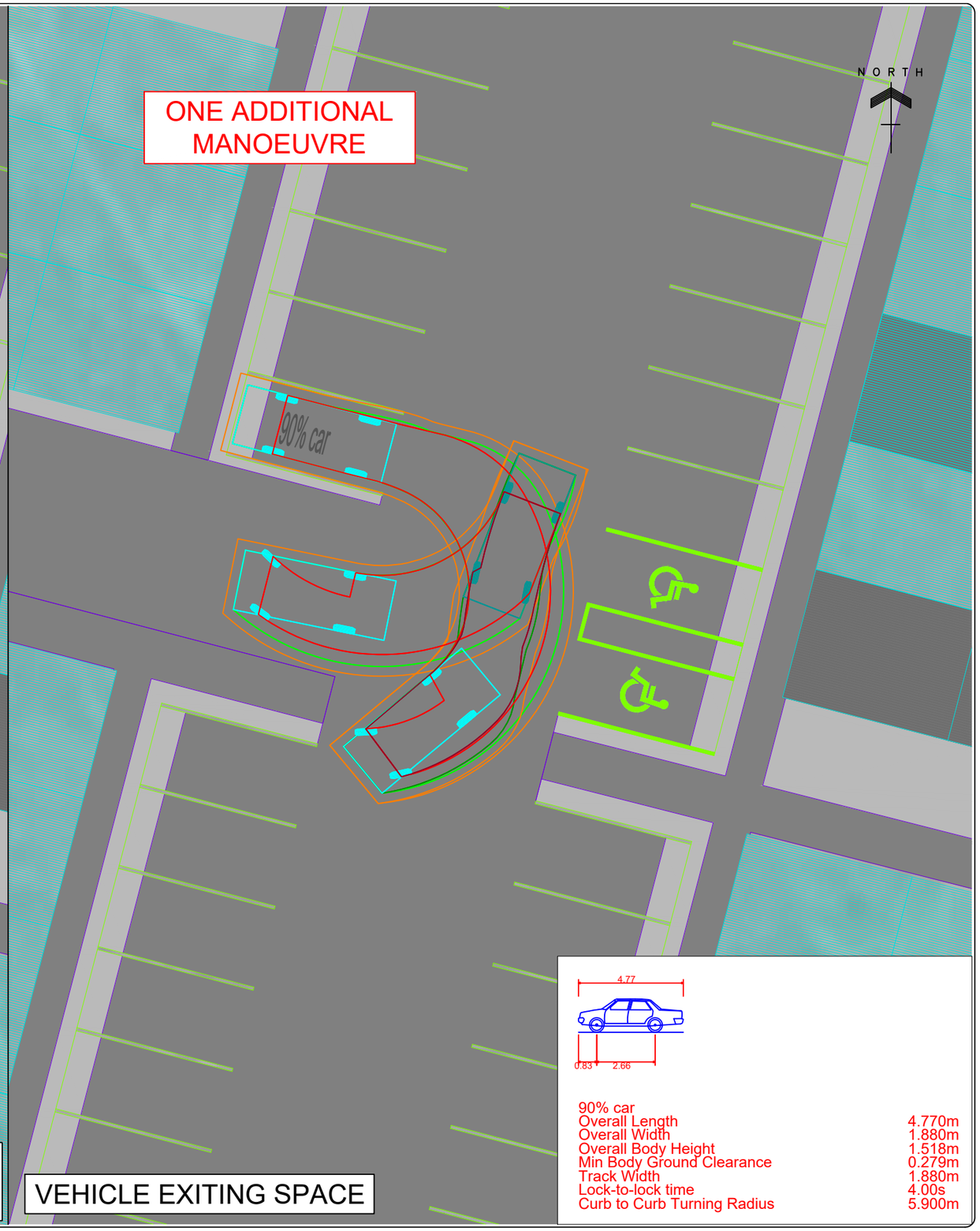
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VEHICLE ENTERING SPACE

LEGEND
- Vehicle Body
- Vehicle Wheel
- Vehicle clearance

ONE ADDITIONAL MANOEUVRE



VEHICLE EXITING SPACE

90% car	
Overall Length	4.770m
Overall Width	1.880m
Overall Body Height	1.518m
Min Body Ground Clearance	0.279m
Track Width	1.880m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.900m

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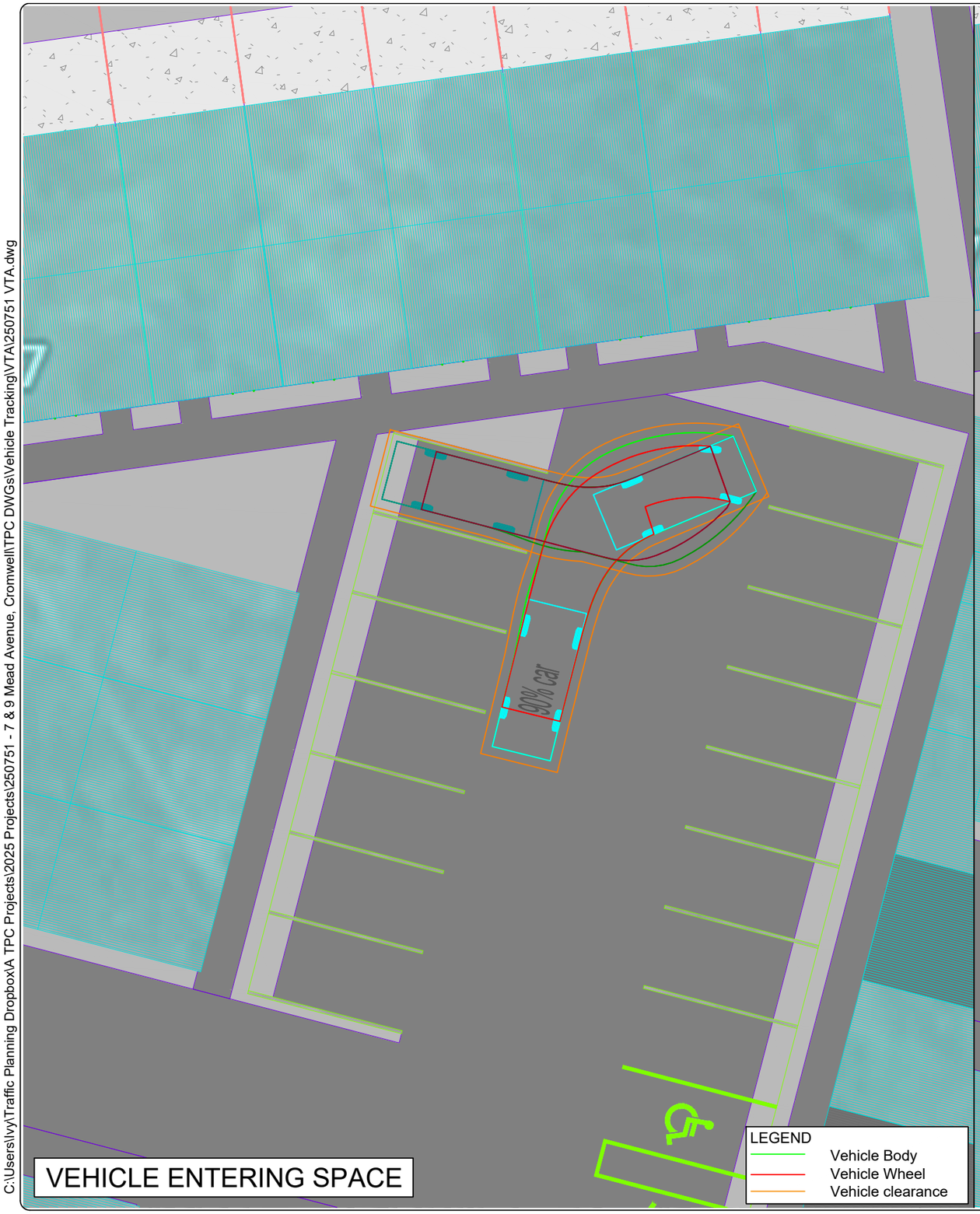
Project Title: Residential Development
7 & 9 Mead Avenue, Cromwell

Sheet Title: Vehicle Tracking - 90% car (300mm Clearance)

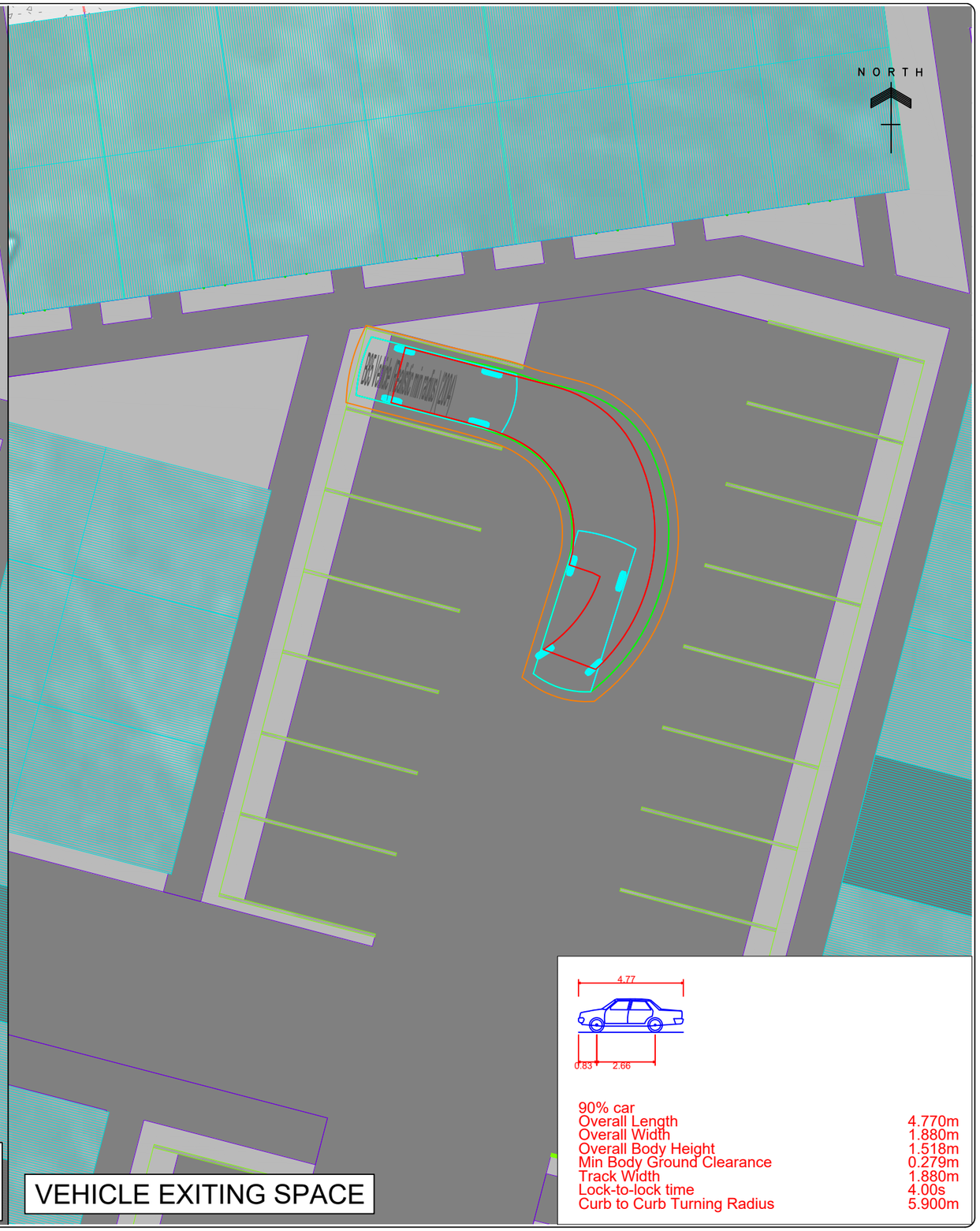
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VEHICLE ENTERING SPACE



VEHICLE EXITING SPACE

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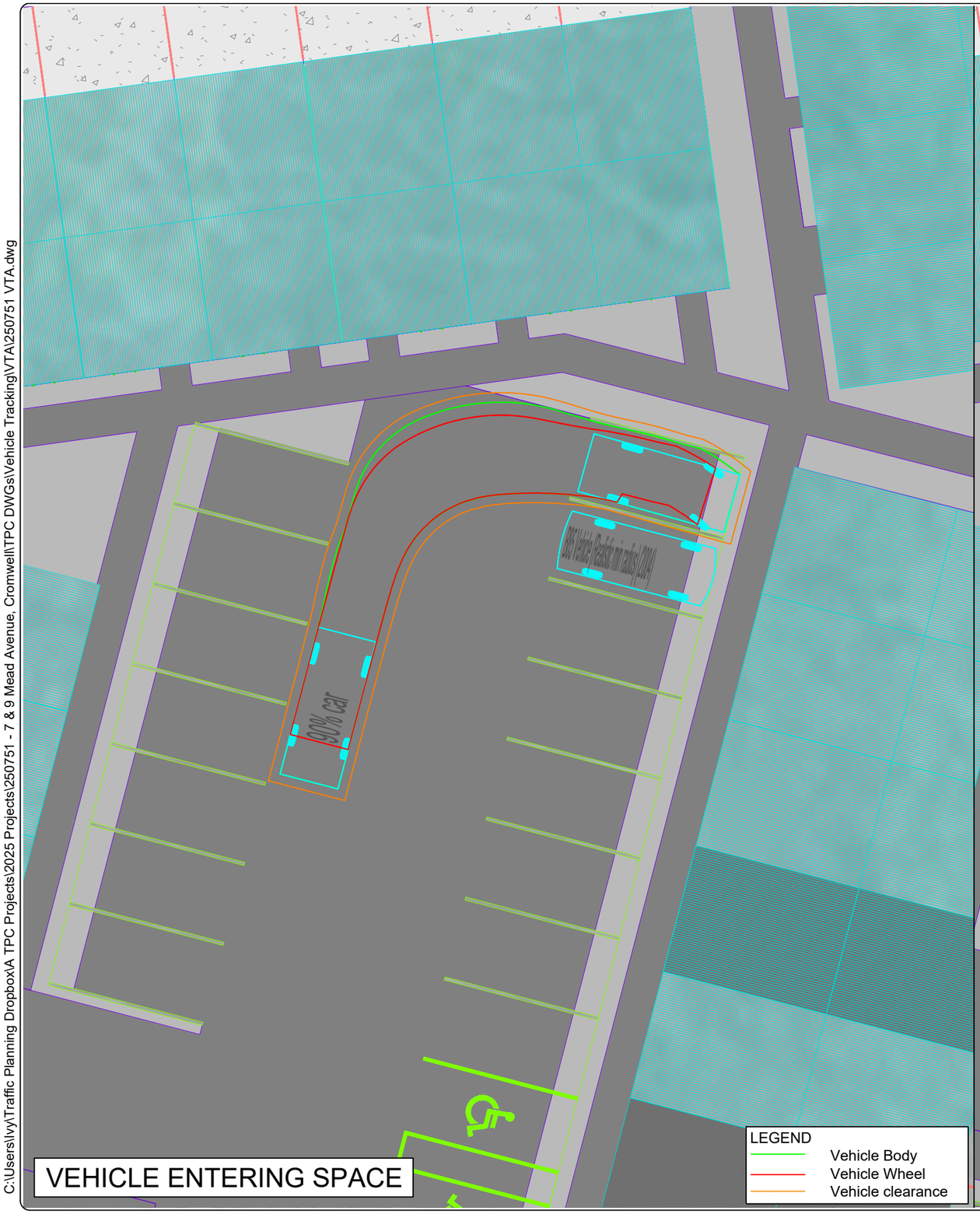
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7 & 9 Mead Avenue, Cromwell

Sheet Title: Vehicle Tracking - 90% car (300mm Clearance)

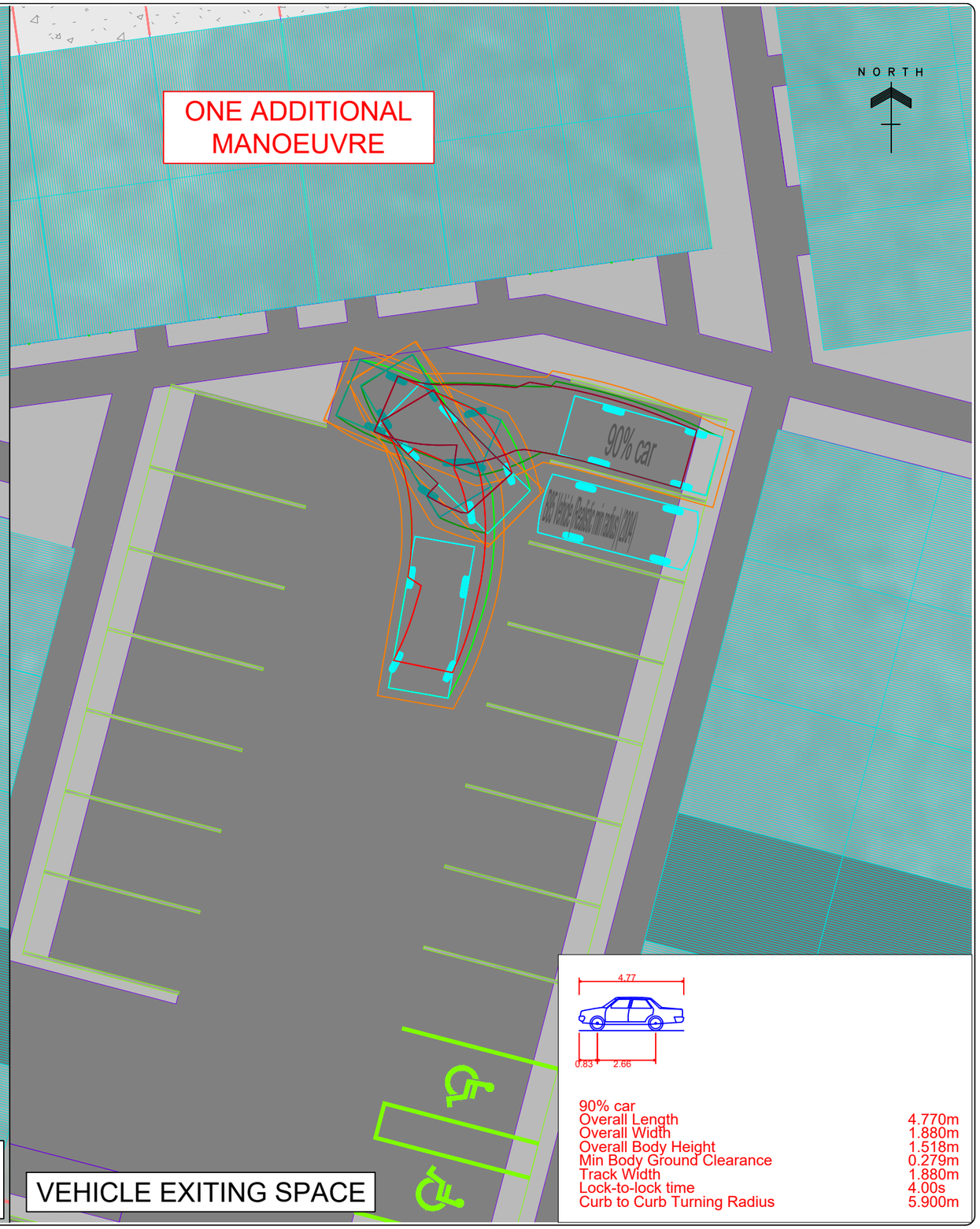
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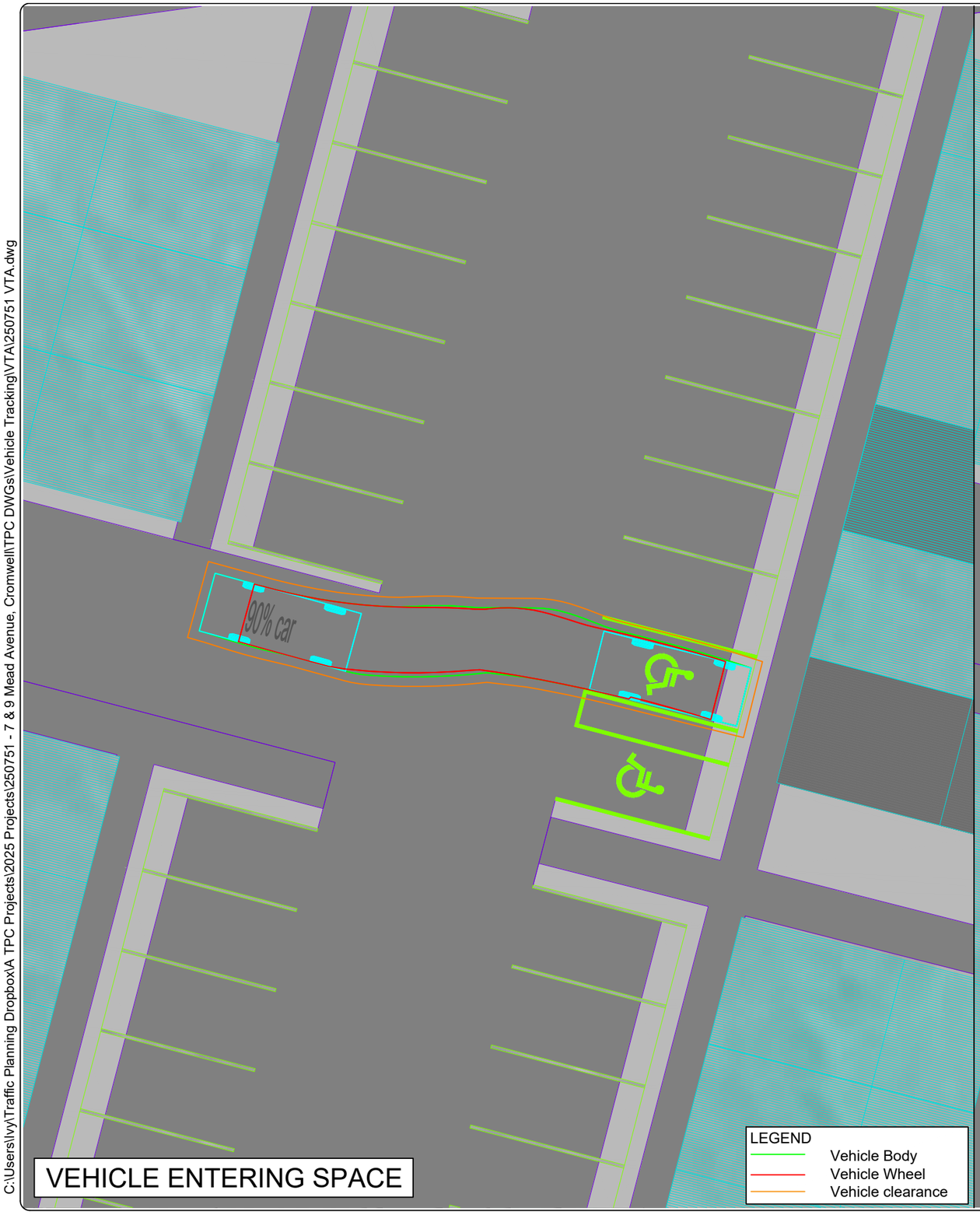
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7 & 9 Mead Avenue, Cromwell

Sheet Title
Vehicle Tracking - 90% car (300mm Clearance)

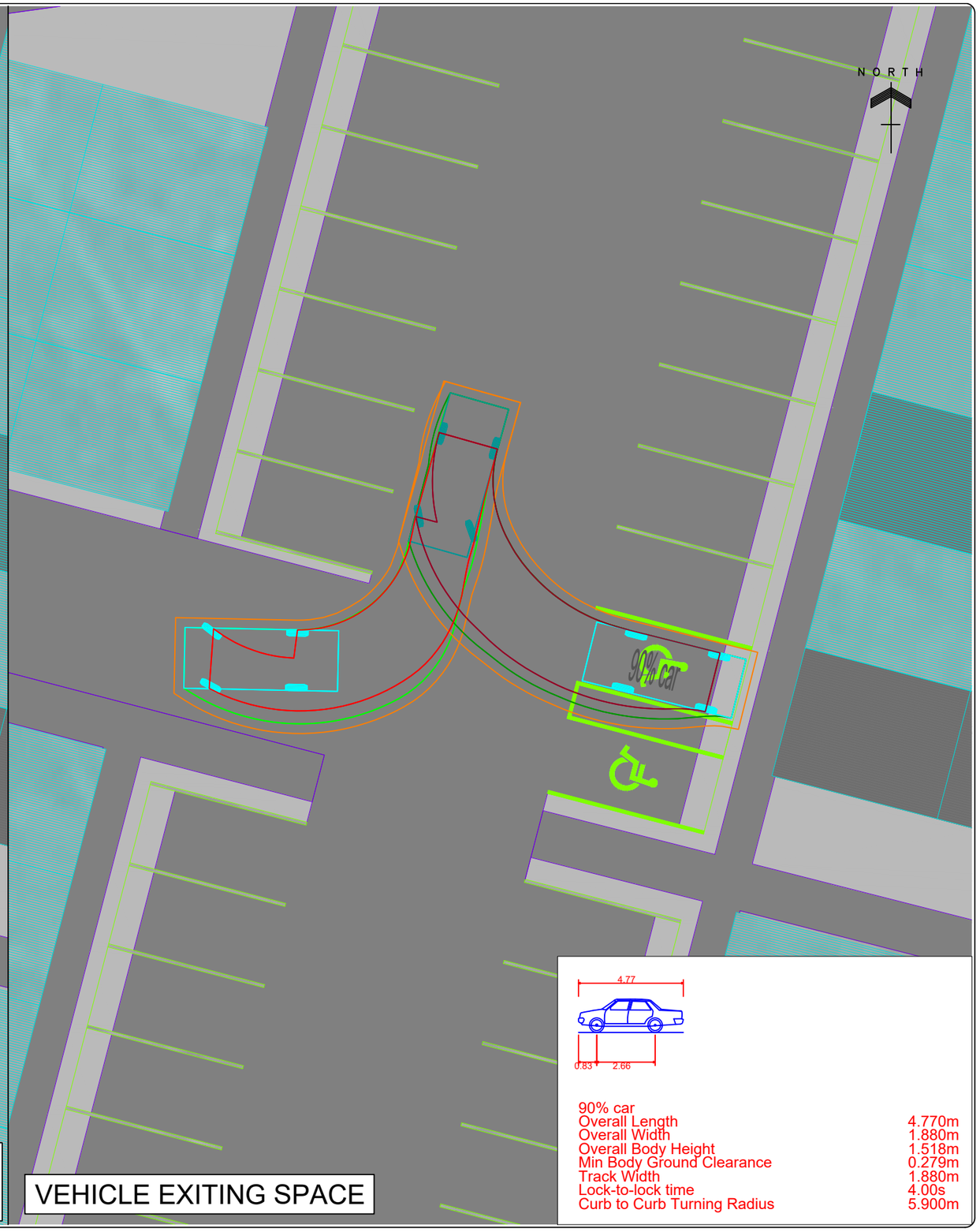
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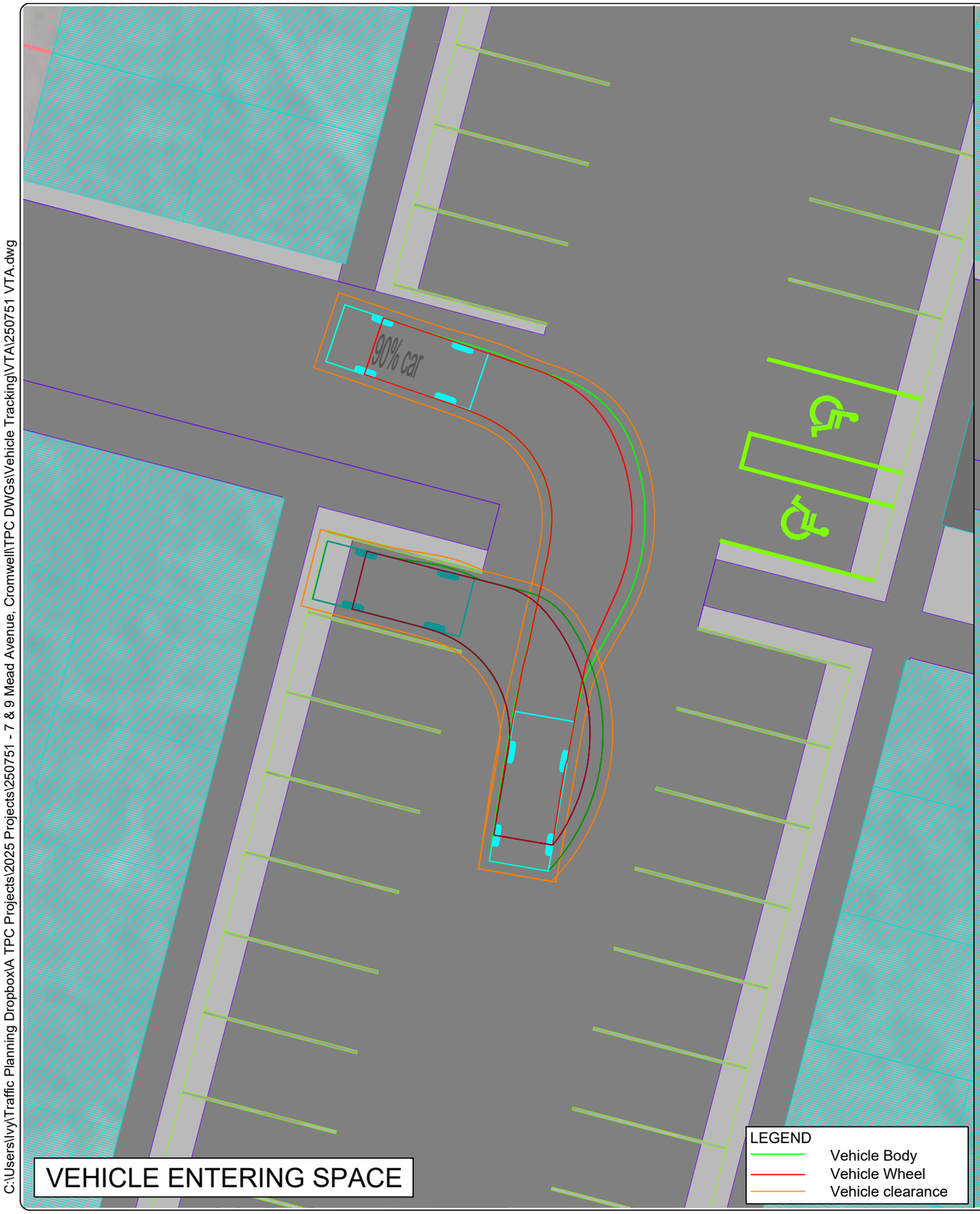
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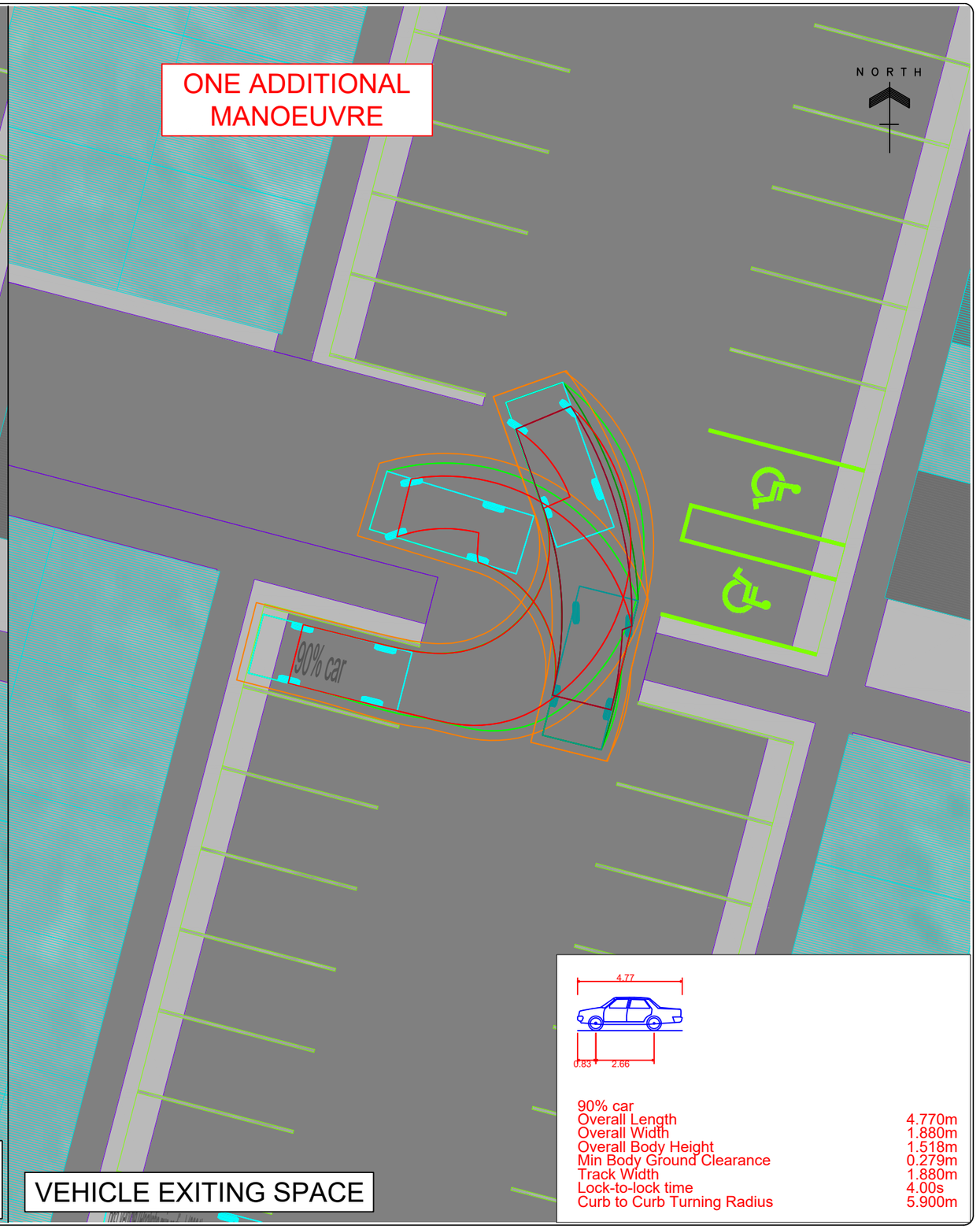
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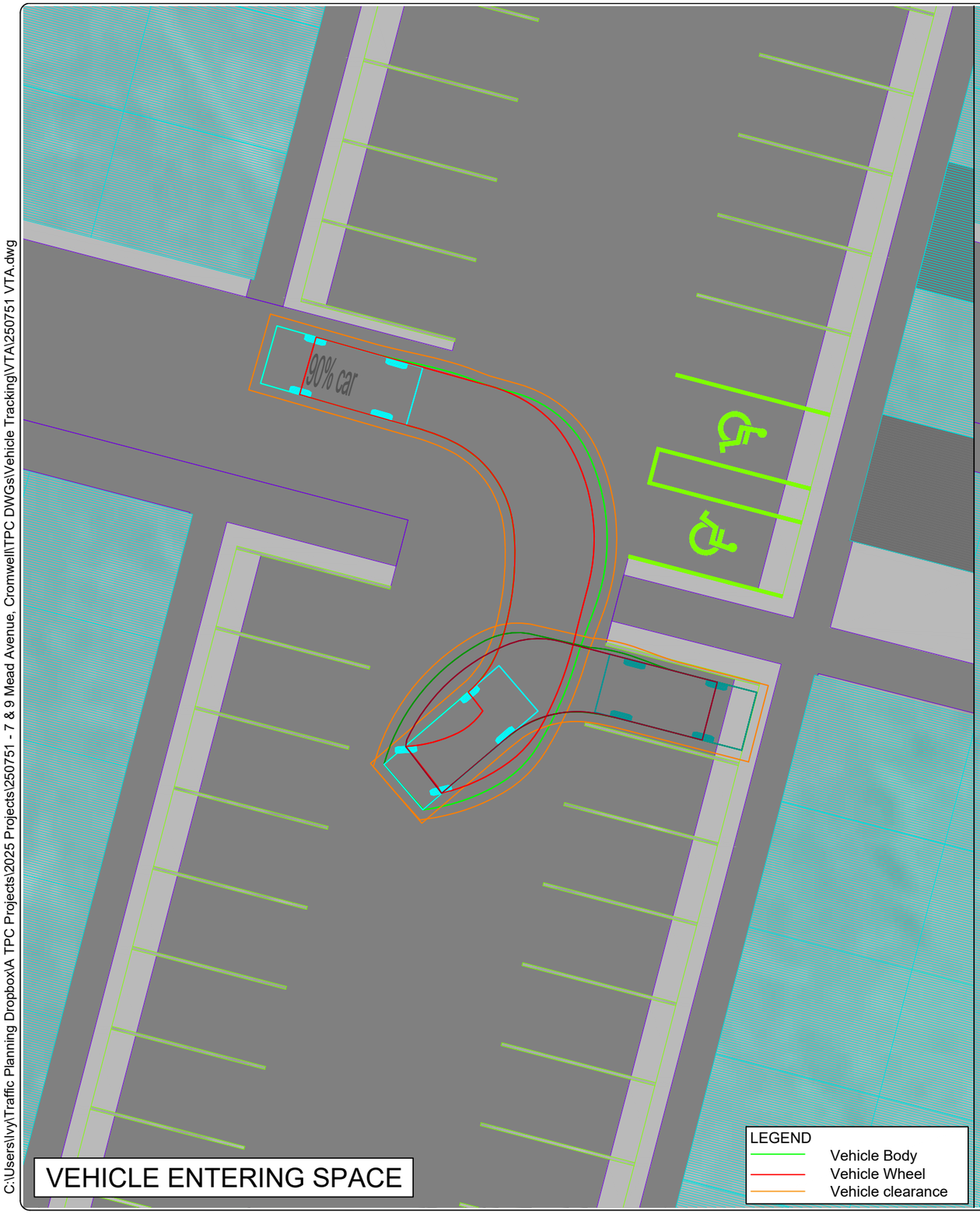
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Sheet Title
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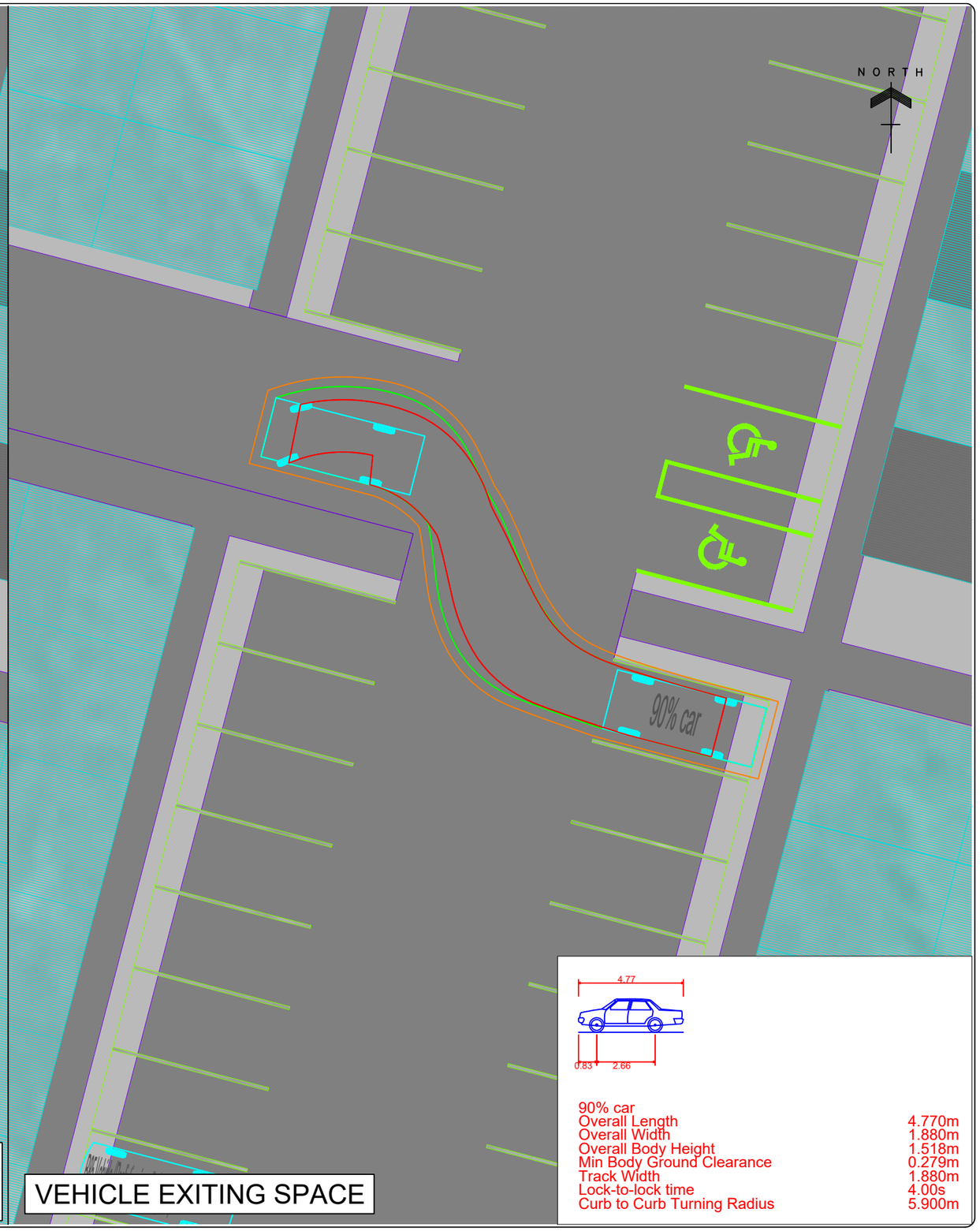
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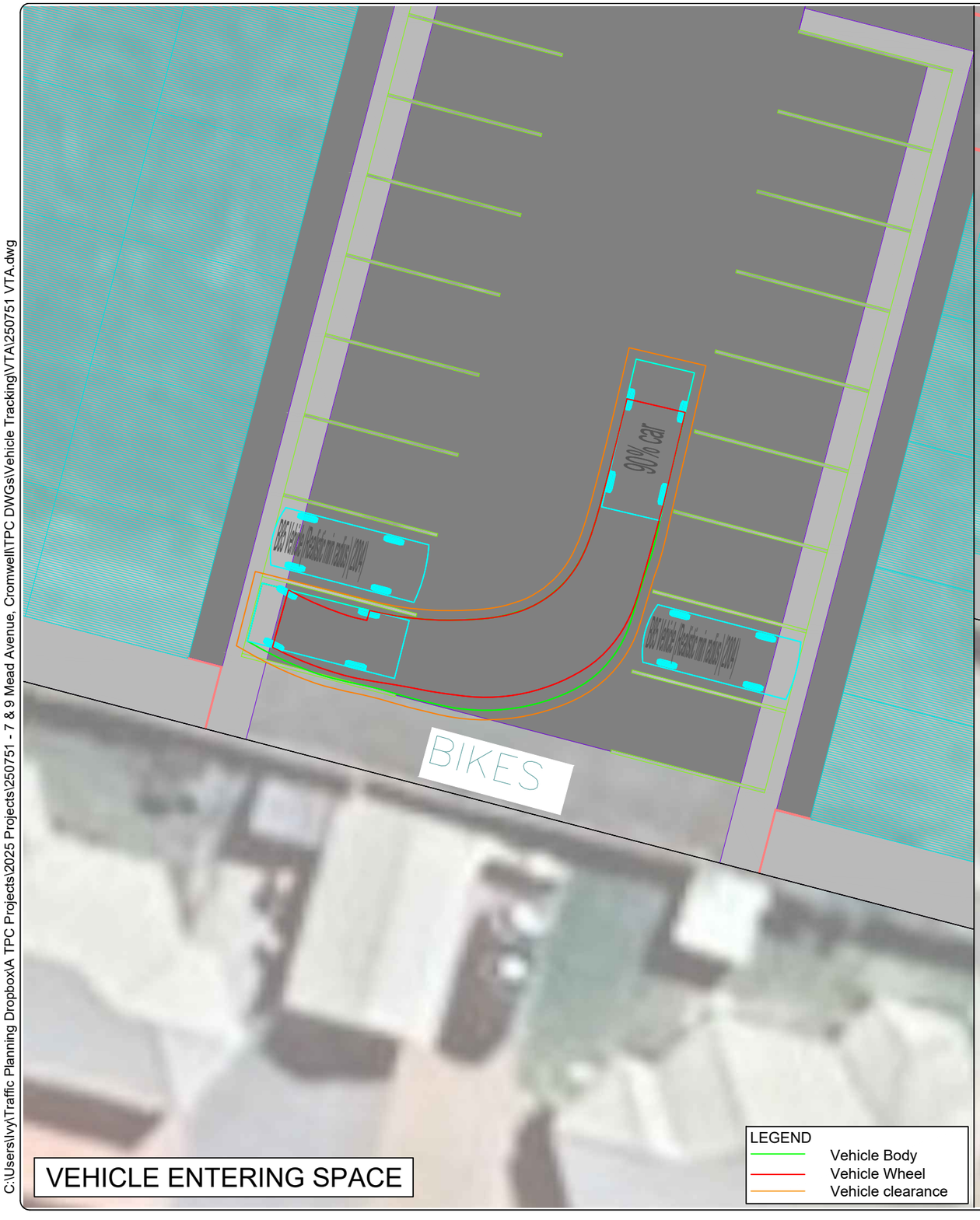
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Residential Development
7 & 9 Mead Avenue, Cromwell

Sheet Title
Vehicle Tracking - 90% car (300mm Clearance)

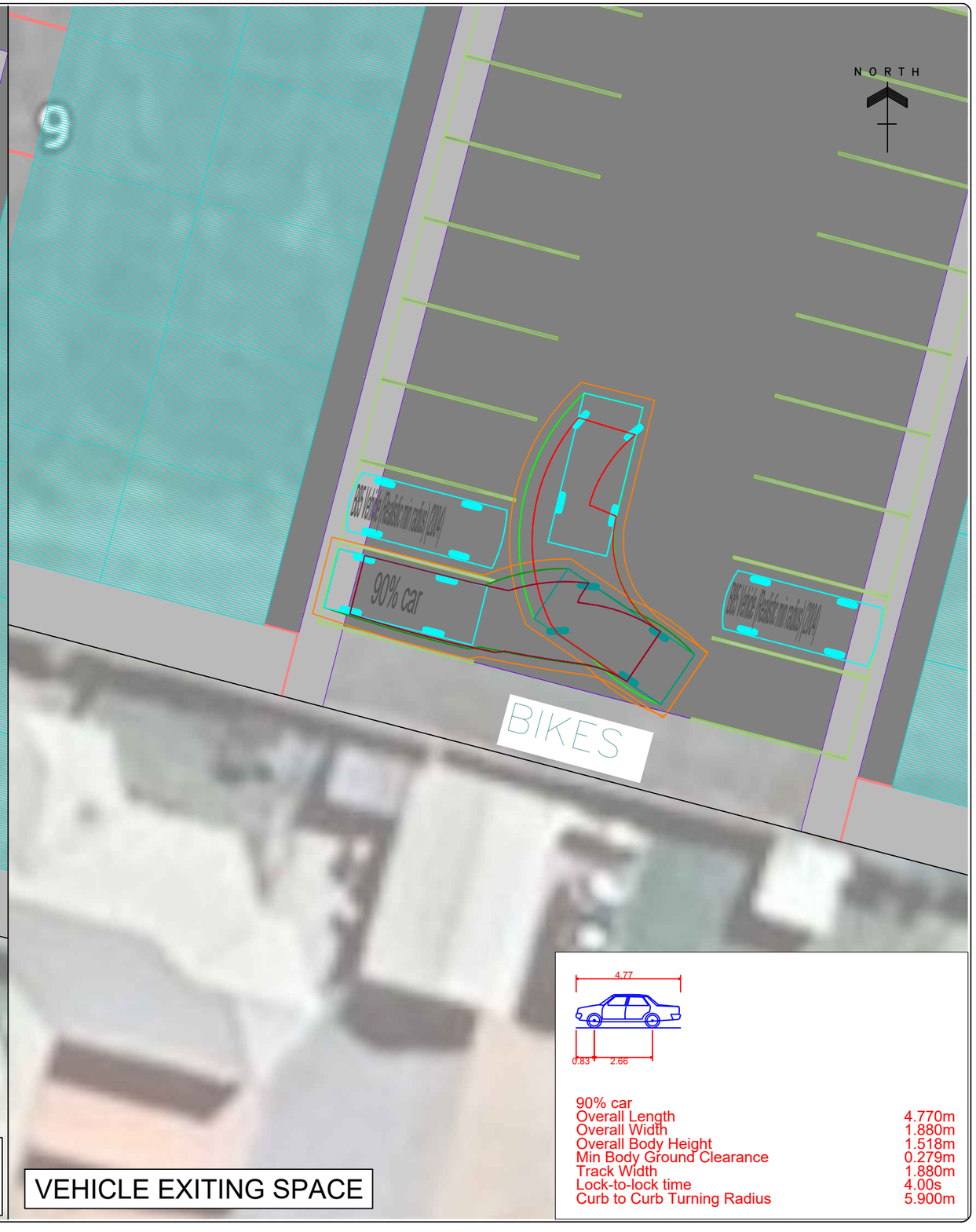
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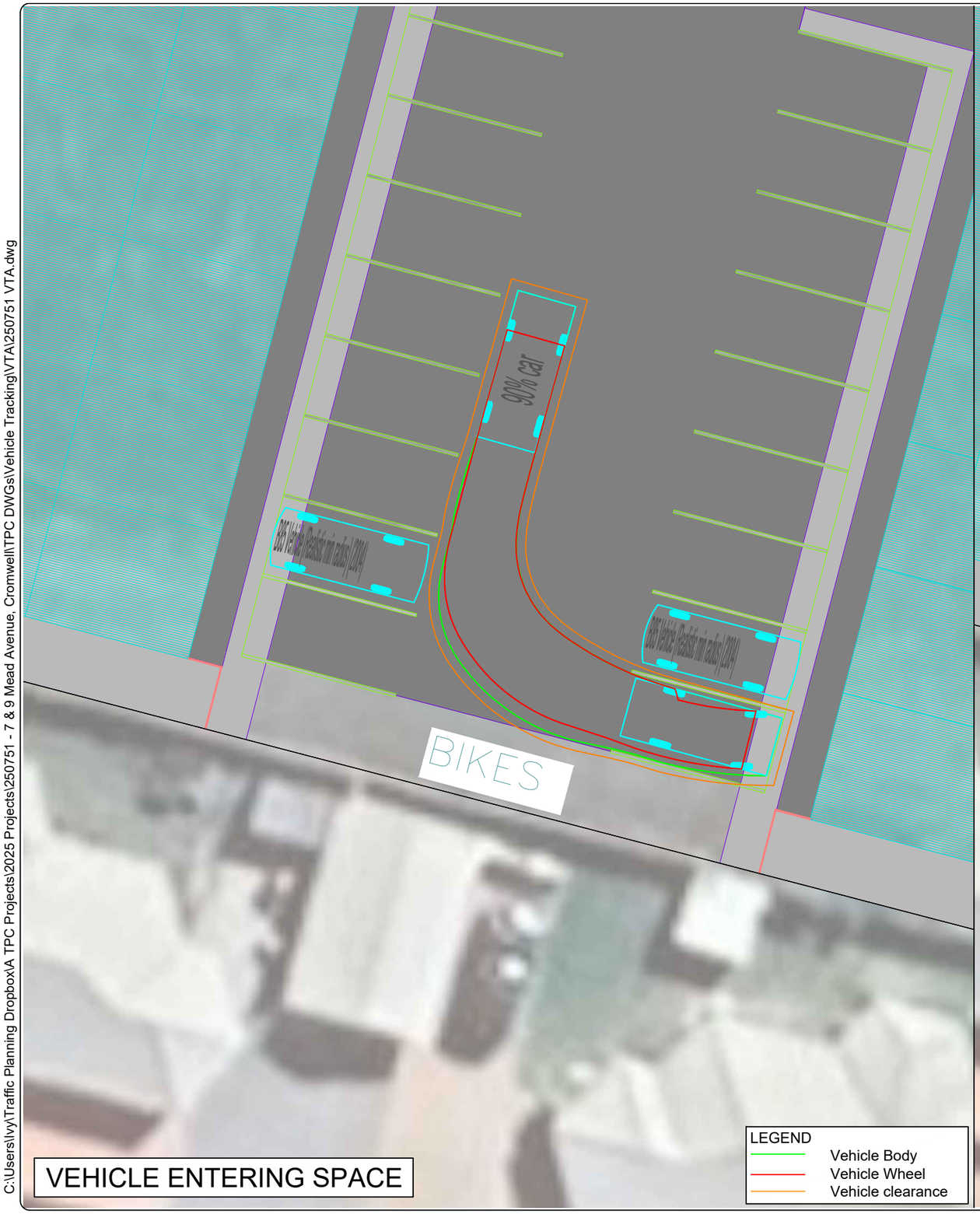
Project Title: Residential Development
7 & 9 Mead Avenue, Cromwell

Sheet Title: Vehicle Tracking - 90% car (300mm Clearance)

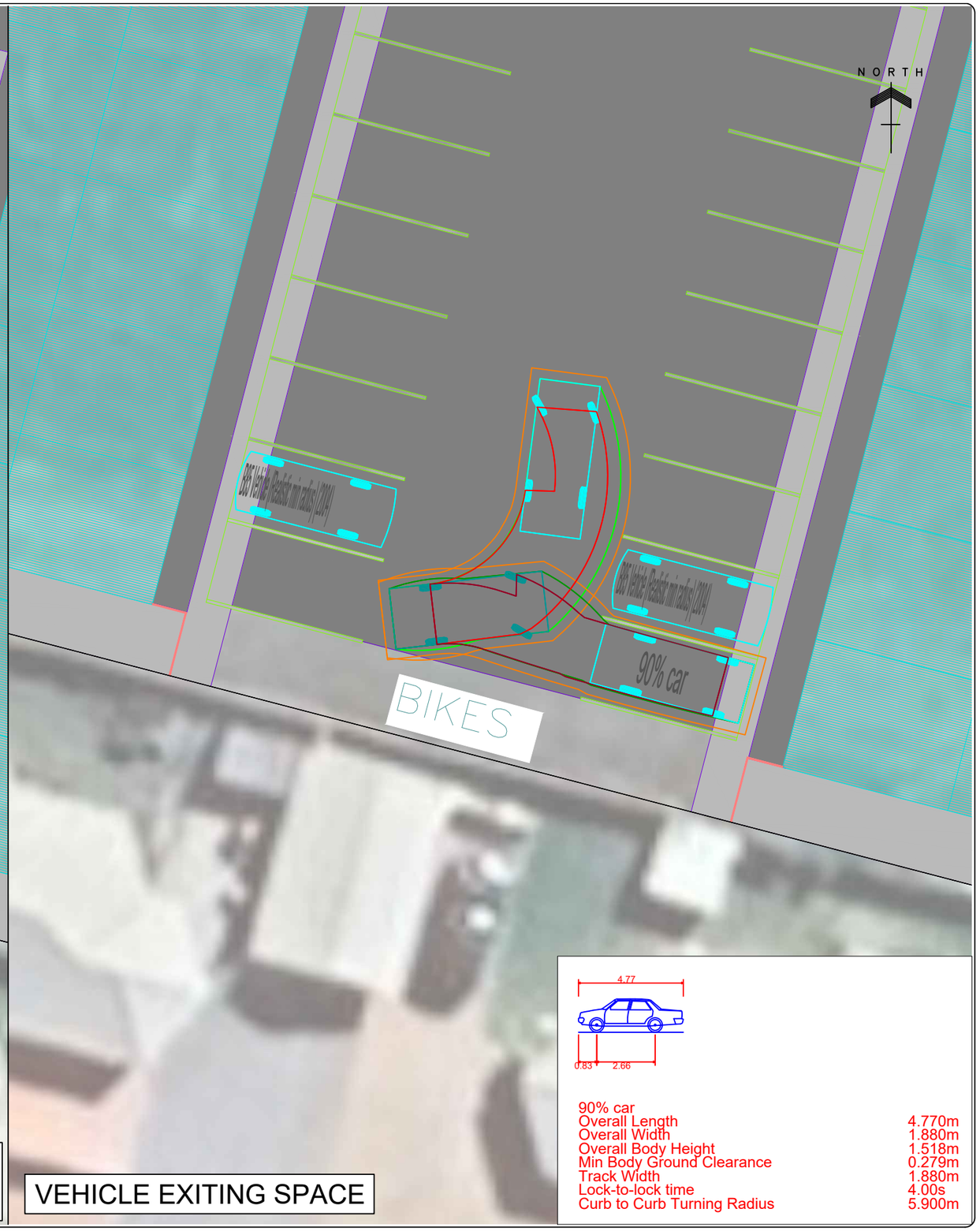
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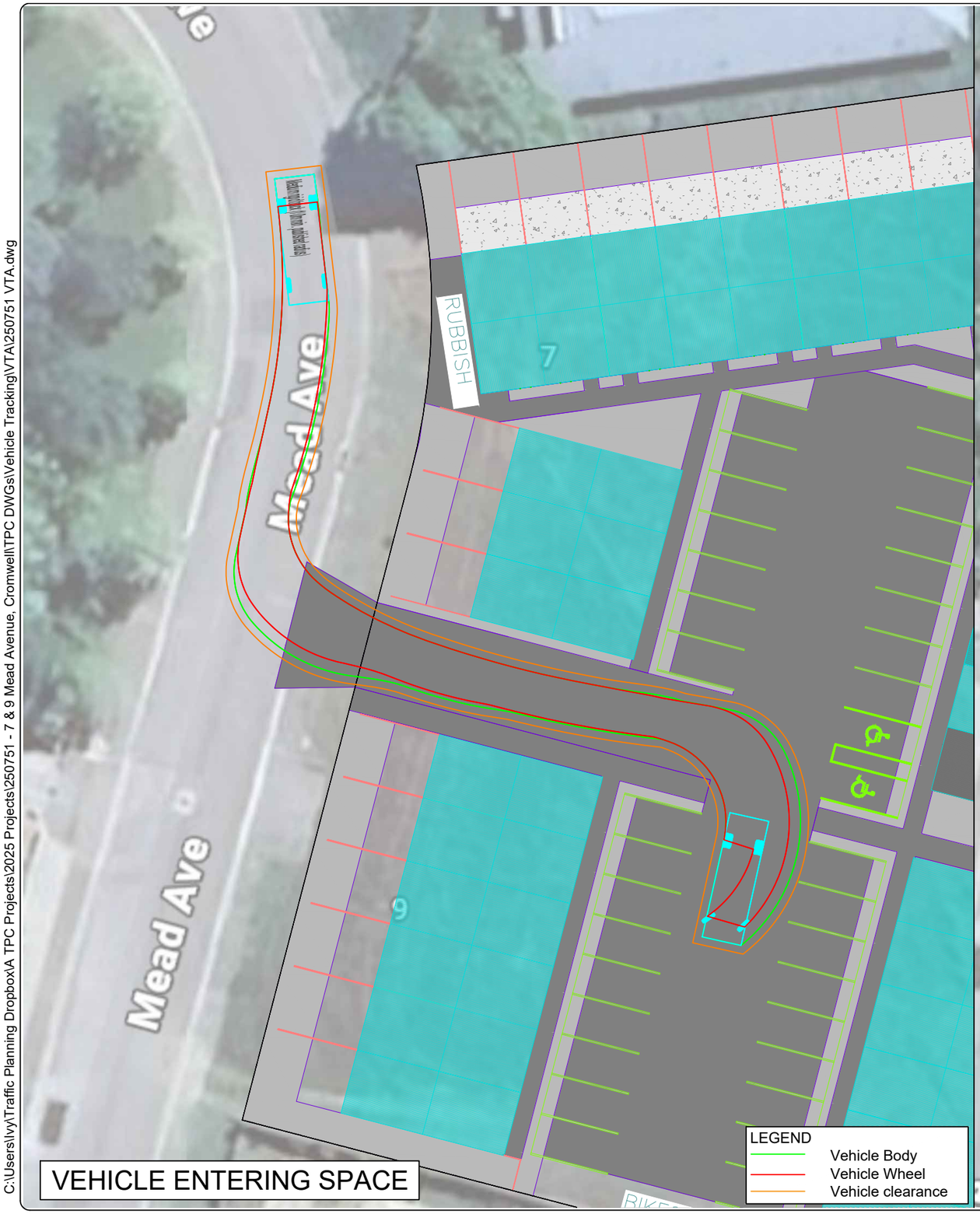
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Residential Development
7 & 9 Mead Avenue, Cromwell

Sheet Title
Vehicle Tracking - 90% car (300mm Clearance)

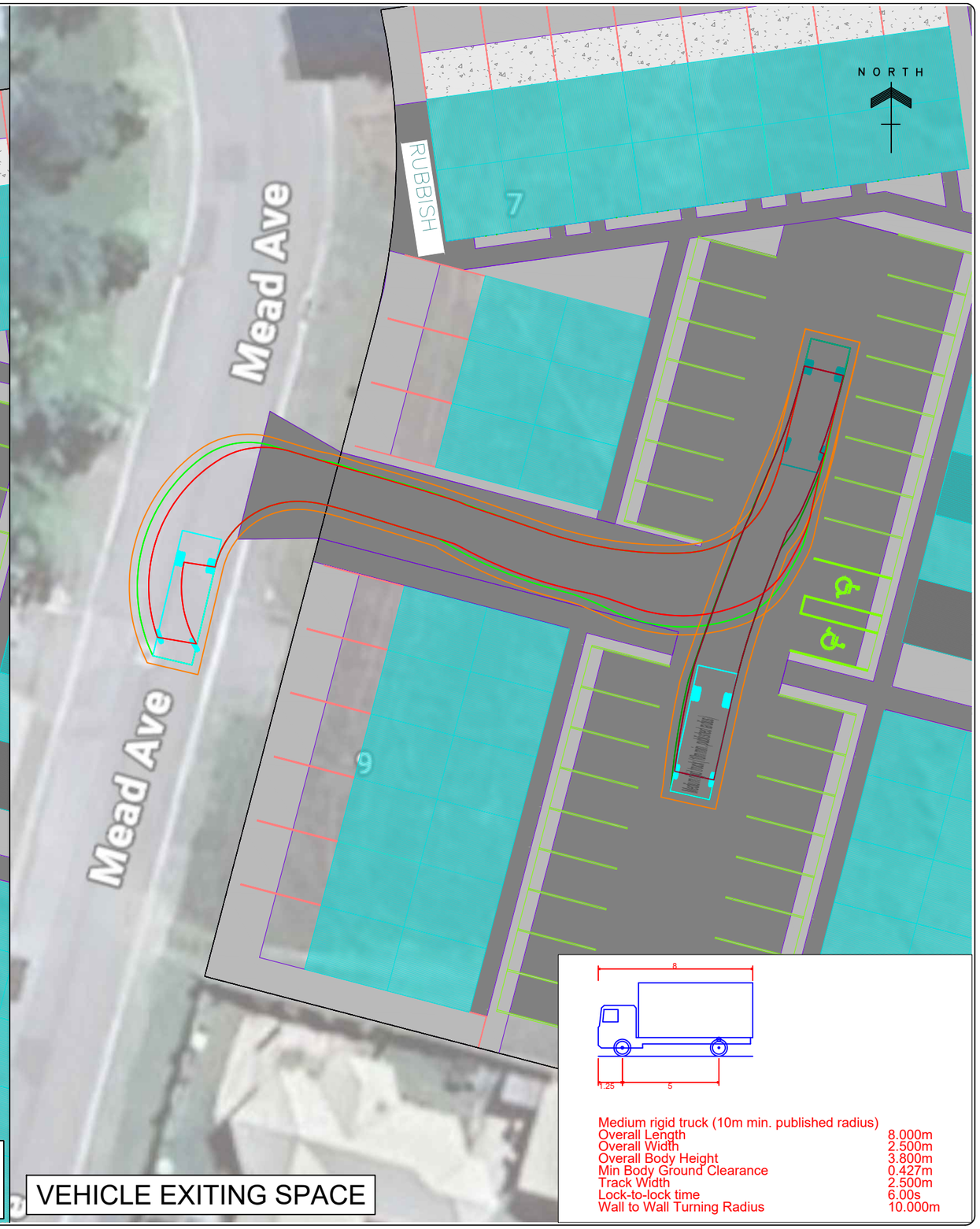
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Project Title: Residential Development
7 & 9 Mead Avenue, Cromwell

Sheet Title: Vehicle Tracking - Medium Rigid Truck (500mm clearance)

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Project Name	RM260018 – Pisa Villas Limited	**Project No**	NZL-WSP-6-XH078.00.4517

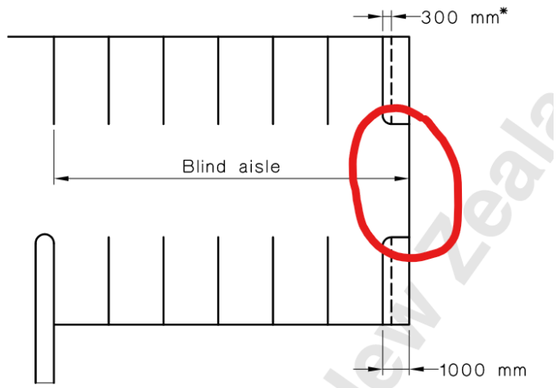
DESIGN REVIEW COMMENTS SHEET

Design Documents:	7 and 9 Mead Avenue Cromwell – Proposed Unit Development Over Lots 5 & 6 DP 20490 Application for a resource consent – Form 9 APP260153817, JPW Consulting Ltd, 29 January 2026 incl. attachments
Document Number:	RC260018

Categories for Reviewer Comments:

- **1**; Non-compliance with CODC District Plan and/or design methodology – requires review
- **2**; Non-compliance with CODC District Plan and/or design methodology – minor non-compliance
- **3**; Comment on additional assessment issues, with recommendations
- **4**; Comment on additional assessment issues, without recommendations

DOCUMENT REVISION:	Rev B	**Review Date:**	02/03/2026
Document Issue Date:	07/05/2026	**Name of Reviewer:**	Katie Dugan, Reece Gibson
Purpose of Review:	Peer review – Traffic Assessment (Sufficient mitigations for a safe and efficient public road network)	**Organisation:**	WSP
REVIEW OUTCOME:		Accepted	
		Revise and resubmit	
		For Information only	

Comment No.	Element	Review Comment (20/03/26)	Applicant Response (12/04/2026)	Review Comment (07/05/26)	Applicant Response (13/05/2026)	Category
Assessment Matters						
1	Carpark Layout	Overall the off-street car parking within the site is considered a good physical layout that is mostly compliant with industry standards. The layout includes two “blind aisles”. Per AS/NZS 2890.1 standard for off-street car parking, “at blind aisles the aisle shall be extended a minimum of 1m beyond the last parking space”.  **<u>Recommendation</u>: That blind aisle extensions are added within the site.**	Please refer to the updated site layout that provides blind aisles consistent with AS/NZS 2890.1. Both blind aisles will have a depth of 1.0m.	Ok	TPC 13.05.26 – This item is now closed. No further response required.	**2**

2	Proposed Use	The proposal involves 33 residential units [8 two-bedroom units and 25 three-bedroom units] that can be used for either residential or visitor accommodation use. It is impossible to know the exact mix of how these units will be used therefore any parking analysis is inherantly based on assumptions and informed judgement. **<u>Traveller Accommodation</u>**: Per CODC District Plan rules, car parking must be provided at a rate of 1 per bedroom for 'travellers accommodation & homestay' – a requirement of **91 car park spaces**. As there is no formal on-site reception facility and the units will be sold individually, it is assumed that these will likely be used as Airbnb-type online booking arrangements. The nature of users of this platform vary. A three-bedroom unit may sometimes be booked by a family with children who will be arriving in 1 vehicle. However the same three-bedroom unit may also be booked by a group of friends arriving from different geographic areas to converge in Cromwell for an event, arriving in 3 (or more) different vehicles. It is also acknowledged that traveller accommodation occupancy rates are not generally 100% ie there will be some times where there are no vehicles using parking for that particular unit. **<u>Residential</u>**: Per CODC District Plan rules, car parking must be provided at a rate of 1 per unit for 'residential dwelling' – a requirement of **33 car park spaces**. Historically the rate for residential parking is based on a single-family dwelling where 1 family shares 1 vehicle. However there is a known shortage of long term rental accommodation in Cromwell and given the unit typology, density and proximity to town amenities it is likely that the units will primarily be used as long term rental accommodation. For example, when the 6-townhouse development at 80 Barry Avenue was sold, only 1 went to an owner-occupier and the rest went to investors. Due to affordability issues in the area it is common for rentals to be shared amongst a mix of individuals, couples and small families. Realistically this means that each unit is likely to have multiple occupants who own separate vehicles that require parking. **<u>Accessible</u>**: Per NZS 4121 Design for Access and Mobility, accessible car park spaces must be provided at a rate of **not less than 2** when the total number of car parks is 21-50. Two accessible car parks have been provided on site and this is considered acceptable. **<u>Likely Scenario</u>: The development use will be a mix of residential, rental and airbnb style accommodation. This means that some will only require 1 carpark space and some will require 3 carpark spaces.** Therefore the parking	There is no request for any further information under this item.	Ok	TPC 13.05.26 – This item is now closed. No further response required.	**3**

Comment No.	Element	Review Comment (20/03/26)	Applicant Response (12/04/2026)	Review Comment (07/05/26)	Applicant Response (13/05/2026)	Category
		demand will realistically be somewhere between 'residential' and 'traveller accommodation'.				
3	Assessment Envelope / Actvity Intensity	The Applicant's Transport Assessment assumes that residential units will only need 1 carpark space and that traveller accommocation will be used by families requiring only 1 carpark space. **This is not considered realistic therefore the assessment has not used an appropriate intensity scenario.** As discussed in Comment 2 the development will result in a mix of uses and demands. Different scenarios include: **Worst case**: If all units were operating as short-stay concurrently and required 91 car park spaces overall. This however is not considered to be a likely or regular scenario. **Least case**: If all units are operating as single-family units with 1 vehicle and required 33 car park spaces overall. This however is not considered to be a likely or regular scenario. **Average case**: Noting that some units will be single family residential, some will be multiple occupant rentals and some will be multiple occupant airbnbs then a more realistic parking requirement would be 1.5 – 2.0 vehicles per unit, requiring 50-66 car park spaces overall. **Recommendation: That the applicant update their traffic and parking assessment using an average parking rate of 2 vehicles per unit.**	Please refer to the updated plans. The proposal now consists fo 32 residential units (24 x 3-bedroom units + 8 x 2-bedrooms units). A total of 33 parking spaces are now provided including 2 x accessible units. Based on a average parking rate of 2 vehicles per unit, 32 units would result in a parking demand of 64 parking spaces. With 33 parking spaces available on site, this would result in a potential spill over of parking on street of 31 parking spaces. As set out in the TIA, observations on Mead Avenue identifies more than 30 on-street parking spaces are available with additional spaces within the immediate vicinity of the site. This would indicate more than sufficient parking is available for any overspill of parking based on a demand of 2 parking spaces per unit. Notwithstanding, TPC considers this to be a conservative outcome. Data for Cromwell for Air BNB style accommodation reports an annual occupancy of 38.5% across all 202 listed properties with the busiest month in February registering a 58% occupancy. Therefore, even at the busiest time, we could only expect an overspill of some 19 cars, based on the average of 2 vehicles per unit. We therefore do not anticipate that parking demand for the proposal would occur beyond Mead Avenue.	The applicant is seeking consent for maximum activity ie full time full use, therefore the requirement to consider the reasonable upper bound of 2 vehicles per unit stands.	TPC 13.05.26 –No further response requested for this item. Notwithstanding, as the applicant is no longer seeking consent for a visitor accommodation activity, this matter is considered closed.	**1**

4	Parking Provision and Spill Effects	The proposal provides 35 on-site parking spaces for 33 units and relies on on-street parking and a Traffic Management Plan to mitigate any shortfall. As discussed in Comments 2 and 3, a more realistic car parking demand is 66 vehicles, **resulting in 33 vehicles needing to find on-street or alternative parking on a regular basis.** Without intervention this parking spillover will fill Mead Avenue first and then nearby Barry Avenue and Neplusulstra Street. A formal parking survey has not been performed but based on imagery and site visits it is estimated that Mead Avenue can accommodate around 40 cars on-street. This takes into account parking restrictions in proximity to intersections and around the inside of horizontal curvature, plus other property vehicle accesses, and uses the minimum dimensions of 5.4m long end spaces and 6.0m long intermediate spaces per AS 2890.5 standard for on-street parking. This also assumes perfect parking discipline ie drivers using appropriate gaps. Also via imagery and site visits it is noted that Mead Ave already has around 8-12 vehicles parking on-street most evenings, presumably from the adjacent residential properties. In addition, multiple large transport and construction vehicles and trailers have been observed parking on Mead Ave - it is unknown the source and demand for these on a regular basis and it is recommended this be part of any further assessment. If Mead Ave can accommodate 40 cars on-street, and 12 vehicles already park on the street, then the additional 33 vehicles anticipated to spill over from the development means that **Mead Ave will regularly have 100% occupancy of all on-street parking.** Mead Avenue has a carriageway width of 8.5m and on-street parking is permitted on both sides of the road. With full on-street parking occupancy then the width left for traveling vehicles will be limited to one-lane travel, creating “chicanes” where vehicles have to pull into an open space or vehicle access to allow a travelling vehicle to pass in the opposite direction. Mead Avenue is a low volume and low speed road in an urban residential setting so this is not entirely inappropriate. Also given the nature of parking demand for residential and traveller accommodation it is anticipated that the majority of parking demand will be overnight and not during the day. During the day, on-street parking would still likely be available for visitors, cleaners and service vehicles. The increased on-street parking demand requiring regular chicane movements is considered a “minor, or more than minor” effect on the neighbouring properties on Mead Avenue. However this is more of an inconvenience /	Please refer to the response to Item 3. The peak overspill demand for visitor accommodation from the proposal site is anticipated to be around 19 parking spaces based on an average demand of 2 spaces per unit. There is more than sufficient available parking within Mead Avenue to accommodate parking without impacting on other streets.	The requirement to consider the reasonable upper bound of 2 vehicles per unit stands. The applicant is seeking to rely on a public asset (on-street parking) to fulfil their parking needs. A parking overspill of 31 vehicles, plus the existing regular use of 12 vehicles, means 100% occupancy of Mead Ave on-street parking (on a regular, albeit not daily, basis) - and this does not include any further development of nearby vacant properties. The effects include: • Restricting Mead Ave to one lane for traveling vehicles • Reduced site distance • Reduced pedestrian and cyclist safety • Delay to emergency vehicles • Increased involvement from council staff re: complaints and enforcement • Reduced on-street parking available for neighbours • Reduced neighbourhood amenity • Potential for increased ‘irresponsible parking’ such as on footpaths or berms The extent of these effects is considered **more than minor**.	TPC 13.05.26 –No further response requested for this item. Notwithstanding, as the applicant is no longer seeking consent for a visitor accommodation activity, the parking provision for the proposed residential activity is complying and no further assessment of effects relating to parking spill over is required. This matter is considered closed.	**1**

Comment No.	Element	Review Comment (20/03/26)	Applicant Response (12/04/2026)	Review Comment (07/05/26)	Applicant Response (13/05/2026)	Category
		change in environment but does not suggest an inherent road safety issue. **<u>Recommendation</u>: That the applicant update their traffic and parking assessment to address anticipated parking spillover and the capacity and sensitivity of neighboring streets to absorb this.**				
5	Traffic Management Plan – Pracaticality and Enforceability	The applicant proposes reliance on a Traffic Management Plan (TMP). Without an on-site manager, a central booking/operator; or defined on-street parking management it is believed **a TMP to address parking is entirely ineffective.** It is recommended as a minimum requirement to *have* a TMP and communicate to owners and occupants recommended parking arrangements, however without monitoring and enforcing compliance then it becomes merely a suggestion. **<u>Recommendation</u>: That car park spaces within the site are assigned to each unit (assumed 1 per unit on site) and marked as such with pavement markings or signage.** **<u>Recommendation</u>: That owners make clear to occupants that the unit has 1 designated car park, that on-street car parking is limited, and encourage travellers to park in Town Centre Car Park locations or the Big Fruit Reserve and walk to the unit to reduce impacts on Mead Ave.** **<u>Recommendation</u>: That the applicant update their traffic and parking assessment to address anticipated parking spillover and the capacity and sensitivity of neighboring streets to absorb this, since this will be the likely outcome.**	The applicant anticipates that all parking within the site will be assigned to units. As set out above, the potential on-street parking demand can be accommodated within Mead Avenue and spare parking will remain available. Notwithstanding, a condition of consent that requires any rental listing or adventising for visitor accommodation make it clear regarding the availability of parking on site and alternative parking locations. Please refer to the response to Item 3 regarding anticipated parking demand. Refer to the proposed OMP including the Recommendation in the draft house rules.	Without an on-site manager or a single accountable operator, it is uncertain whether the required coordination, monitoring or enforcement could be reliably achieved. Five Mile Villas in nearby Frankton is an example of this. Despite having strict body corporate requirements and 'clear instructions' for visitor accommodation users that only 1 carpark is available, visitors often arrive in multiple vehicles and attempt to use nearby streets or 'irresponsible parking'.	TPC 13.05.26 –No further response requested for this item. Notwithstanding, as the applicant is no longer seeking consent for a visitor accommodation activity, this matter is considered closed.	**3**

Comment No.	Element	Review Comment (20/03/26)	Applicant Response (12/04/2026)	Review Comment (07/05/26)	Applicant Response (13/05/2026)	Category
6	Traffic Generation and Network Effects	The assumptions for trip generation used in the Transport Assessment are considered reasonable given the mix of use (residential generally higher, traveller accommodation generally lower). Mead Avenue will still be classified as a 'low volume' road (<500 ADT) with the addition of the development, and flows are expected to remain within the capacity of a local residential road. The District Plan has classified the zone as Medium Density Residential with Traveller Accommodation as a permitted activity and it is anticipated that the adjacent roading network has 'plan enabled' capacity. What the Applicant has not addressed from a 'network effects' perspective is the parking overspill onto Mead Avenue from the development and what effect this will have on safety and efficiency. As discussed in Comment 4 it is anticipated that the development will regularly result in 100% on-street car parking occupancy on Mead Avenue (ableit mostly during evening and overnight periods). Pedestrians crossing the street and cyclists using the road will be less visible when on-street parking is congested. However the visual narrowing effect on traveling vehicles will reduce speeds on Mead Ave as well. **<u>Recommendation</u>: That a Safe System Audit is required as part of consent to address any safety issues arising from the anticipated increase in on-street parking due to the development. This is likely to include parking restrictions on the horizontal curve and formalisation of priority at the Mead Ave / Neplusulstra St intersection.**	As set out in the response to Item 3, it is not anticipated that the parking in Mead Avenue will be 100% occupied. This will provide ample opportunities for vehicles to pass each other where there are vehicle crossings and unoccupied parking spaces. Given Mead Avenue is only a low volume local road and would only serve those properties with access to it, the added demand from the proposal is not expectes to have an adverse effect on vehicle movement and safety within Mead Avenue. TPC therefore does not consider that a Safe System Audit is required.	Even on days where parking is not 100% the applicant admits that 80%+ occupancy will be a regular occurrence. And this does not include any future development on Mead Ave. Full, or near-full, on-street parking that reduces the live lane to single vehicle movement inherently increases safety risks. The proposed development would be the cause of this scenario on Mead Ave. The current Mead Ave carriageway environment is completely informal and it is believed that some physical mitigation measures would improve safety. A Safe System Audit would formally investigate and document these recommendations.	TPC 13.05.26 –No further response requested for this item. Notwithstanding, as the applicant is no longer seeking consent for a visitor accommodation activity, the parking provision for the proposed residential activity is complying and no further assessment of effects relating to parking spill over is required. This matter is considered closed.	**3**

Comment No.	Element	Review Comment (20/03/26)	Applicant Response (12/04/2026)	Review Comment (07/05/26)	Applicant Response (13/05/2026)	Category
7	Overall Conclusions for Planning Purposes	The Applicant's assumption of 1 car park per unit is not considered realistic given the site zoning, location, area-wide lack of rental accommodation and the proposed density of development. However it is also not likely that the 'worst-case scenario' of parking will be regularly required either and there are environmental, aesthetic and financial costs associated with unlimited supply of parking. **It is recommended that a more realistic 'upper bound' assessment should be completed using an average of 2 car parks per unit.** Overall the physical car park layout of the current proposal is considered well designed. However, unless the scale of development is reduced, or the supply of on-site parking is increased, then the development will result in overspill parking resulting in 100% on-street parking occupancy on Mead Avenue, and likely some parking onto other nearby streets as well. **The effects of this are likely to be "minor, or more than minor".** **It is recommended that the Transport Assessment be updated to reflect the 2 car parks per unit on average parking scenario, and that a safe system audit is done for Mead Avenue to identify physical interventions to improve safety and efficiency for the increased on-street parking occupancy.**	As set out above, the potential parking occupany is expected to be less than indicted by WSP such that there is not anticipated to be safety effects that require further mitigation.	The applicant is proposing to introduce 80-100% on-street parking occupancy on Mead Ave on a regular basis. **The effects of this will be "minor, or more than minor".**	TPC 13.05.26 –No further response requested for this item. Notwithstanding, as the applicant is no longer seeking consent for a visitor accommodation activity, the parking provision for the proposed residential activity is complying and no further assessment of effects relating to parking spill over is required. This matter is considered closed.	**1**
Other Issues						
8	Priority at Mead Ave / Neplusulstra St	The intersection of Mead Avenue with Barry Avenue is formalised with Give Way priority. However the intersection of Mead Avenue with Neplusulstra Street is currently unmarked with no priority. The proposed development would double the daily traffic on Mead Avenue (however still considered a low volume road) and likely result in 100% on-street parking occupancy. Formalising the intersection to a Give Way priority will help enforce parking near the intersection and overall improve the safety of the intersection. **Recommendation: That the Mead Ave / Neplusulstra St intersection be formalised to a priority Give Way intersection.**	There is no factual evidence to indicate that effects from the proposal would require formalising a priority control at this intersection. There is currently no identified crash history that would suggest there is an existing safety concern and the additional of an estimated peak demand of 15 vph added to the intrersection (for most times it will be much less) would not justify any upgrades to this intersection.	Given the increased on-street parking occupancy generated by this development it is believed that formalisation of the intersection will help enforce parking near the intersection. Additionally, the development is more than doubling the existing ADT of Mead Ave and formalising the Mead/Neplusultra intersection to match the Mead/Barry intersection is considered appropriate.	TPC 13.05.26 –No further response requested for this item. Notwithstanding, as the applicant is no longer seeking consent for a visitor accommodation activity, the parking provision for the proposed residential activity is complying and no further assessment of effects relating to parking spill over is required. This matter is considered closed.	**3**